

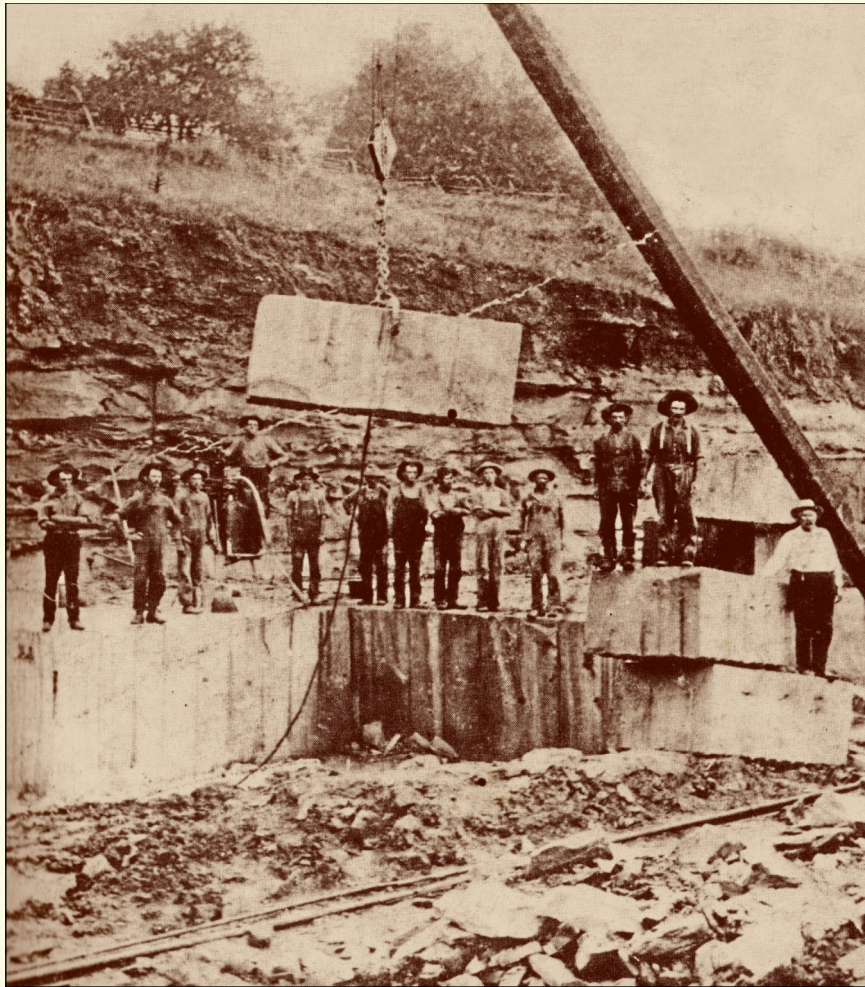


Bulletin of the Kenton County Historical Society

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July / August

2015



**Stone in Nineteenth Century Cincinnati:
The Hummell Company and Kentucky**

**The Directory of the Covington & Cincinnati Bridge Co.:
Roebling's Address and Memo Book**

Michael Dunn Holliday

Stone in Nineteenth Century Greater Cincinnati: The Hummell Company and Kentucky

Karl Lietzenmayer

Even the most casual visitor to the streets of older neighborhoods in Northern Kentucky and Cincinnati will immediately be struck by the enormous amounts of stone that must have been required to build all of the structure foundations – as well as the buildings built entirely of dressed stone. The history of one prominent company (still in operation) – Hummel Industries, Incorporated – is a fascinating look at this important industry, essential to the building industry before the advent of re-enforced concrete and pre-made concrete block.

