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"The Traveling Church" — A Brief History

Two Sides of Local Pioneer, Jacob Fowler

Washington Roebling (1837-1926): Man and Myth

"The Traveling Church" - A Brief History

Robert D. Webster

The history of the Baptist movement in the state of Kentucky, and that same region even before statehood, is a story of epic bravery, determination and devotion. While these pioneer preachers entered what is now Northern Kentucky with their families as early as 1783, the overall movement to present-day Kentucky began several years earlier.

In 1775, a few of the earliest explorers to enter what is now Kentucky were believers of the Baptist faith. While none settled in the new territory at that time, they were among the men who reported back the tremendous opportunities and beautiful landscape and resources in what would become the nation's fifteenth state in 1792.

In 1779, Virginians John Taylor, Joseph Reading, and Lewis Lundsford visited the region, but also returned to Virginia.

In September 1781, however, an incredible event took place in the area around Spotsylvania County, Virginia, that would have a great impact on Kentucky's early settlement. A group of Baptists nearly 300 strong, including at least a dozen preachers, left churches such as Upper and Lower Spotsylvania, Blue Rock, County Line, Nottaway, Wilderness and others, on a journey into the new Kentucky. Indeed, these congregations migrated in one body to the new frontier.

Well-organized, these men, women, children, slaves, pack horses, cattle, and loaded wagons formed a convoy several miles long as they passed through the Cumberland Gap and into Central Kentucky. In a movement known as "The Traveling Church," these pioneer families left the safety and tranquility of colonial Virginia and risked everything they had, including their lives, relocating to Kentucky with the purpose of establishing Baptist churches and spreading the gospel west of the Allegheny and Appalachian Mountain range.

The two main directors of the group were Rev. Lewis Craig and Captain William Ellis. Craig served as the religious leader of the expedition, while Ellis was chosen as the military commander.

Captain William Ellis was an experienced officer in the Continental Army and well respected in the area. He and Peter Durrett, the slave of neighbor Joseph Craig, formed a working relationship and the two men explored into Central Kentucky on several occasions between 1775 and 1780. In 1778, Ellis and Durrett accompanied Col. John Grant and his party as they established one of the earliest outposts in the wilds of Kentucky. Grant's Station was located between Bryan Station and Lexington, but with constant Indian raids there, the Grant party returned to Virginia temporarily, before later helping to establish what became Grant's Lick in present-day Campbell County. Clearly, when organizers of The Traveling Church were looking for an experienced military-type man to escort them into the Kentucky wilderness, Ellis and his slave companion prove the perfect selection.

The Craig Family was not only prominent in Virginia, but would soon be well-known throughout all of Kentucky. The patriarch, Taliaferro "Toliver" Craig, Sr. (1704-1795), was a famed frontiersman and militia officer in Virginia. He married Mary Hawkins in 1730 and the couple settled at Spotsylvania County, Virginia, where they had 11 children: Toliver, Jr., John, Jossie, Lewis, Elijah, Joseph, Jane, Sarah, Benjamin, Elisabeth, and Jeremiah. Like many in the region, the Craig family became early converts to the Baptist religion. However, in the 1760s, Lewis was jailed in Fredericksburg, along with many other locals, for preaching without a license. This, of course, was one of the main reasons The Traveling Church was organized. Brothers Lewis, Elijah, and Joseph Craig, along with William Cave, a relative of the Craig family, are arguably the reason for the incredible success of the coalition.

During the famous migration, Elijah Craig stayed in Virginia temporarily, working on the issue of religious freedom with James Madison. He joined the rest of his family in about 1785. Early historians believe Madison was influenced by the preaching of jailed Baptist ministers such as Elijah and his brothers, and that those memories shaped the language about freedom of religion that he inserted into the Bill of Rights and Constitution.

The Traveling Church came first to the Dix River area of present-day Lincoln and Garrard Counties, where Rev. Lewis Craig established Craig's Station. In December, 1781, with Lewis Craig preaching, the group held their first organized religious services in Kentucky. Nearby, they founded Gilbert's Creek Church, situated about three miles south of present-day Lancaster. In a short time, various members and sub-groups dispersed, eventually establishing both settlements and churches throughout the state, especially in Central and Northern Kentucky.

In 1783, Rev. Lewis Craig established a new church at Elkhorn Creek. He remained there nine years before moving his family to Mason County near Dover, and in 1793 the Old Bracken Church at Minerva was formed. He not only served as the first pastor, but is considered the father of the Bracken Baptist Association. Lewis Craig traveled throughout the new state helping his group organize churches in every corner of the Commonwealth. He died in Bracken County in 1825.

In 1790, Peter Durrett and his wife united their followers into the First African Church, later the First African Baptist Church in Lexington. It is the oldest black Baptist Church in Kentucky and the third oldest in the United States.

