

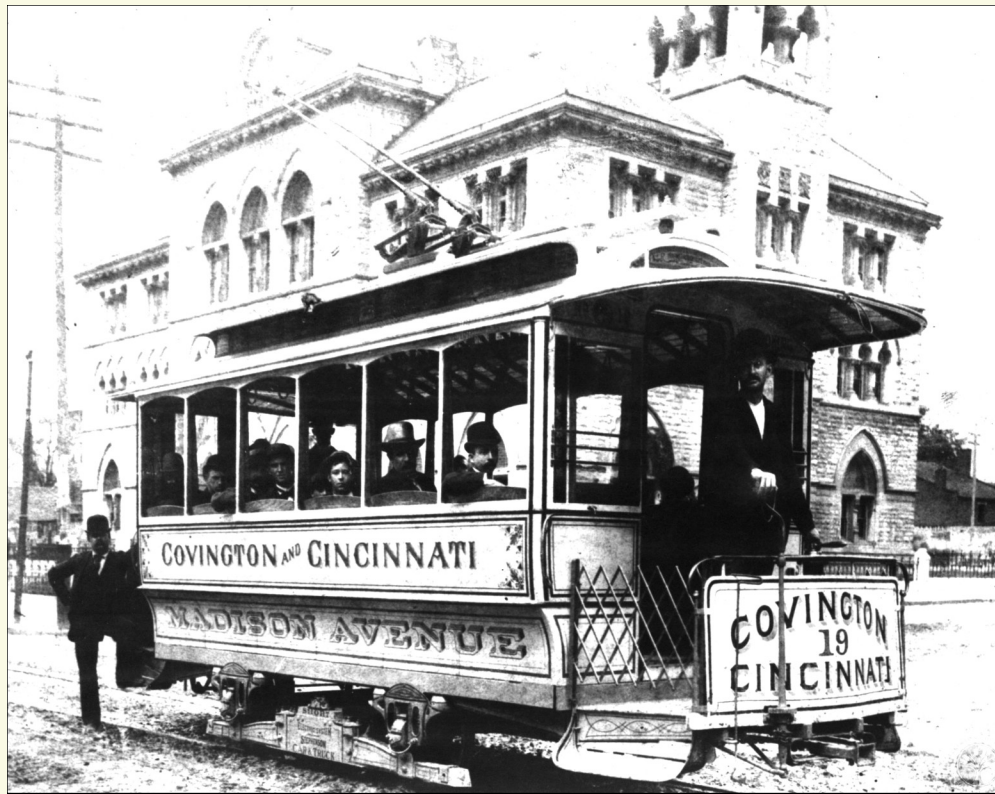


Bulletin of the Kenton County Historical Society

Website: www.kentoncountyhistoricalsociety.org Email: info@kentoncountyhistoricalsociety.org
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July / August

2013



The Last Streetcar

Covington Welcomes Liberty Bell

Patricia Scott:

All-American Girls Professional Baseball League

New Website for Northern Kentucky History

www.kentoncountyhistoricalsociety.org

The Last Streetcar

John E. Burns¹

The year of 1890 was an eventful one for the Covington area and indeed, for all of Kentucky. During that year the city observed its anniversary [75 years], and April 9th marked the 25th anniversary of the Union's victory at Appomattox Court House. On May 23rd the Kentucky legislature incorporated Bromley, while an act to incorporate Holmesdale won the approval of the state senate, only to then become stalled.

On May 24th the outstanding thoroughbred, *Bill Letcher*, won the Latonia Derby; on September 8th Kentucky's Constitutional Convention opened; and a week later, on September 15th, the *Kentucky Post* began publication. It sold for one-cent a copy.

The day after the first appearance of the *Kentucky Post*, all of Covington was amazed by the sight of an electric-powered streetcar making its first test run over the city's streets. Even though it was nearly 11:00 P.M. when the run was made, good-natured crowds lined the streets to heartily cheer the car throughout its route. The brightly lit car's performance was jubilantly declared to be perfect and without any serious defects.

Expansion of the city's corporate limits and the growth of its various neighborhoods received a sharp impetus with the arrival of electricity and the electrification of its streetcar lines. Indeed, the spread of such transportation systems in America's cities had been nothing short of phenomenal. It was in 1887 that the nation's first electrified line began at Richmond, Virginia, and within the next three years more than 5,000 miles of electric streetcar lines were operating in 51 cities, including Covington.