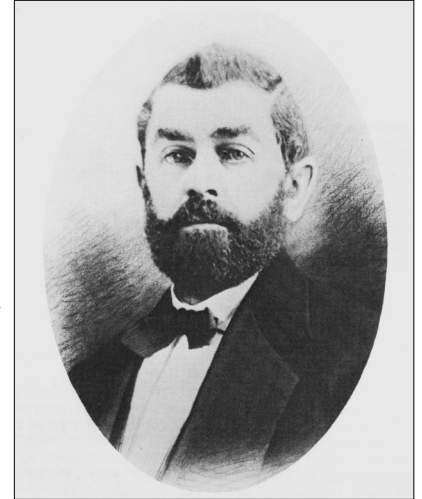
The Founder

In 1822, David Hummel was born in Wurttemberg, Germany, growing up near one of the province's quarry sites. After primary school, he served a three-year apprenticeship to a stone cutter and, at age 19, emigrated to the United States. Hummel's reason for leaving his homeland is unknown, but these years were fraught with repeated political upheavals beginning in the mid-1830s.

The majority of German immigrants who came between 1820 and 1845 were small farmers, shop-keepers and artisans. Even before the political upheavals, a series of poor harvests during the 1820s reduced farming income, which affected village shop-keepers and craftsmen as well. One must assume the same influences affected David Hummel as he booked steerage on an ocean liner in the spring of 1841 and landed in New Orleans.

Shortly, he left New Orleans, traveling north on the Natchez Trace, arriving in Ohio. He had heard there was need in the Midwest for men of his skills and journeyed to Columbus, Ohio to assist in finishing the state house. Convicts provided most of the labor but skilled artisans were needed for supervisory and detailed work. Hummel then settled in Cincinnati to work on some major masonry projects in the area.

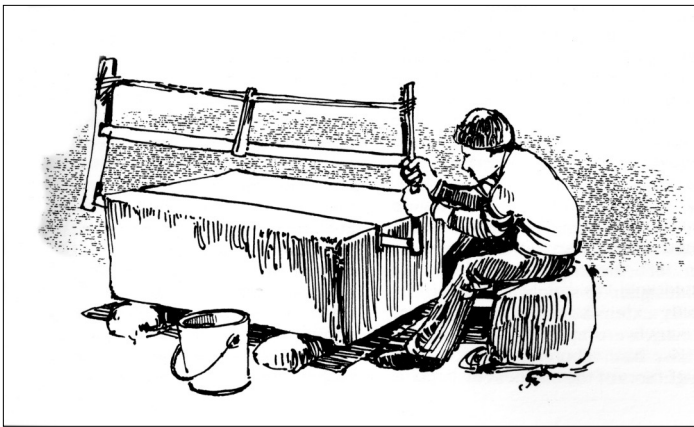
Because the Cincinnati area was the nation's fastest growing metropolises, hundreds of homes under construction needed stone for foundations, trim and basements. Much of the material came from the surrounding hills and stone cutters earned up to \$1.50 per day, a princely sum by European standards.



David Hummel, mentored by the German-American community, by 1847 had become a naturalized citizen and had married 19-year-old Dorothea Dieble. He later purchased a home on Freeman Avenue near Dayton Street in Cincinnati's West End. Eventually, his brood included five sons and three daughters.