Benjamin Craig and his family soon settled at McCoull's Bottoms (now Ghent) in present-day Carroll County. The brick home he built there was among the very first of that type ever built in the new Kentucky. When brother Elijah Craig came to Kentucky, he established a settlement in present-day Scott County he named Lebanon, but that village name was later changed to "George Town" in honor of the nation's first president. Great Crossing Baptist Church was soon organized there by Elijah, his father, and several others. Elijah soon bought 1,000 acres of land there and laid out the town. He operated the first grist mill, the first filling mill, the first rope works, and the first paper mill in Kentucky. Elijah became a man of great wealth, with 1,500 acres at his farm overlooking all of Georgetown.

Other leaders of The Traveling Church include many names now famous in Kentucky's early history. Ambrose Dudley was one of the first preachers at Bryan Station, and then founded David's Fork Baptist Church nearby. His son, Thomas P. Dudley, is regarded as the most distinguished of the Baptist preachers of Kentucky. He later settled at Winchester, Clark County. William E. Waller was the minister at County Line Church in Virginia. His son, John Waller removed to Northern Kentucky soon after coming to Kentucky. He helped build the blockhouse at Maysville in 1784, and then proceeded to settle present-day Falmouth, in Pendleton County. Joseph Bledsoe was the preacher at Wilderness Church in Virginia and replaced Lewis Craig when he left Gilbert's Creek Church to found the church at Elkhorn Creek. Joseph's son, James, was an early senator from Kentucky.

John Suggett, Sr. (1751-1834), the son of James and Jemima Spence, married Mildred Davis in Virginia. His sister, Jemima Suggett, married Col. Robert "Robin" Johnson, patriarch of still another family famous in pioneer Kentucky. The Suggetts are listed among the brave souls who defended the fort at Bryan Station from the infamous Indian attack. Robert and Jemima Johnson later founded what became Warsaw, Gallatin County. They were parents to Richard M. Johnson, future vice-president of the United States. Col. "Robin" Johnson was the son of William Johnson and Elizabeth Cave Johnson, and the Cave family is also extremely well known in the early history of Northern Kentucky. Elizabeth Cave was the daughter of Benjamin Cave and Hannah Bledsoe. The Cave family, too, were among the defenders at Bryan Station.

In 1794, William Cave and his family, along with John Taylor, Absalom Graves, Joseph Reading and a few others, migrated into Northern Kentucky

from the Lexington area. There, they founded the Bullittsburg Baptist Church in present-day Boone County. By 1812, more than 150 people had been baptized there. Among the more prominent names include: Jameison Hawkins, James Cloud, William Cave, Jr., George Gaines, Christopher Wilson, Lewis Conner, William Montague, Abraham Depew, Beverly Ward, John Ryle, Moses Scott, Uriel Sebree, William Brady, Thomas Allen, James Ryle, Daniel Mosby, Joseph Graves, James Graves, and Elijah Hogan. At the height of its membership in the mid 1800s, the congregation was over 500 strong, both white and black.

In 1803, the North Bend Baptist Association was created during a meeting at Dry Run Baptist Church, in what is now Kenton County, Kentucky. The following nine churches, with a combined total of 429 members, were included in the constitution: Bullittsburg Baptist, at North Bend in present-day Boone County; Mouth of Licking (later simply Licking Baptist Church), along the Licking at today's Kenton County; Fowler Creek Baptist Church, along Fowler Creek near Banklick Creek, Kenton County; Bank Lick Baptist Church, established in 1794 at the home of William DeCoursey along the Licking River just south of the mouth of Banklick Creek, Kenton County; Dry Creek Baptist, located at what is now the intersection of Buttermilk Pike and Dixie Highway (US 25); Middle Creek (which became Belleview Baptist), Twelve Mile, (present-day Campbell County, and Brush Creek (now Persimmon Grove).

Among the early ministers of the North Bend Association were: Alexander Munroe, Lewis Deweese, Josiah Herbert, William Cave, Moses Vickers, and Thomas Griffin. While the association's growth was somewhat slow in the beginning, a great revival was enjoyed in 1811 where 728 were baptized.

Soon, several other Northern Kentucky Baptist churches had been established, all as a result of the brave members of The Traveling Church and their many descendents. These include (not a complete listing): Woolper Creek (1801) organized with the help of Cave Johnson and John Conner; Sand Run Baptist Church (1819), located about 12 miles southeast of Bullittsburg – established by 77 original members mostly from Bullittsburg; Bethel Baptist Church (1812), organized with the help of Presley Peak, Asa Peak, Elijah Anderson, and Corelius McLaughlin, near Union, Boone County; Mud Lick Baptist Church (1804), located near what is now US 42 and Route 338; Big Bone Baptist Church; Forks of Gunpowder Baptist Church (1812); East Bend Church (1798), about five miles south of Rabbit Hash; West Creek Baptist Church (1808) near the Licking River in today's Bracken County; Flag Spring Baptist Church (1833); Alexandria Baptist Church (1820), organized with the help of members of Licking Baptist Church, with the Stevens and Gosney families; Oak Ridge Baptist (1844) founded at the home of John Lipscomb, located along De-Coursey Creek, Kenton County; and Wilmington Baptist Church (1804), organized by William Stephens, Samuel Bryant, Thomas Griffin, and William Gosney, on the Licking River near Griffin's Ford, north of present-day Demossville, Kenton County (land near Fiskburg was later donated by the Griffin family and the church was reestablished there).