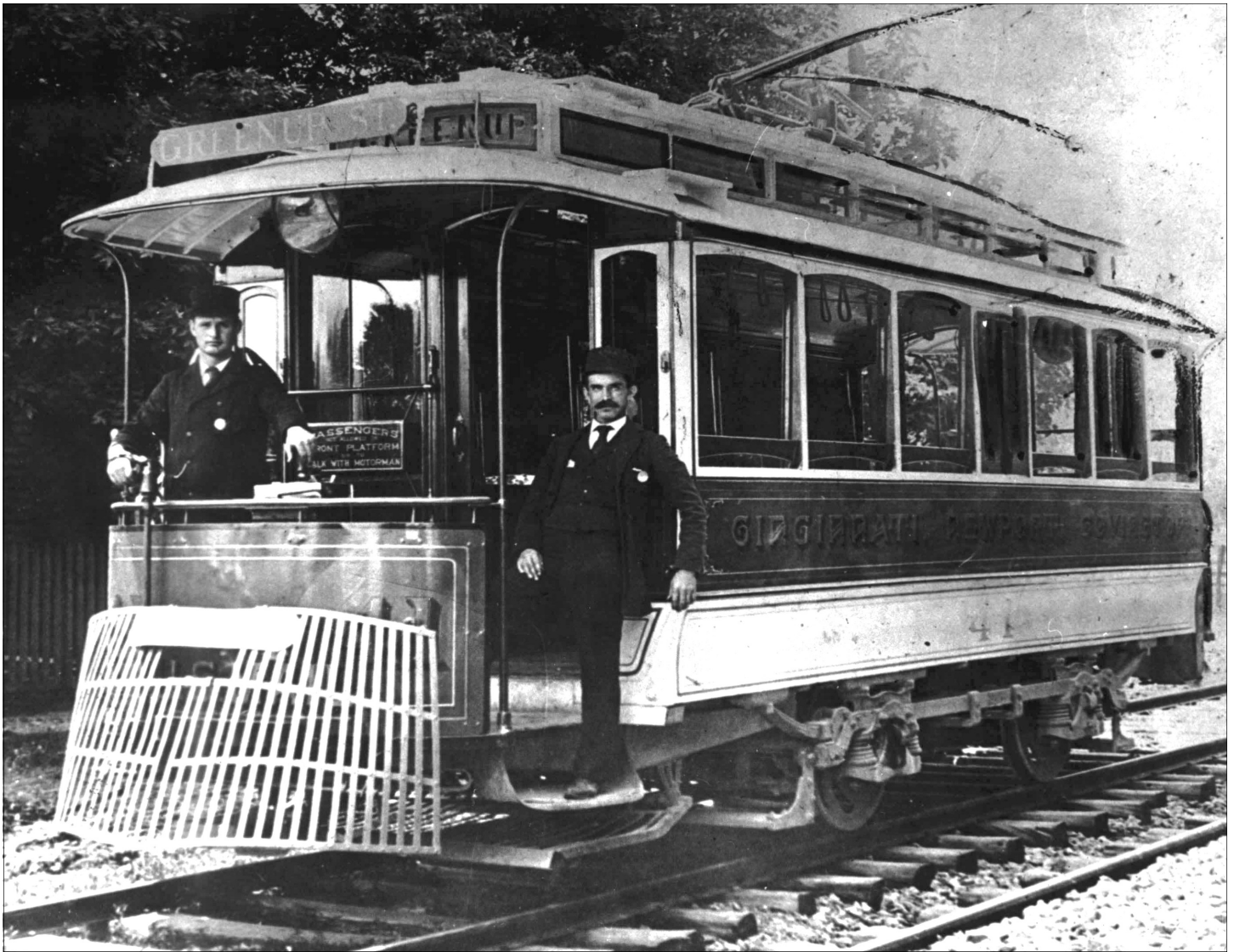
Prior to electricity, horse and mule-drawn streetcar service had seen such a growth throughout the city that at one time it was said that as many as 500 cars were crossing the Suspension Bridge every day.

A number of separate companies had been chartered to serve the various neighborhoods. The oldest of these, the Covington Street Railway Company was commonly known as the White Line because of the color of its cars. The Covington & Cincinnati Street Railway Company, chartered in 1870, was known as the Yellow Line, while the South Covington & Cincinnati Street Railway Company, which was chartered in 1876, adopted green as its distinguishing color.

The South Covington & Cincinnati Street Railway Company was undoubtedly the most aggressive of the numerous local companies, and it was no sooner chartered than it proceeded to acquire the Covington & Cincinnati Street Railway Company. It then proceeded to win a measure of approval from the city's Irish by promptly changing the color of the newly-acquired yellow cars to its own favored green.

The South Covington continued its policy of acquiring the other companies so that by 1883 it had gained complete control over all such transit facilities in the city and was working toward doing the same in neighboring Newport. In the summer of 1889, city officials authorized the line's management to convert its cars to electricity, yet it was not until September 16, 1890 that the first test run of such a streetcar was made.

The city's lawmakers had decreed that the new cars would not be driven at a speed of more than 10 miles an hour, and the wisdom of this became apparent on the second night of the test runs. This time, the motorman on one of the cars stepped up the speed as he was racing over Pike Street toward Madison Avenue. He made the turn onto Madison without reducing his car's speed, and, according to one observer, received "a good shaking up" when it jumped the track. No serious harm was done, and the car was returned to its track and "continued on as if nothing had happened."