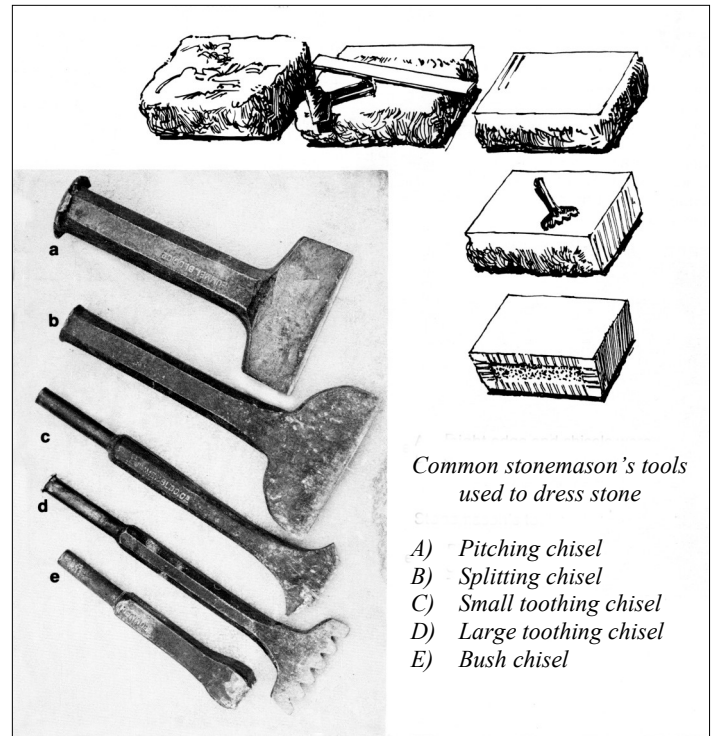
Beginnings

Hummel's debut as an entrepreneur occurred in the 1850s, when he and a Rupert (Robert) Ritter opened a small stone yard on Plum Street, Cincinnati. By 1856, Ritter left to establish a stone yard on Race Street, while Hummel continued to run the Plum Street company. By 1859, Hummel purchased a larger property at Elder and Logan Streets and conducted business there for more than 50 years. His was just one of the stone and marble companies operating in pre-Civil-War Cincinnati. The 1853 city directory lists two stone yards; five years later that number rose to 14 – all within a block of the Miami Canal (today's Central Parkway, Cincinnati). Some firms specialized in gravestones and others, like Hummel, sold grave markers, foundation stone and other materials.



Opposite page: David Hummel (1822-1894);
Above: stonemason cutting through a large slab;
Right: Common stonemason's tools;
On the cover: Kentucky Freestone Company,
Hummel, Kentucky, 1910.

*All images in this article courtesy: Tradition & Progress:
A History of Hummel Industries, Inc, Nancy Disher Baird*



*Common stonemason's tools
used to dress stone*

- A) Pitching chisel
- B) Splitting chisel
- C) Small toothing chisel
- D) Large toothing chisel
- E) Bush chisel

Although stone is most beautiful and durable of most materials, few structures prior to 1860 were built entirely of stone. In 1850, only forty of Cincinnati's 16,286 structures were stone, although half were of brick trimmed with stone. Difficulties in transporting stone and labor required to cut and set it made it quite expensive. But as the community prospered, homes and public buildings became more opulent as use of stone reflected wealth.

Source

Most stone used locally was quarried locally. Much of the area sits on rich limestone deposits. Hummel offered four types of stone: Berea sandstone; Buena Vista sandstone; Dayton limestone and Cincinnati limestone. The latter, quarried from the surrounding hillsides, often contained deposits of iron ores which unless carefully inspected, rendered it unattractive for building use and was confined to foundation construction.

Hummel ordered significant quantities of Dayton limestone once the Miami Canal opened, enabling the reduction of shipping costs. Sandstone was less expensive and more popular and Berea sandstone – named for a small town where the quarry was located in Cuyahoga County, Ohio – was extensively used.

Most of the stone used in Cincinnati, however, came from the state's oldest commercial operation, the Buena Vista sandstone quarry in Scioto County, Ohio. Opened about 1814 by Joseph Moore, the operation expanded as towns along the Ohio River provided demand. By the late 1820s, Moore employed sixty to seventy men to quarry and cut stone into blocks. Teams of oxen dragged the stone carts to the river bluff where men lowered the stone to the water's edge with crude pulleys. The next owner constructed hillside chutes to slide the blocks to the river, which proved unsatisfactory. Neither were wagon roads, for heavy rains and winter thaws rendered the roads impassable. By the early 1850s, a small rail line was constructed and a small locomotive pulled the stone to the bluff; cables lowered the blocks to waiting barges. Shipping this material was laborious work.

Finish Work

When Hummel's stone order arrived at the docks of the Miami Canal, he supervised its loading onto his wagons to the Logan Street yard. The blocks were then hand-cut and shaped to fill local orders. A frame-saw with smooth, toothless iron blades one-eighth to three-sixteenth inch thick, cut the stone. A groove, made with a chisel, marked the desired cutting line and the saw, using wet "silica sand" or "lake



Above: St. Gregory's Seminary

sand" as an abrasive, moved back and forth, severing the desired pieces. For cutting more than one piece at a time, several blades or parallel "gangs" were held in a single-wide frame. The cut stone was then shaped and dressed with a variety of chisels and hammers or smoothed with an abrasive block of wet sandstone. If the customer desired, Hummel could supply a stone mason to set the stone in place at the site. Usually the customers supplied their own stone masons.