Clearly, other churches were formed in the mid-to-late 19th century as well, many of which were off-springs of these earlier congregations, established by descendants of the brave pioneers who made up The Traveling Church.

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Ranck, George W., "The Traveling Church," Press of Baptist Book Concern, 1891

On the Cover

Shown on the cover of the Bulletin is a circa 1950 photograph of the Bullittsburg Baptist Church.

Two Sides of Local Pioneer, Jacob Fowler

Robert D. Webster

Most Northern Kentuckians are well aware of the name Jacob Fowler (1764-1849). Few are aware of a major achievement late in his life.

Jacob Fowler was an accomplished surveyor born in New York, though very little is known about his early life. He came to Kentucky as a young teenager with his parents, Edward and Rachel Piatt Fowler. Edward and Rachel were later among the first settlers at Leitch's Station in present-day Campbell County,[1] and the Piatt family was among the first families to settle at East Bend, Boone County.

In 1782 at the age of 18, Jacob Fowler joined John Bowman and Benjamin Logan, with nearly 1,000 other men from Central Kentucky, in their march to the mouth of the Licking to join General George Rogers Clark in the successful expedition against Indians in the Ohio Country. Major Jacob Fowler, as he is referenced in later life, was granted 2,000 acres below what is now Covington, Kentucky, and removed there in about 1789. He built a cabin that year, and then joined Gen. Anthony Wayne's victorious Fallen Timbers battle in 1794.[2]

When Col. James Taylor, Jr. arrived in the area and settled present-day Newport, he found Fowler was already living in the immediate area. In 1796, Taylor appointed Fowler Campbell County deputy sheriff. Fowler was also one of the founders of the Newport Academy, was on the Newport City Council, and operated a ferry service across the Licking River.[3] Taylor and Fowler were long-time friends and even hunted buffalo together at Big Bone.[4]

Sometime between 1800 and 1820, Fowler moved to near present-day 11th and Banklick Streets, Covington, where he and his family operated a large farm. While Jacob was away on his many surveying trips, his wife would supervise their Kentucky farm. She was of French extraction, and the grapes and apples raised there were turned into wine and cider.[5]

Fowler Jr./Sr. High School, Fowler, Colorado, circa 2000
courtesy: Fowler School District, Fowler, CO

The Other Side of Jacob Fowler

In 1821, the United States Army hired Maj. Jacob Fowler as a surveyor, with a rank of second in command to accompany Col. Hugh Glenn up the Arkansas River to the northern Rio Grande.[6] At age 57, Fowler was suddenly crossing the western plains, co-leading the earliest party to discover and reconnoiter the terrain over which the Santa Fe Trail would soon pass. As the group ended their venture, Fowler was assigned to build a habitable house and corral at modern-day Pueblo, Colorado. He is since considered that city's first settler.[7] Furthermore, the city of Fowler, Colorado, as well as Fowler Jr. and Sr. High Schools, located just southeast of Pueblo, are named in his honor. While well-known as one of the earliest settlers in Northern Kentucky, Fowler is, incredibly, just as well known to historians in Colorado.

Maj. Jacob Fowler returned to Covington on July 27, 1822, after 13 months and 13 days in the west. He resided in Covington until his death on October 16, 1849. By all accounts, Jacob had two sons, Benjamin D. Fowler (b. 1802), who married Elizabeth Goodridge, and Edward Fowler (b. 1805), who married Katherine Goodridge.