Above: Electric Greenline Streetcar, with William Broderick, motorman, and C. Forsett, Conductor.
On the cover: Streetcar in front of old Federal Building, circa 1892

images courtesy: Kenton County Public Library

Once again the new cars were proclaimed an unqualified success. Critics of the city administration were quick to excuse the derailment by pointing out that “the tracks, mainly due to the wretched condition of the streets, are in bad condition.” The new cars won the praise of the entire community, and on their first Sunday in operation attracted throngs of the curious. On Madison Avenue, the cars were hooked together in tandems of two, and like those on the Main Street line, were literally filled with humanity throughout the day.

It was later announced that every effort would be made to have the electric cars running to Cincinnati by Christmas. Because of unexpected problems

though, the first such car did not cross the Ohio until nearly mid-January of 1891.

Eventually, in 1892, the South Covington & Cincinnati Street Railway Company merged with two Newport streetcar companies to form the Cincinnati, Newport & Covington Railway Company. The merger also gave the new company the capital stock of all remaining local companies, and marked the beginning of the area’s most extensive period of transit development. The entire system of tracks was rebuilt and enlarged, and on February 5, 1893 the last of the horse and mule powered cars was taken out of service. That was when two of the company’s favorite mules, “Wildcat” and “Ginger,” pulled the last such

car into the car barn, and 225 mules were dismissed from their jobs. The newly-formed Cincinnati, Newport & Covington Street Railway, or C.N.&C., retained the South Covington line's color of green for its cars, and throughout the remainder of its existence was popularly known as the Green Line.

The electric car routes which crossed into Cincinnati continued using Fountain Square as their northernmost stop until 1921 when the Dixie Terminal was completed and began use as the Ohio turnaround point. As an Ohio based corporation, the car company's management also decided to continue carrying the name, South Covington & Cincinnati Street Railway, on its local cars until 1922 when the name was finally replaced by the C.N.&C. logo.

Local residents developed a remarkable amount of pride in their new streetcars and at least one newsman expressed compassion for residents of the Ohio side of the river who, he felt, would surely be moved to jealousy at the sight of the new Kentucky cars. "People of Cincinnati," he wrote, "have been so accustomed to riding old, dilapidated and filthy cars that the brand new, clean and roomy cars from the progressive City of Covington might create some jealousy."

The newsman proved to be somewhat of a prophet, for in May of 1895 the local streetcar company was asked not to send its special party car, the *Blue Grass*, into Cincinnati because "...the people will soon be clamoring for one."

Still, these early electric cars, like the horse and mule drawn cars, pre-dated the city's 1896 law requiring that any car which was operated during the months of November through March be equipped with an enclosed front vestibule. The job of the driver or motorman on the open vestibule cars could be unusually strenuous during winter when bone-chilling winds struck. At those times such drivers as Tom Green, Charles Perry, Henry Thomas, and Clarence Pebworth stood bundled in heavy clothing with their feet tied up in straw while the biting wind continued slapping them in the face. To drive one of these open-front cars across the Suspension Bridge on a bitterly cold day was truly an heroic task.

The new electric cars, it should be noted, sometimes proved to be an aid to expediting the flow of traffic in a most unexpected way. Heavy wagons often became mired in the deep mud of unpaved streets and on many occasions the electric cars, moving easily on their smooth rails, were called upon to help the struggling, overburdened horses disengage their loads from the muck.

There were those individuals, however, who continued to lament the passing of the horse and mule drawn streetcars from the scene. For some it represented an exchange of a quieter and more leisurely era for one lacking in certain intangible amenities. They kept a fond remembrance of the sounds of tinkling bells which decorated the car company's horses and mules. To them, the electric car's loud "CLANG" was a step backward. Future generations, however, came to enjoy the raucous "CLANG, CLANG" and would recall it with nostalgia when it too, passed from the local scene.

The era of the electric streetcars' regular service ended in Kentucky on Sunday morning, July 2, 1950 when Green Line double-truck car number 513 made the last run on the Ft Mitchell line. Operated by Elmer Denigen of 1503 Scott Street, it was scheduled to leave the Dixie Terminal at 12:05 A.M. and arrive at the end of its line 32 minutes later. From there, Denigen took the now-historic streetcar to the Madison Avenue car barn for the very last time.

Later, a ceremonial parade of old streetcars and newly-acquired buses took place. Then, an antique parlor car was retired to a Devou Park museum where a correct, but highly misleading sign was placed alongside it declaring it to be the last streetcar to operate in all of Kentucky.

The fleet of large, double-truck cars now met the ignominious fate of being sold for a variety of uses, including those of rabbit hutches, tool sheds, chicken coops, hamburger stands, and at least one saloon. Those remaining unsold were then heaped on the Licking River bank at Newport where they were burned and their remaining steel parts fed into the fiery furnaces of that city's steel industry.