From 1856 to 1862, Hummel's records give some idea of daily activities at the stone yard. Three to 12 men worked at the yard either full time (6 days per week) or part-time. Most were of German extraction and few remained with Hummel more than six months, for the western frontier promised greater opportunities to skilled, ambitious young men. Building trades in the area nearly came to a halt from 1862 through 1865 due to the Civil War and it is assumed this affected Hummel's business as well. Hummel's war-time activities are unknown.

Post Civil War

The building trades blossomed in the remaining decades of the 19th century. Most homes were of broken rock (undressed) but most public buildings contained exterior walls of ashlar slabs (hewn or squared stone). Prior to the introduction of the steam-powered stone saw in the 1870s, these ashlar were prepared by hand at the building site. A stone mason drew a line at one edge of the widest bed of a

rough block of stone, pitched off the debris above the line with a pitching chisel and refined the "draft" with a cutting chisel. Guided by a straight edge and a keen eye, the workman then pitched off and drafted the second and subsequent edges and dressed the surface to the degree of uniformity desired. In like manner the face, top bed and joints were squared off and dressed; the back of the stone generally remained rough. Preparing the ashlar required time and skill.

Hummel, Kentucky

Much of subterranean Kentucky contains fine building stone, but lack of transportation limited the antebellum development of the resource. During postwar decades, however, Kentucky experienced extensive railroad construction and linked potential stone-producing areas with urban markets. A rail line connecting Knoxville with Cincinnati tunneled through portions of Rockcastle County during the 1880s and penetrated a stone-rich primitive area of the Cumberland foothills. A few years after the rail line was completed, the David Hummel Building Company began to quarry freestone near Rockcastle's Langford Station.

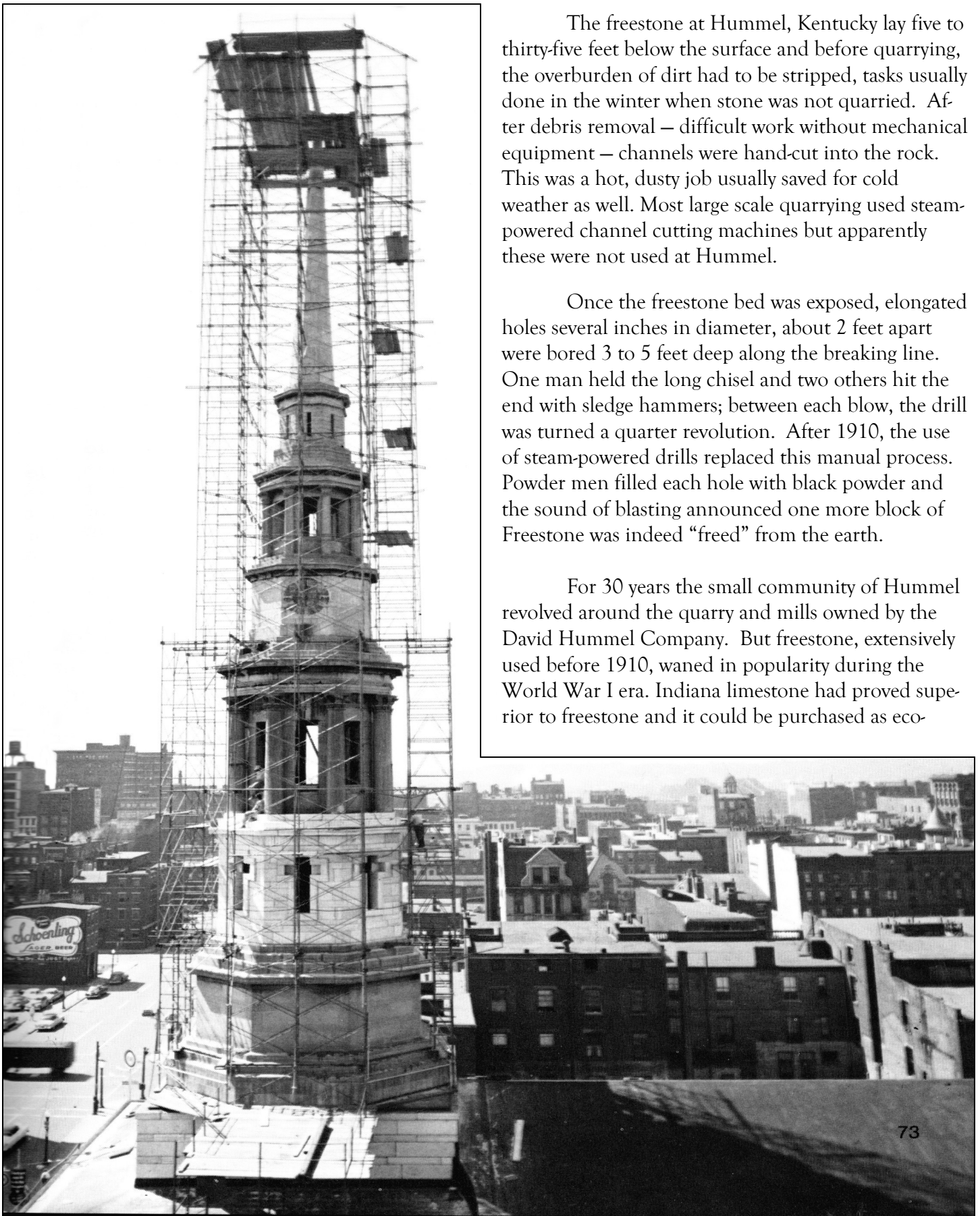
A fine-grained, evenly textured sandstone, freestone is easily cut, carved and polished and was a popular building material for interior and exterior work during the late nineteenth and early twentieth centuries. In 1885, a group of 12 Lexingtonians purchased 100 acres of land adjoining the railroad right-of-way near Langford Station. They incorporated their holdings as the Kentucky Freestone Company and hired Launey Clay, the adopted Russian son of Cassius M. Clay, to manage the operation. In the late months of 1895, the David Hummel Building Company purchased the Kentucky Freestone Company and freestone began arriving at the Hummel yard in Cincinnati. Steam-engine derricks were installed and Hummel hired Dave Carter, a former employee of the quarry, to manage the operation.