Continued on page 10

Washington Roebling (1837-1926): Man and Myth

Don Heinrich Tolzmann

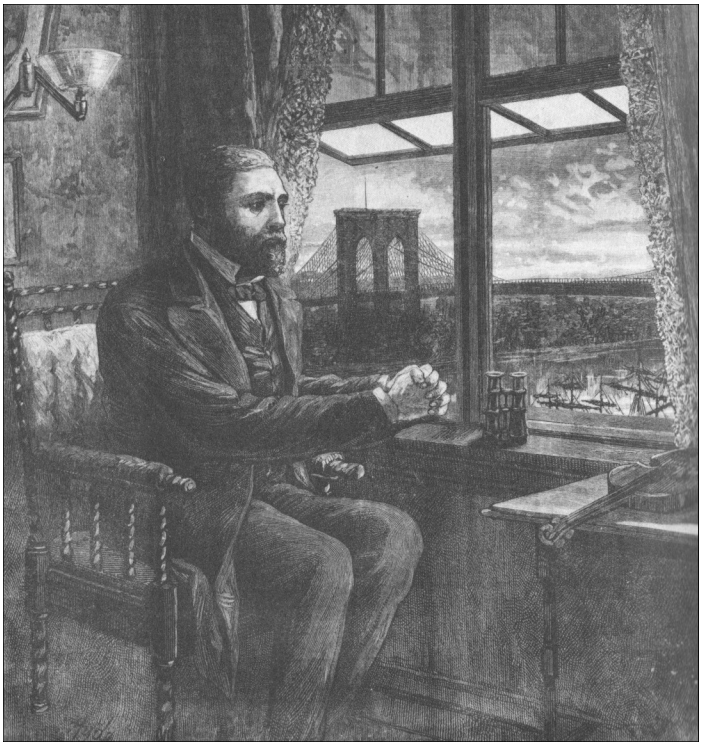
Washington Roebling is definitely a person of interest in the Greater Cincinnati area, as he assisted his father, John A. Roebling (1806-69), with work on the completion of the suspension bridge on the Ohio River. Arriving in early spring 1865, he lived in Covington until early summer 1867.[1] Washington is without doubt best known by the popular image we have of him, which comes from the time he was completing work on another project of his father's, the Brooklyn Bridge.

In his book *The Great Bridge,* David McCullough describes this image as consisting of an illustration of "the man in the window."[2] It consists of Washington sitting in a room gazing through a window at the Brooklyn Bridge. Although his wife, Emily (1843-1903), is not depicted in such illustrations, it is well known that she assisted him as work proceeded on the bridge.

In spring 1872, Washington suffered from an attack of the decompression illness known as caisson disease and also more generally as the bends. Thereafter, he was apparently confined to a room near the bridge construction site. When the bridge opened twelve years later on 24 May 1883, the *New York Times* reported: "Colonel Washington A. Roebling, the invalid engineer of the bridge will not witness the ceremonies."[3]

So the question arises whether the image we have of Washington is an accurate one. In short, was he actually confined as an invalid to a room overlooking the bridge from 1872 to 1883? To answer this question, it is necessary to focus on his life during this time period. This is no easy task; there is at present no book length biography of him and works dealing with the Roeblings concentrate on John A. Roebling, not his son.

While Washington wrote a biography of his father, which has only recently been published, he unfortunately never took the time to put together an autobiography, making research on him all the more difficult. I therefore compiled a chronology of Washington's life by going through the biographies of his father, including the one Washington wrote, culling from them the important dates in his life, focusing in particular on the years after he was struck by the bends.[4]



An illustration of Roebling as "the Man in the Window"
courtesy: the New York Historical Society

Washington Roebling: A Chronology

May 26, 1837: Washington (hereafter: WR) is born in Saxonburg, Pennsylvania, where he is raised and educated by his father and uncle, and later by a tutor in Pittsburgh.

1854-57: WR attends the Trenton (New Jersey) Academy and the Rensselaer Polytechnic Institute in New York.

1858-60: After graduating as a civil engineer, WR assists his father working on the Allegheny Bridge and then at his father's wire mill in Trenton.

Emily Roebling
courtesy: Rutgers University Library

1861-64: WR serves in the Civil War, rising to the rank of colonel.

1865-67: WR is in Covington where he works as Assistant Chief Engineer on the completion of the Cincinnati-Covington Bridge. Thereafter, WR and his wife, Emily, whom he married in 1865, travel to Europe. They visit Mühlhausen, John A. Roebling's hometown, where their only child, John A. Roebling II (1867-1952), is born.

1868: WR and family return to the U.S., and WR is appointed Assistant Engineer for the Brooklyn Bridge project.

July 22, 1869: After the death of his father, WR becomes Chief Engineer for the construction of the Brooklyn Bridge.

Late Spring 1872: WR suffers an attack of the bends. According to D.B. Steinman, "His nerves were shattered. He partly recovered the use of his voice, but was too weak to carry on a long conversation and some days he could not talk at all."[5] Fortunately, his wife Emily was at his side, serving from now on as his assistant. She "was a woman of strong character, rare intellect, and loyal devotion – a staff to lean upon in crisis and adversity."[6]

December 1872: Washington remains in Brooklyn, but by December, decides he is no longer able to work at the bridge site and never returns to it.

Summer 1873: WR requests a leave of absence and goes to Germany with his family, spending six months there for the purpose of rest and recovery.

Fall 1873: WR and family return to Brooklyn late in the fall. According to McCullough, "they stayed only long enough to purchase a new house in Columbia Heights, on the river side of the street, with rear windows overlooking the ridge, which was about a half mile away." He also notes that the trip to Germany "had been to no avail and early in 1874, with the work at the bridge shut down for the winter, his doctors were urging still another change of scene. Roebling left Brooklyn for Trenton this time and there he stayed for nearly three more years."[7]

Early 1874 – October 1876: For a period of almost three years, WR resides in Trenton, which is sixty miles from Brooklyn, but keeps in touch by sending letters, instructions, and reports daily to the bridge construction site.