1. Originally printed in the KCHS membership newsletter in July 1990

In 1915, Covington Citizens Honored America's Liberty Bell

John Boh¹

In 1915, when Covington was 100 years old, residents and visitors were able to take advantage of an unusual opportunity. On Monday, November 22nd, children and adults in Covington lined the L&N railroad tracks to view the Liberty Bell returning from San Francisco to Philadelphia.² The train halted briefly at the crowded Latonia Race Track grandstand, then proceeded slowly north to the railroad bridge. The deliberate movement gave opportunity for patriotic emotions and flag waving. Renditions included "Star Spangled Banner," "My Country Tis of Thee," and "Columbia, the Gem of the Ocean." Boy Scouts "stood at salute." A man fell through a skylight on Pike Street. Henry Prater from Lee Street, and Robert Zuborg of 12th and Russell streets also sustained slight injuries and were treated by pharmacist Joe Michels from the drug store of Bart Stuntebeck at Pike and Russell. The train had "several Pullmans, and the Pennsylvania flat car with its precious cargo at the rear..." The people observed the Liberty Bell from roof tops, porches, balconies, and on grade level at the tracks and street crossings.³

The original plan for celebrating the Liberty Bell had been announced over a week earlier by Superintendent Homer Sluss. Covington school children would be "released" from school, and given free passage to cross the Suspension Bridge (then a toll bridge) to view the symbol of freedom at the L&N warehouse in Cincinnati. The following persons would head the parade: Sluss; T. C. Tarver, Charles Moore, Ben Griffith (*Commercial Tribune*), F. A. Crippen (editor of the *Kentucky Post*); Fathers Carroll and (Ignatius) Ahmann (from St. Mary's and St. Aloysius parochial schools); Clarence Roberts from the Historical Club; Hubert Cohen, Ben Eilerman, Louis Gershuny from the merchants. These arrangements were outlined by Mayor George Philipps. On November 10th the paper reported that thousands of Covington public and parochial school children

would participate, but the parade would have to coordinate with the planned arrival of even more thousands of Cincinnati school children at the warehouse. The *Post* reported on November 11th that Clifford Shinkle President of the Bridge Company had arranged to pay the tolls himself for the Covington students and chaperones. Final arrangements were still in process with planning centered at the Northern Kentucky Press Club on Madison Avenue. Then on November 16th changes were announced and by November 18 plans were finally completed.

Northern Kentucky children would view the Bell in Covington. 50 policemen under Lieutenant Dan Crout and 15 firemen under Fire Chief Teddy Griffith "will command the crowds." Commissioner Theodore Kluemper will make plans for rope barricades; 50 boy scouts under Colonel Nelson Edwards will assist. Children will sing songs and wave flags. 20,000 cards bearing a picture and history of the Bell and words to "America" will be distributed. Children will be directed to these locations: The Latonia race track grandstand (Hubert Cohen in charge); 19 Street (W. C. Ryerson of the *Commercial Tribune*); 17th Street (Colonel Edwards); Robbins Street (Sluss); 9th Street (Father Carroll); Pike Street (Father Ahmann and Ben Eilerman); and 6th Street (Louis Gershuny in charge). The train will leave Latonia about 1:00 PM and arrive in Cincinnati about 1:45 PM. Covington stores would be closed. On November 19 Ben Eilerman, president of the Liberty Bell committee reported that Newport had given up its previous plans and would parade its children across the 4th Street bridge to designated locations at the Covington tracks.⁴

On the day that the Bell was viewed from the streets of Covington there was other railroad news. The Covington Industrial Club and the West End Welfare Association were preparing an agenda for