Within a few years, the Hummel company opened a second quarry a mile or so north of the Langford site. Because of the company's importance in the lives of the residents, the sparkly settled area around the quarries and mills became known as "Hummel," and county maps still refer to the area by that name.

The freestone at Hummel, Kentucky lay five to thirty-five feet below the surface and before quarrying, the overburden of dirt had to be stripped, tasks usually done in the winter when stone was not quarried. After debris removal – difficult work without mechanical equipment – channels were hand-cut into the rock. This was a hot, dusty job usually saved for cold weather as well. Most large scale quarrying used steam-powered channel cutting machines but apparently these were not used at Hummel.

Once the freestone bed was exposed, elongated holes several inches in diameter, about 2 feet apart were bored 3 to 5 feet deep along the breaking line. One man held the long chisel and two others hit the end with sledge hammers; between each blow, the drill was turned a quarter revolution. After 1910, the use of steam-powered drills replaced this manual process. Powder men filled each hole with black powder and the sound of blasting announced one more block of Freestone was indeed “freed” from the earth.

For 30 years the small community of Hummel revolved around the quarry and mills owned by the David Hummel Company. But freestone, extensively used before 1910, waned in popularity during the World War I era. Indiana limestone had proved superior to freestone and it could be purchased as eco-



St. Peter in Chains Cathedral, Cincinnati, during the 1840s renovation

nomically from Indiana quarries as Hummel could blast freestone from central Kentucky. The closing of Hummel, Kentucky may also have been influenced by the difficulty in getting sufficient workers to move to remote Rockcastle County. Quarrying ended in 1925 and by 1928 the company began disposing of the property. Tons of quarried and sawed stone still cover the hillsides at Hummel, Kentucky.