October 1876: WR returns to his home in Brooklyn, remaining there through the completion of work on the bridge. He remains confined to his home and he cannot bear the presence of large groups of people around him.

September 1882: Due to his inaccessibility (he was not in Brooklyn for about three and a half years and thereafter was confined to his home there), an attempt was made by Seth Low, the Mayor of Brooklyn, to remove WR as Chief Engineer, but due to Emily's efforts he fortunately retained his position. However, Seth Low's assessment of WR's illness was probably the most accurate. He remarked: "I actually believe that all that ails him is a nervous affliction which prevents him from mingling with numbers of people."[8]

24 May 1883: After fourteen years work, the Brooklyn Bridge is dedicated; WR is now 46 years old. By day's end, 150,000 people have crossed the new bridge.

1884-88: WR and Emily move to Troy, New York, where their son John A. Roebling II attended the Rensselaer Polytechnic Institute. Thereafter, they return to Trenton.

1903: Emily dies.

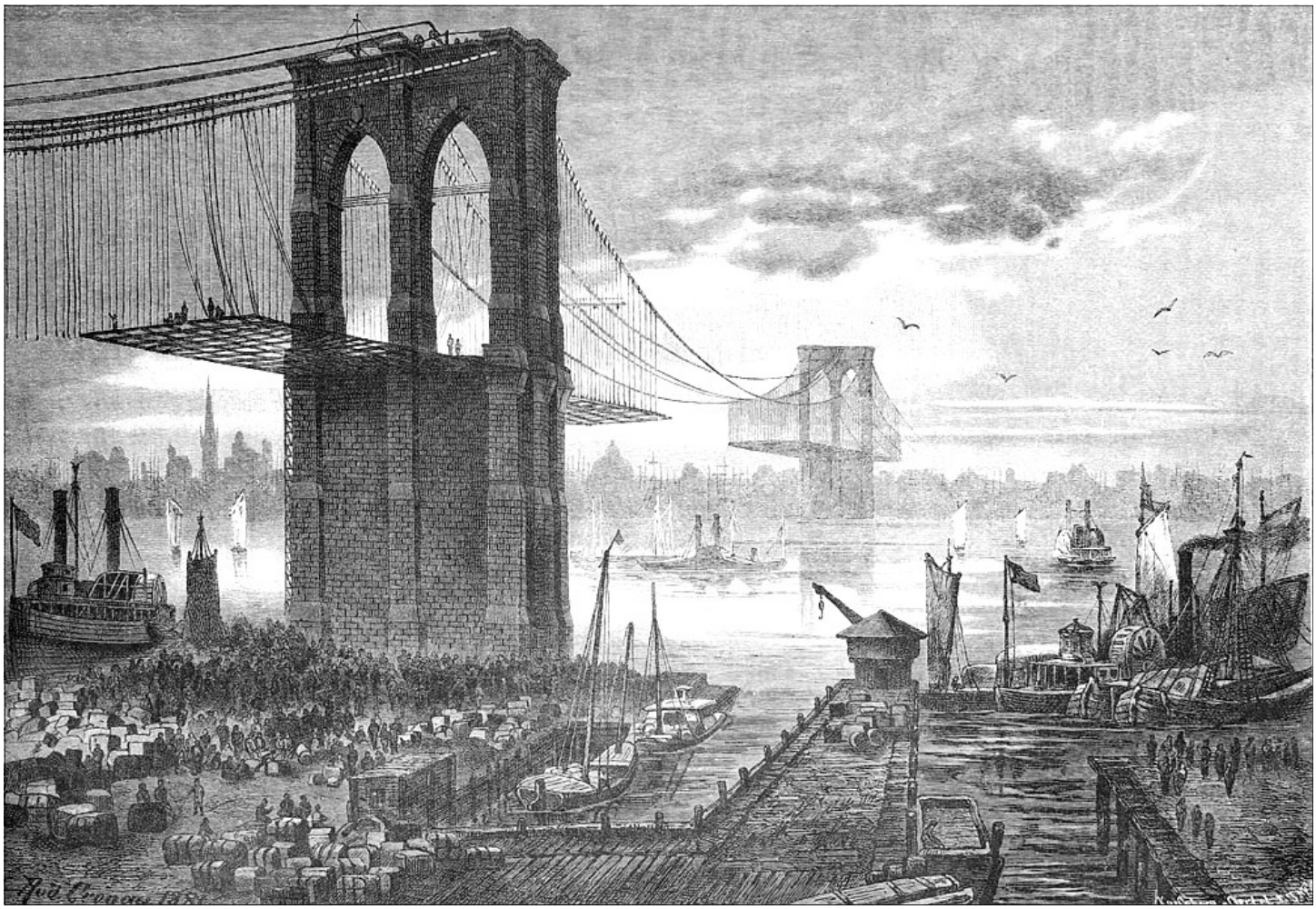
1908: WR marries Cornelia Witsell Farrow (1869-1942) who was born two years after WR completed work on the bridge on the Ohio River.