Continued on page 10

Patricia Scott

All-American Girls Professional Baseball League

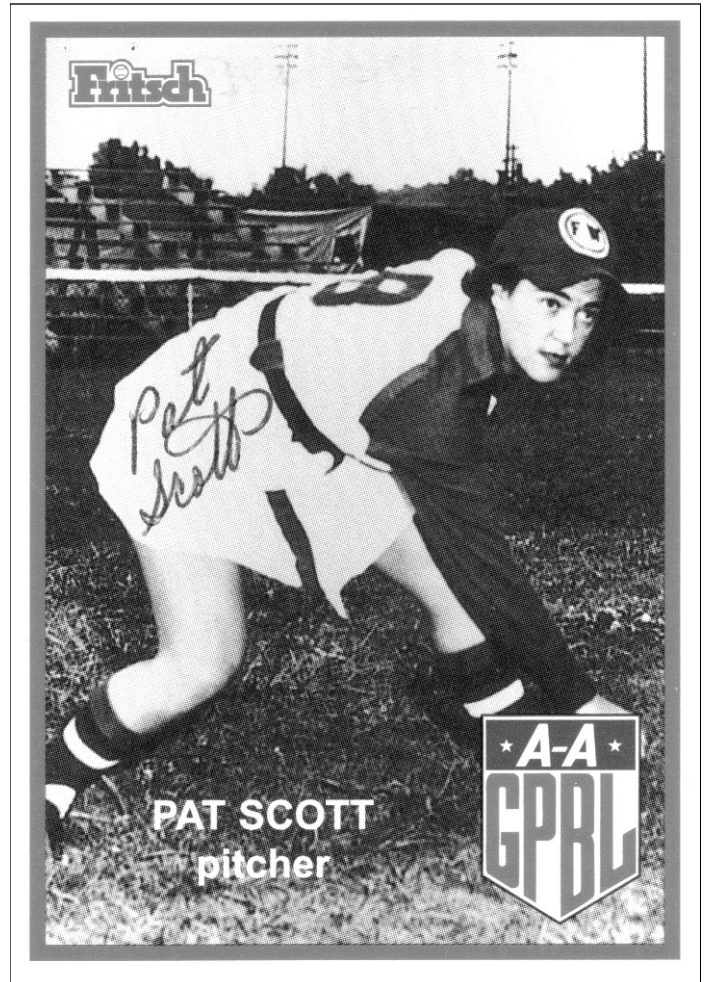
Robert D. Webster

There is little argument from local historians, especially those who are sports enthusiasts: Greater Cincinnati has produced more than its share of professional baseball greats. Local legends like Pete Rose and Ken Griffey, Jr., Hall of Famers like Barry Larkin and Jim Bunning, and pro-player-turned-announcer Joe Nuxhall brought thousands of fans to both Crosley Field and Riverfront Stadium for decades. Covington-born and Burlington-raised Patricia Scott, however, was truly in a league of her own!

Patricia “Pat” Scott was born in Covington, Kentucky on July 14, 1929, to Mr. and Mrs. Wilfred Scott. They lived, at least for a while, at 4 East 28th Street. The family moved to a farm in Burlington, Kentucky around 1935 and young Pat joined in with the typical farm chores of rural Kentucky. In her free time, however, she threw baseballs against the side of a barn... that is until an actual baseball field was forged out in a nearby field on the family’s property. Scott later stated in an interview, “It was just like in the movie *Field of Dreams*, but rather than corn stalks like in the movie, our field was surrounded by tall stalks of tobacco.”¹

In 1939, a minor league baseball team formed in the area and actually practiced and played games on the family’s makeshift baseball field. Pat recalled, “I was only 10, but they let me practice with them. They taught me everything I know about baseball.”²

Pat Scott graduated from St. Henry High School and participated in several sports while there. While her true love was baseball, she knew there was no opportunity whatsoever for women to play that sport professionally; however, World War II changed all that. When young men were being called into service, Chicago Cubs owner and chewing gum tycoon, Phillip Wrigley, got the idea to start a women’s league. It began in the spring of 1943 – without Pat’s



Official baseball card for Pat Scott - Fort Wayne Daisies

Courtesy Bob Webster

knowledge – with teams in four small Midwestern towns. The league expanded to 10 teams by 1950, but completely folded in 1954.

In 1948, when Pat was just 19 years old, her father read an ad in the local newspaper offering girls an opportunity to try out for the All-American Girls Professional Baseball League. Incredibly, even though try-outs were to be held at Chicago’s Wrigley Field, her father gave his approval and the duo made the long trip north. Pat recalled, “Amazingly, I made

the cut and signed a contract with the Springfield (Illinois) Sallies under manager, Carson Bigbee. I was so thrilled because my dream to play baseball was actually coming true.”³

Pat had an extremely successful rookie season for the Springfield Sallies. She pitched an incredible 11-inning complete game, scoring a pair of singles, a double, and a home run in the victory.⁴ Later in the season, however, Pat’s mother became seriously ill and she quit the team, returned home to help take care of her mother and three younger sisters, and helped manage the family farm. It certainly seemed her professional playing days were over.⁵

In 1951, league president Max Carey was in urgent need of players with pitching skills, and he tracked down Patricia Scott. Carey, who was also a team manager, talked Pat into rejoining the league. He wanted her for his Fort Wayne Daisies. Pat had been playing for the Covington Belles, a professional fast-pitch softball team organized a couple of years earlier.⁶

After a two-year absence, Pat Scott found a renewed interest in playing professional baseball, and she hadn’t lost any of her amazing skills while off, performing incredibly her first year back in action. Known as a solid finesse pitcher, Scott had one of the best overhead deliveries in the history of the league. She won 15 games against only 7 losses and recorded a 2.13 earned-run average (E.R.A.) in 26 games, striking out 62 batters in 190 innings. In addition, she won a one-run, pennant-winning game against the Rockford Peaches, which represented the first single-season title in Daisies history. In the best-of-three post-season tournament, she held the South Bend Blue Sox to a single run in game two, to tie the series at a game apiece. In the decisive third game, however, she lost an 11-inning duel with Jean Faut by a narrow 2-1 margin.⁷