Time has obliterated the scars left on the countryside by the quarrying and the landscape has reverted to its natural state. Gone are the school house, church, mill, commissary, depot and other structures erected by the Kentucky Freestone Company. The old spur line track was removed and the gravel-filled roadbeds, now rutted from years of use, serve as a country road — Hummel Road — that winds through the hillsides. A state official recently inquired of a middle-aged native about the origin of Hummel Kentucky's name. HE was told it honored one of the county's pioneer families! Memories are fleeting and urban legends intrude, but stone endures.

The Company After David Hummel

David Hummel died in 1894 but his surviving sons — George, Frank and William — and their descendants have provided sound leadership for the David Hummel Building Company. Each of the sons served an apprenticeship as a stone mason, blacksmith or carpenter, and each worked at the stone yard and as a superintendent of one of the company's building projects. The eldest son, George, assumed presidency on the death of his father; on his demise in 1911, Frank was elected as the company executive. George's son, George Ellis, became the company's fourth president in the late 1920s. William served as general manager for nearly four decades, a position that carried great responsibility and actually paid more than the presidency. William's son, "Bill" (William Fisher Hummel), assumed company leadership in 1954.

In 1901, the company purchased a large parcel of land on the corner of Spring Grove and Straight Street, Cincinnati, and in summer 1903, moved into a new stone-trimmed brick building at 2629 Spring Grove Avenue. After enlargements, the facility served the company until the 1960s.

Several projects were particularly challenging to the company: Cincinnati Union Terminal in the 1930s and the dismantling of the Albee Theatre in 1977 were just two. Although the company has retained its leadership in commercial stone construction in the area, the use of stone has declined during the last 30 years because of costs, and the company closed its stone plant in 1960. Today, the Hummel company is one of the area's largest brick contractors.

Hummel Restoration, Inc.

A growing need for restoration of historic buildings had prompted the Hummel company to form Hummel Restoration in February 1975, incorporated a sister firm to the original company. Hummel Industries, Inc. was formed as the parent company to the two entities. The impetus for this reorganization came from David Hummel Swedes, great-grandson of the founder. A graduate of Culver-Military Academy and the University of Cincinnati, Swedes' background in business administration and engineering was a valuable asset. In 1972, Swedes became the company's sixth president and three years later, CEO of Hummel Industries. Swedes teamed with Frank G. Moratschek as president of the two subsidiaries. A second generation Hummel employee, former bricklayer, foreman and project supervisor, Moratschek possessed a keen awareness of operations and the masonry industry.

Every structure, whatever its building components, requires periodic care to preserve its owner's investment. Although masonry has a lower than average maintenance factor, it requires a high degree of expertise for proper service. Cleaning, tuck pointing, caulking, re-setting and patching are only some of the activities now done by Hummel, as one of the areas oldest masonry and brick companies.

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The Directory of the Covington & Cincinnati Bridge Co.: Roebling's Address and Memo Book

Don Heinrich Tolzmann

Introduction

While browsing through the online inventory of the Roebling Collection, which is at the Folsom Library of the Rensselaer Polytechnic Institute in Troy, New York, I found an item that immediately caught my attention. It was a reference to the following title: *Directory – Cov. & Cin. Bridge Co. – 1864*. So I ordered a copy to see what information it might contain.¹