1921-26: WR serves as President of the John A. Roebling's Sons Company, from age 84 until his death at age 89.

Revising an Image

The chronology of Washington Roebling's life shows that the image we have of him is not entirely accurate and is in need of revision. He was "the man in the window," but not for the entire period from 1872 to 1883, but rather from October 1876 on. Given this revision, another question arises: Was he actually an invalid during all these years?

According to McCullough's *The Great Bridge*, a reporter interviewed Washington when the Brooklyn Bridge was completed and recorded his impres-



The Brooklyn Bridge under construction, a drawing by Rudolf Cronau, which appeared in, *Die Gartenlaube*, a popular German journal in 1881
courtesy: wikipedia

sions. He wrote that he looked very good, but noticed there was "an imposing array of medical phials" around him. The reporter noted: "Seen at a standstill or sitting in an easy chair, with one leg thrown over the back of another, no one would suppose that this robust-looking gentleman with a massive forehead, without a wrinkle, and keen gray eye that lights up wonderfully in conversation, was a victim to one of the most terrible diseases known to medical science."[9]

In another of his books, *Brave Companions: Portraits in History*, McCullough asks: "What was the matter with him? Why did he never come out of hiding? The common explanation was he suffered complications resulting from his time in the caissons – from the bends, in other words. It was also rumored that he was out of his mind, and that if the truth were known his wife was in charge."[10]

McCullough goes on to hypothesize: "It is also conceivable that he had become addicted to drugs, and this too may have had something to do with his self-imposed seclusion. We know he was given morphine during the worst agonies of the bends and that morphine addiction as a consequence of such situations was common. We know also that in later years, suffering from a variety of ills and pains, he relied rather heavily on laudanum, the most common narcotic of the day, and so there is little reason to suppose that he did not do the same in Brooklyn."[11]

Washington's chronology shows that he had gone through two challenging experiences prior to the death of his father: the Civil War and working on the Ohio bridge. Both left him exhausted, causing him to travel to Europe with his wife. He writes of this: "My four years of service in the Civil War had

left me with broken down nerves, the incessant excitement of life and hardships leave their mark. The building of a large suspension bridge is nearly as bad. There is constant risk from high winds, the dangerous work aloft, requiring the steadiest nerves to keep from being dashed to pieces below. In recognition of these conditions it was planned that I should make a short trip to Europe with my wife (my first voyage)."[12]

The death of his father two years later caused him to comment: "Here I was at the age of 32, suddenly put in charge of the most stupendous engineering structure of the age! The prop on which I had hitherto leaned had fallen; henceforth I must rely on myself."[13] And then he suffered an attack of the bends.

McCullough offers the following diagnosis of Washington's condition: "Our imprecise contemporary term would be a nervous breakdown. The remedy for 'nervous diseases,' he said was to sit and keep quiet. Relief, if it came at all, could, he found, come 'only through mental rest of all the faculties and especially the emotions.' And, while it is impossible to know just what he meant by the 'emotions' it is also impossible not to wonder how much of his problem was psychosomatic in nature... only in isolation could he hold on, keep his head."[14]

McCullough notes that the further Washington distanced himself from the bridge project, the better he felt: "Often the old pains and cramps returned with a vengeance and he felt himself a 'used-up' man. Still the sustained separation from the bridge and the wire business seemed to be what was needed. His health improved gradually and steadily."[15]

Judith St. George comes to similar conclusions, writing: "As for Col. Roebling, soon after the bridge was finished his eyesight began to improve so that he could once again read and write even go outside... gradually Col. Roebling's health improved. It was as if during his years in Brooklyn he had needed all his physical strength simply to wage his battle with the bridge. Once the battle was won, he could focus his energies on regaining his health."[16]

Such evaluations ring true when we consider that Washington's health actually did improve with time. Also, he went on to live a long life, had a second marriage, and spent the last five years of his life as president of his family's company.

Father and Son

Finally, we might compare the images we have of Washington and his father. His father is called "the man of iron," but Washington is known as "the man in the window." Both images are widely held by the general public. The father's has stood the test of time, but a closer look at the son's reveals that there is more to it than meets the eye.[17] Washington may not have been the engineering genius that his father was, but he was an exceptionally brilliant engineer. Most importantly he was strong-willed like his father and determined to get the job done on the bridge in Brooklyn whose prototype he had completed earlier on the Ohio River.[18] With much difficulty he attained that goal, ably assisted by his wife Emily.[19]