In the 1952 season, Pat was even better, posting a 17-7 record with 60 strikeouts and an impressive 2.05 ERA in 26 appearances. In post-season play, her first-place Fort Wayne Daisies, now managed by Hall of Fame legend Jimmie Foxx, faced third-place Rockford and was beat two games to one.⁸



Covington Ball Park, circa 1955

courtesy: Kenton County Public Library Archives

The beginning of the 1953 season included a two-game exhibition series between the Ft. Wayne Daisies and the Kalamazoo Lassies. This was particularly special for Pat Scott because the games were to be played in Covington, Kentucky at the Covington Ball Park, which that spring had undergone some major renovations.⁹ This wonderful field with large grandstands was located just south of 9th Street, where Interstate 71-75 sits today. Local newspapers promised spectators they would be “surprised by the quality of play” and noted that the Fort Wayne team “led the league defensively, with 71 double-plays.”¹⁰ The *Kentucky Post* featured a photo of Scott under the headline “Mound Ace.”¹¹

Pat’s statistics slipped slightly during the season, but she still appeared among the top ten pitchers in the entire league in six different categories. She finished 16-12 with a 3.06 ERA. Fort Wayne won their third straight title, but lost to the Kalamazoo Lassies in the second round of post-season play.¹²

In 1954, Patricia Scott retired from her successful professional baseball career. It seems that she scored well on a 4-H agricultural examination and was simply unable to pass up the opportunity to attend college in Europe as a student exchange program participant.¹³ After a year in Austria, she enrolled at the University of Kentucky and attained a zoology degree. She also played on the Wildcats basketball, volleyball, and field-hockey teams. After earning an-

The 1952 Ft. Wayne Daisies

Back row (l-r):
Dottie Schroeder, Jean Weaver,
Betty Weaver Foss, Naomi "Sally" Meier,
Patricia "Pat" Scott,
Manager Jimmy Foxx.

Middle row (l-r):
Doris Tetzlaff, Delores "Dottie"
Brumfield, Maxine Kline,
Katie Horstman, Katherine "Katie"
Vonderau, Nancy "Hank" Warren.

Front row (l-r):
Thelma "Tiby" Eisen,
Dolly Vanderlip, Lois Youngen,
Lavonne "Pepper" Paire, Wilma Biggs

courtesy: AAGPBL



other degree — this one in medicine — she worked in the Cincinnati area as a medical technologist for the next 32 years.¹⁴

Patricia eventually retired, moved to Walton, and played organized softball for many more years. She also developed a strong interest in oil painting, trained horses for 13 years, and became a fine golfer.¹⁵

In 1992, Parkway Productions/Columbia Pictures released the movie *A League of Their Own*, which follows the lives of members of the All-American Girls Professional Baseball League, especially those of the Rockford Peaches. Manager Jimmy Dugan is expertly played by actor Tom Hanks, with the roles of some of the players going to Geena Davis, Lori Petty, Rosie O'Donnell, and Madonna. During production, Patricia Scott and other *real* members of the AAGPBL were flown to Hollywood and were even used as film consultants of sorts.¹⁶ Patricia says the movie "educated a lot of people about the league, but a lot of it was pure Hollywood. Jimmy Dugan would have never been allowed to manage in the league if he was drunk (as portrayed in the film). There was no drinking, and it was strictly enforced."¹⁷

In 1994, Pat attended a woodcarving show on a whim, signed up for classes, and began a woodcarving hobby which spanned nearly 20 years.¹⁸ A favorite piece is a life-sized hand gripping a baseball.

A long-time Cincinnati Reds fan, Scott says she witnessed a lot of changes in the game. "We played the game back then because we loved baseball, not because of the money. We played hurt, with broke fingers and broke toes and aches and pains," she added. "We made \$55 a week."¹⁹

Patricia "Pat" Scott, pride of Covington and all of Northern Kentucky, is now part of *Women in Baseball*, a permanent display at the Baseball Hall of Fame and Museum in Cooperstown, New York. The display opened in 1988 to honor the entire All-American Girls Professional Baseball League. In 2002, the baseball field at Walton Community Park was named Pat Scott Field and in January 2006, she was inducted into the Northern Kentucky Sports Hall of Fame.²⁰

1. Madden, W.C., *The Women of the All-American Girl's Professional Baseball League: A Biographical Dictionary*, McFarland and Company, 2005, page 295

2. *Pat Scott Scores Big*, *Woodcarving Illustrated*, April 18, 2011, via their website: www.woodcarvingillustrated.com/features/pat-scott-scores-big.html. Retrieved March 25, 2013

3. Madden, page 295

4. *Patricia Scott*, *All-American Girl's Professional Baseball League*, Wikipedia.com., retrieved March 25, 2013

5. Madden, page 295

6. Reis, Jim, *50s team the Belles broke the mold by putting women players on the field*, *Kentucky Post*, July 13, 1992, page 4K

7. Information from the All-American Girl's Professional Baseball League Record Book, also from the Fort Wayne Daisies official website: aagpbl.org/index/cfm/teams/1952/fort-wayne-daisies/89, retrieved March 25, 2013

8. *Ibid*

9 Reis, Jim, *This Daisy was a winner on the mound*, *Kentucky Post*, May 26, 2003, page 4K

10. *Ibid*.