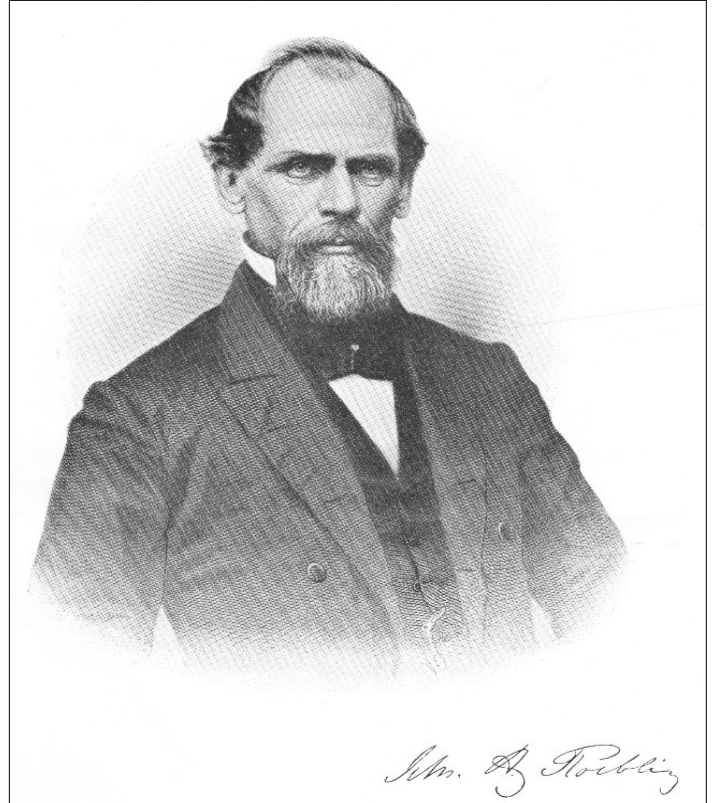
On receiving a copy of the *Directory*, I found it was more than a business directory for the bridge company. It also served as Roebling's own personal address and memo book, which he maintained while working on the bridge on the Ohio River. It contained his brief notes and sketches in addition to the customary list of names and addresses one would find in a business directory.

Contents

The directory consists of a 40-page pocketsize notebook (each page measures 3 ½ by 5 ¾ inches) in Roebling's own handwriting. It is dated 1864, with the concluding entries ending in 1869, which means Roebling used this directory from the latter years of his work on the bridge on the Ohio River up to the time of his death in New York.

The directory is not arranged alphabetically, but rather chronologically, which means that Roebling jotted down names, addresses, and notes that struck him as useful for further reference purposes. Entries include persons, businesses, and various topics, not all them related specifically to the bridges on the Ohio River and in New York. Although far too numerous to list here, they can be grouped in several subject categories to provide an overview of the directory's contents.

Bridge-related entries - Ohio River: The directory provides names and addresses for people and



Portrait of John A. Roebling.
courtesy: the author's collection

companies involved with the building of the bridge, several examples of which are listed here.

A. The lawyer and secretary of the Covington & Cincinnati Bridge Co.

B. Wire manufacturers, timber companies, cement companies, manufacturer of girders, iron foundries, a screw cutting and forging company, and a granite quarry.²

C. Listings for a stonemason, blacksmiths, a carpenter (E.F. Farrington), mechanical engineers, and railroad and canal managers/foremen.³

Non-bridge related entries – Cincinnati Area:

Roebling also includes the names and addresses of the following people and places in Cincinnati:

- A. The Cincinnati city engineer
- B. Misc. Cincinnatians: e.g. Henry Probasco and Tyler Davidson⁴
- C. The German consul in Cincinnati⁵
- D. A German apothecary in Cincinnati
- E. The Unitarian church in Cincinnati⁶

New York-related entries: The following address entries are no doubt related to Roebling's projected bridge project in New York.

- A. Where to get a map of the East River area⁷
- B. Wilhelm Hildenbrand⁸

Misc. entries: Roebling has several entries for misc. topics, such as the following.

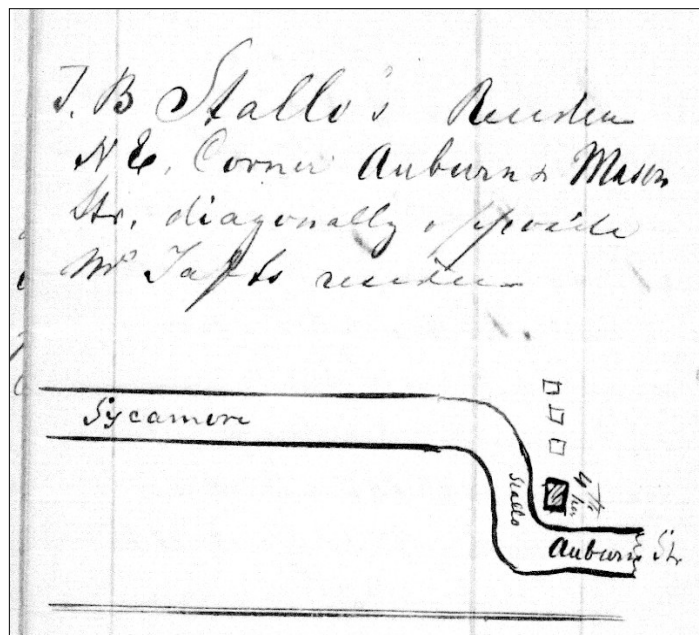
- A. A bakery in Philadelphia
- B. A recipe for mineral water lemonade
- C. Addresses of German- and English-language newspapers⁹