Endnotes

1. Regarding Washington's residence in Covington, see: Tolzmann, Don H., "Roebling Heritage Tour: A Guide to Sites Related to John A. Roebling (1806-1869) and His Bridge on the Ohio River at Covington, Kentucky," *Bulletin of the Kenton County Historical Society*. (November/December 2013): 5-8, and 11.
2. David McCullough, *The Great Bridge*. (New York: Simon & Schuster, 1972), pp. 479-504.
3. Judith St. George, *The Brooklyn Bridge: They Said It Couldn't be Built*. (New York: G.P.. Putnam's Sons, 1982), p. 101. Regarding the caisson disease, St. George explains that normal air consists of oxygen and nitrogen and the latter is exhaled under normal conditions, but that if one returns to the surface too quickly after being in a compressed-air atmosphere, the nitrogen forms bubbles in the blood. She writes: "These bubbles not only block the oxygen supply in the bloodstream, but they also expand in the tissue spaces such as muscles and joints, producing the painful symptoms of caisson disease: stomach cramps, vomiting, dizziness, double vision, leg pains, paralysis. The victim's body can be so twisted by excruciating pain that caisson disease is often called the bends." (p. 53). She further notes: "If a person slowly decompresses in stages, the nitrogen in the bloodstream escapes without forming bubbles at all." (p. 54).
4. For biographies of John A. Roebling, see the notes and bibliographical sources listed in my book: *John A. Roebling and His Suspension Bridge on the Ohio River*. (Milford, Ohio: Little Miami Pub. Co., 2007), pp. 73-80. For Washington's biography of his father, see: Washington Roebling, *Washington Roebling's Father: A Memoir of John A. Roebling*. Edited by Donald Sayenga. (Reston, VA: American Society of Civil Engineers, 2008).
5. D.B. Steinman, *The Builders of the Bridge: The Story of John Roebling and His Son*. (New York: Harcourt, Brace & Co., 1945), pp. 368-69.
6. Ibid, p. 265.
7. McCullough, *The Great Bridge*, p. 340. St. George writes of Washington's condition after he was struck by the bends and prior

Continued on page 10

A Look Back at The Headlines

An on-going feature reliving local headlines.
This issue features:
The Daily Commonwealth – April 1, 1879.

Personal Mention

Mrs. Mortimer Benton, lately of Danville, is again welcomed by her friends. She came a few days ago and was present at the eighty-seventh birthday of Mrs. Clemons. She was surrounded by her children, grandchildren, and great-grandchildren at the home of M.M. Benton. She was the recipient of several tokens of love, and her friends and neighbors remembered her with flowers and fruits.

Another Mystery

Between eleven and twelve o'clock last night, an attempt was made to assassinate Thomas Berger, successor to Stroll and Berger, proprietors of a rendering establishment in Lewisburg. Mr. Berger was at work in a stooping position in the factory, when he heard a noise and raising himself, turned as a shot was fired through the door at the side of the building. Mr. Burger felt a sharp pain, but rushed out in search of the perpetrator of the dastardly act. He saw the shadow of a man disappear in the darkness, but was unable to identify him. Mr. Henry Huck, a neighboring butcher, was aroused and hurried after Dr. Bain who, upon arriving, found that the ball, a large-sized cartridge, had struck the left breast near the heart, and glancing, had a furrow while lodging in the left arm. It was removed. Mr. Berger suspects Peter Funk, a son-in-law of the former proprietor, Leonard Stoll, with whom he had recent words.

Advertisements

The best fitting shoe and boot in town, made at No. 875 Banklick Street.

Unrivaled baking powder delights the cook. For sale only at No. 134 Pike Street.

to his departure for Germany: "After the first few days the terrible cramps and dizziness and vomiting had ended, but now he had pains and numbness in his arms and legs. He was short-tempered, depressed and no longer able to carry on any kind of conversation, even with his assistants. Nevertheless, he continued to work on the final plans for the bridge. By the time spring came his eyesight was failing, and he knew it was time to retreat." The trip to Germany in 1873 didn't seem to help, as St. George comments on his condition after his return to the U.S.: "His physical condition grew worse. Now talking with anyone but Emily was almost impossible. He was in pain a lot of the time and suffered terrible headaches. He was weak and with such bad eyesight that he couldn't read or write or even sign his name. His nerves were shot. He was not, however paralyzed, as gossip would have it." See: St. George, *The Brooklyn Bridge*, pp. 60 and 63.
8. McCullough, *The Great Bridge*, p. 504. When Washington was asked to come to a board meeting of the bridge company, he responded: "I am not well enough to attend the meetings of the Board, as I can talk for only a few moments of time, and cannot listen to conversation if it is continued very long…I did not telegraph you before the last meeting that I was sick and could not come, because everyone knows I am sick, and they must be tired as I am of hearing my health discussed in the newspapers." See: St. George, *The Brooklyn Bridge*, p. 93.
9. Ibid, p. 518.
10. David McCullough, *Brave Companions: Portraits in History*. (New York: Simon & Schuster, 1992), p. 113.
11. Ibid.
12. Roebling, *Washington Roebling's Father*, p. 210.
13. St, George, *The Brooklyn Bridge*, p. 26.
14. Ibid, p. 114.
15. McCullough, *The Great Bridge*, p. 553.
16. St. George, *The Brooklyn Bridge*, pp. 111-12.
17. For a discussion of John A. Roebling's personality, see: Tolzmann, Don H., *John A. Roebling and His Suspension Bridge on the Ohio River*, pp. 33-36.
18. St. George writes of the Roeblings: "Despite their differences father and son were both civil engineers, and as professionals, they shared important qualities of courage, determination and drive for perfection and complete confidence in their own ability." St. George, *The Brooklyn Bridge*, p. 26.
19. For information on Emily, see: Marilyn E. Weigold, *Silent Builder: Emily Warren Roebling and the Brooklyn Bridge*. (Port Washington, New York: Associated Faculty Press, 1984). In 1951, the Brooklyn Engineers Club placed a plaque on the Brooklyn Bridge with the following text: "The builders of the bridge: Dedicated to the memory of Emily Warren Roebling 1843-1903 whose faith and courage helped her stricken husband Col. Washington A. Roebling. C.E. 1837-1926 complete the construction of this bridge from the plans of his father John A. Roebling. C.E. 1806-1869 who gave his life to the bridge. Back of every great work we can find the self-sacrificing devotion of a woman."