Continued on page 10

New Website for Northern Kentucky History: www.kentoncountyhistoricalsociety.org

The Kenton County Historical Society proudly announces the launch of our new website, at www.kentoncountyhistoricalsociety.org!

While the Society had been very fortunate to be linked to the website of the Kenton County Public Library for many years, and we were certainly grateful for their assistance during that time, we longed for a site of our own, to take full advantage of the “internet world.” This is certainly the “information age” and the better job we do at getting information into the hands of those interested in Northern Kentucky history, the more successful our Society will be as a whole.

Founded in 1977, the Kenton County Historical Society now has over 300 members scattered all across the nation, and our initial mission remains: to promote preservation, research, and dissemination of Kenton County history and genealogy, especially as it relates to the larger community. We are well aware that having our own website will greatly help fulfill this mission!

Also, we have struggled for years with regard to the “digital marketplace” so associated with the internet. We have various publications and materials for sale, but were restricted to those customers who would send us a check or money order and mail us their individual requests (which we can still do) as we could not accept credit cards. Now, however, anyone can order directly from our website, using PayPal! Immediately available to our on-line guests are back issues of *Northern Kentucky Heritage* magazine (with a complete index to all previous articles and authors right on the site). Also, every one of our other publications is available, from the recently-released history of the Beverly Hills Supper Club, to John’s Burns’ *History of Covington, Kentucky Through 1865*. You can also subscribe to the magazine and/or become a member in the Society right on line.

A complete listing of all articles printed in our bi-monthly Bulletin is also included, but most important in that regard, you can now print back issues of these Bulletins right from the site at no charge!

One page on the site is devoted to upcoming events, and will be updated on a regular basis. Another includes a listing of many other historical societies and organizations in the region, along with a link to their respective sites.

Please join us in celebrating the launch of this long-awaited site. We hope you will visit on many occasions and make it one of your “favorite” sites!

Letters to the Editor

Dear Editor,

Since one of my hobbies is doll collecting, I read with special interest the story of Fletcher and Goldsmith, enterprises in doll making in the May/June 2013 *Bulletin*. Although their dolls are not something I collect, I was aware of their endeavors.

I am writing to question the claim of Ms. Van Zant about theirs being the first doll making in America. I seriously doubt this is the case, but it is probably safe to state their firm was probably the first in the Commonwealth of Kentucky.

Nonetheless, I appreciated the story and understand how difficult it may be to verify this claim.

Sincerely,
Peggy Carson
Covington, KY

A Look Back at The Headlines

An on-going feature reliving local headlines.

This issue features:

The Covington Journal – February 15, 1868.

Local Headlines

“A pest-house is one of the pressing wants of Covington. In case of a small-pox epidemic, which may come at any time, we would be in deplorable condition.”

“The Committee on Public Buildings for the City Council invite proposals for the erection of a frame stable in the rear of the Sixth Street engine house for the purpose of housing and caring for the fire department’s horses. Plans and specifications may been seen at the office of Col. John Todd, 32 Pike Street.”

“The authorities of the First Baptist Church are corresponding with several distinguished divines with a view to obtaining an occupant for their pulpit, made vacant by the resignation of Mr. Yeaman.”

“A regular meeting of the Democratic Club of Covington will be held tonight, at the offices of L.E. Baker, over the post office. It is expected that Col. Chas. Duncan, of Falmouth, will address the club.”

Advertisements

“Don’t fail to call on Kelly, at 609 and 611 Madison Street, and have your photograph ‘tuk,’ as he will do it in splendid style and as low as any other man.”

“If you want to buy groceries or Queensware, or anything in that line, go to Long and Tarvin’s, 618 Madison Street, where you will find a delightful stock of goods at astonishingly low prices.”

Want to be Published?

The Kenton County Historical Society is always looking for new authors for article submissions to their two publications, the *Bulletin*, and *Northern Kentucky Heritage* magazine.

Bulletin articles should be about a Kenton County topic, 2-6 pages of typed text, and have at least two references. Magazine submissions should be at least 8 pages in length with footnotes, and should cover a topic within the 10-county region.