FOWLER:
1. Information at www.rootsweb.ancestry.com., September 4, 2014
2. Fessler, W. Julian, "Jacob Fowler's Journal," *Chronicles of Oklahoma, Volume 8, Number 2, June, 1930*, via Oklahoma Historical Society's website, retrieved on June 15, 2014
3. "James Fowler," *Encyclopedia of Northern Kentucky*, Edited by Paul A. Tenkotte and Dr. James C. Claypool, 2009
4. Fessler, W. Julian, "Jacob Fowler's Journal," *Chronicles of Oklahoma, Volume 8, Number 2, June, 1930*, via Oklahoma Historical Society's website, retrieved on June 15, 2014
5. "Jacob Fowler," *Encyclopedia of Northern Kentucky*, Edited by Paul A. Tenkotte and Dr. James C. Claypool, 2009, page 368
6. Information at www.rootsweb.ancestry.com., September 4, 2014
7. Lindsey, Helen Bradley, *Early Days in Campbell County, Kentucky, 1790-1850*

Then and Now

Foot of Amsterdam Road near Montague Road, in the village known as Amsterdam (now Covington).
Left photo circa 1875, right photo 2010.

Left photo courtesy Kenton County Public Library. Right photo courtesy Ron Einhaus.

Mystery Photo

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

ANSWER:

Booth Memorial Hospital, Covington, circa 1950.

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I Bet You Didn't Know

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

November 1, 1793: The State Legislature met for the first time in Frankfort, which had been designated as the permanent capital.

November 2, 1734: Daniel Boone was born in Pennsylvania.

December 1, 1776: Kentucky County, Virginia was established by the Virginia Assembly to proclaim possession of the wilderness.

December 4, 1868: One of the worst steamboat accidents in history occurred on the Ohio River near Warsaw. Though reports differ, more than 100 were killed.

December 9, 1788: Just months before being inaugurated as the first President of the United States, George Washington trades his horse *Magnolia* to Col. Henry Lee for 5,000 acres on Rough River in what is now Grayson County.

"On This Day In Kentucky" — Robert Powell

Programs and Notices

Annual Christmas Party

PLEASE MAKE PLANS TO ATTEND

All members, their guests and friends are invited to the Kenton County Historical Society's Annual Christmas Party, which will be held on Tuesday, December 2nd at 6:30 p.m. at the Behringer Crawford Museum, Devou Park. Food and drinks will be served - and everyone can join in the Christmas sing-along and tour museum galleries.

(Note: The KHS Board of Directors meetings; most often on the fourth Tuesday of the month (except December and September), 6:30 p. m.; most often at the Behringer Crawford Museum. The meetings are open to members. To attend, or to ask a question about an issue, call John Boh, Secretary, 859-491-0490, or email jhboh55@gmail.com)

Behringer Crawford Museum

The annual Holiday Toy Trains will start running on November 15th and keep running six days a week except Monday. There will also be special holiday hours; watch for flyers, check the BCM website, or call 491-4003, for Christmas events and children's programs like Polar Express Readings on Sundays (hours 1:00-5:00).

"50 Years of Photojournalism in Northern Kentucky: Winter Edition" October 4, 2014 – January 18, 2015; see photos of winter and holiday scenes taken by professional photographers for the newspapers (open six days a week 10:00-5:00; Sundays 1:00-5:00; closed on Mondays).

Kentucky History Awards

At its Annual Meeting, the Kentucky Historical Society will present Kentucky History Awards to persons and organizations around Kentucky (Friday evening, November 7th, Frankfort, the Old State Capitol). KCHS vice president, Robert Webster, will accept an award on behalf of the Society for their new website, started in 2013. Past President of the Behringer Crawford Museum, Gary Johnston, will receive an Award of Distinction, and BCM will be honored with another award for its recent exhibit, "Viet Nam: Our Story." Northern Kentucky will be well represented! (Reservations are required.)