Submit Bulletin articles to:
Kenton County Historical Society
P.O. Box 641
Covington, KY 41011
or
nkyhist@zoomtown.com

Liberty Bell (continued)

getting the L&N and the C&O railroads to eliminate some intersections, and even if necessary have the city sue to force removal of dangerous and obstructive rail crossings at grade over city streets.⁵

1. Originally published February 1992 in the KCHS membership newsletter
2. In 1915, San Francisco hosted the Panama-Pacific Exposition (February 20 and December 4, 1915) as an official celebration for the opening of Panama Canal, but then also to show off the rebuilt city after the great earthquake and fire of 1906
3. *Kentucky Post*, November 23, 1915
4. Preparations, for celebration, *Kentucky Post*, November 9 - 12, 16 - 20, 1915
5. *Kentucky Post*, November 22, 1915

Patricia Scott (continued):

11. *Ibid.*
12. Information from the All-American Girl’s Professional Baseball League Record Book, also from the Fort Wayne Daisies official website: aagpbl.org/index/cfm/teams/1953/fort-wayne-daisies/89, retrieved March 25, 2013
13. *Patricia Scott, All-American Girl’s Professional Baseball League*, Wikipedia.com., retrieved March 25, 2013
14. *Pat Scott Scores Big, Woodcarving Illustrated*, April 18, 2011, via their website: www.woodcarvingillustrated.com/features/pat-scott-scores-big.html. Retrieved March 25, 2013
15. *Ibid*
16. *Ibid*
17. *Patricia Scott, All-American Girl’s Professional Baseball League*, Wikipedia.com., retrieved March 25, 2013
18. Popovich, John, *Among Cincinnati baseball greats, pitcher Pat Scott is in a league of her own: Walton woman, 83, starred in girl’s pro league*, <http://www.WCPO.com/dpp/news/region-northern-kentucky>, retrieved March 25, 2013
19. Flynn, Terry, *Field named for pro pitcher, Kentucky Enquirer*, March 9, 2002, pages B1 and B4
20. *Ibid*

Then and Now



Two views of the Southern RR trestle over Sleepy Hollow Road. Left image circa 1920, right image 2013.

Left photo courtesy Kenton County Public Library Archives. Right photo courtesy Dr. Richard Cardosi.

Mystery Photo

Can you identify the mystery photo below? The answer can be found at the bottom of the page.



ANSWER:

Battery Bates (Civil War fortification in what is now Devou Park) photographed by Dr. Richard Cardosi. You can find a video on the site on Youtube at:

<http://www.youtube.com/watch?v=2fFNkxMOjoE>

Kenton County Historical Society

July/August 2013

ARTICLES FROM BACK ISSUES ARE INDEXED ON OUR WEBSITE!

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I Bet You Didn't Know

*Tidbits from Kentucky's heritage
for every day of the calendar year*

July 1, 1960: Kentucky's sales tax of 3% went into effect. It increased to 5% in 1968 and to 6% in 1990.

July 4, 1794: The first known Independence Day celebration in Kentucky was held at the plantation home of Col. William Price, located in Jessamine County.

July 8, 1919: John Fox, Jr. died of pneumonia. Born in Bourbon County, his *The Little Shepherd of Kingdom Come* (1903) became the first book in the United States to sell over one million copies.

August 4, 1984: Elmer Smith died in a nursing home in Columbia, Kentucky. Smith was the first baseball player in history to hit a grand-slam home run in a World Series game (Cleveland Indians 1920). He also played for the Reds, Senators, Red Sox, and Yankees.

"On This Day In Kentucky" — Robert Powell

Programs and Notices

Behringer-Crawford 2013 Summer Music Series Continues

July 11th: **Tulu Redux 2013**. Back in the day these guys would be playing at Bobby Harper's Club TULU. Now these Kentucky music legends are playing for BCM and you.

July 18th: **Bourbon and Blues** and *The Bluebirds* back together again...and this time with reinforcements!

July 25th: **Let the Good Times Roll!** with beads, rub boards concertinas and the bayou energy of *Robin Lacy & DeZydeco*.

August 1st: **Cruisin'** to the drive-in, around the burger stand or down the road, the top is down and *The Avenues* are better than any mix tape.

Visit www.bcmuseum.org or call (859) 491-4003 for further information.

Kenton County Fair July 15th through the 20th

Make plans to stop by the Kenton County Historical Society's booth at the Kenton County Fair. The fair runs from July 15th through the 20th, and the booth will be manned Monday through Friday from 4:00 p.m. to 8:00 p.m., and Saturday from Noon to 6:00 p.m.

We will have many new items on display, including rare maps of the region, and will have all our publications on display and for sale, including back issues of *Northern Kentucky Heritage* magazine.

Northern Kentucky Music Legends Exhibit Now through September 1st

The Behringer-Crawford Museum's latest exhibit honors performers, bands, composers, lyricists and other musical artists whose roots stem from Northern Kentucky and whose careers spanned at least 20 years!

The Northern Kentucky Music Legends Hall of Fame exhibit includes such artists as: Bob Braun, Rosemary Clooney, Steve Mendell, Charles Tharp, Adrian Belew, Skeeter Davis, Gary Winters, Haven Gillespie, Kenny Price, Mike Conner, Mike Reilly, Bobby Mackey, and the stage band Strange Brew!

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