Conclusion:

A survey of Roebling's directory sheds light on the various kinds of contacts he had while working on the bridge on the Ohio River, while at the same time it points to his future bridge project in New York. The directory demonstrates how well organized and diligent Roebling was in terms of record-keeping. It also provides a unique glimpse into his workaday life via a directory that must have been a basic reference source for him. For Roebling there was no distinction between business and private life: both realms merged together as one in his address and memo book.

Aside from its historical value, Roebling's directory will continue to be of use for its original purpose as a reference source. In this regard, it can be helpful in answering questions that may arise about the construction of the bridge on the Ohio River. For example, what manufacturers and companies did Roebling work with, and who worked on the bridge?¹⁰

Finally, the directory demonstrates that discoveries can still be made with regard to the Roebling Suspension Bridge and its fascinating creator: John A. Roebling (1806-69). And it is also an indication that there is a wealth of archival materials to be found in the Roebling Collection at the Folsom Library of the Rensselaer Polytechnic Institute in Troy, New York.¹¹

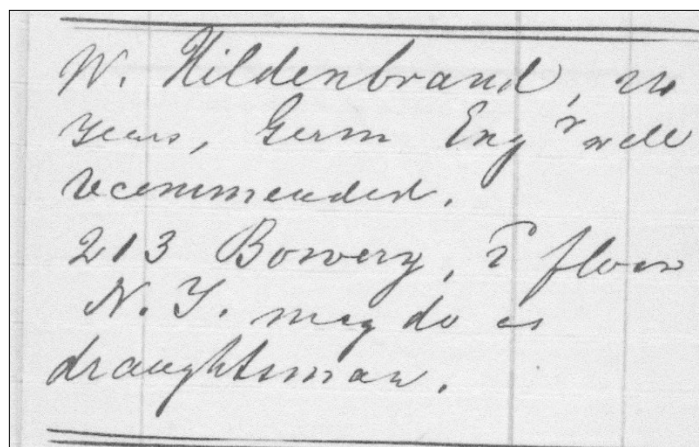


In this entry Roebling maps out the location of the Cincinnati residence of J.B. Stallo (1823-1900), which was located on the northeast corner of Auburn and Mason St. "diagonally opposite Alp(honso) Taft's residence."

Note that Roebling uses the German abbreviation of "Str." rather than the English form of "St." for Street.

Stallo was a well-known lawyer and Republican political leader in Cincinnati who supported Lincoln when he ran for president.

Courtesy: Roebling Collection



In this entry Roebling takes note of the New York address of Wilhelm Hildenbrand (1843-1908) who became the Principal Assistant Engineer to Washington Roebling during the construction of the Brooklyn Bridge and later was Chief Engineer for the Reconstruction of the Roebling Suspension Bridge on the Ohio River.

Courtesy: Roebling Collection

Endnotes

1. The directory is located in Folsom Library of the Rensselaer Polytechnic Institute under the following archival no.: Series I, C. Bridge Project, Box 7, f. 133. Many thanks to the Archives and Special Collections Department at the Folsom Library.
2. These companies are by no means limited to the Greater Cincinnati area, but located across the country.
3. I felt it was important to mention Farrington, a carpenter and mechanic, since he worked on the bridge on the Ohio River, as well as the Brooklyn Bridge, and published books on their construction. See: E. F. Farrington, *A Full and Complete Description of the Covington and Cincinnati Suspension Bridge with Dimensions and details of Construction*. (Cincinnati: Lindsay, 1870) and also his: *Concise Description of the East River Bridge, with Full Details of the Construction*. (New York: C.D. Wynkoop, 1881). For further information about him, see: D.B. Steinman, *The Builders of the Bridge: The Story of John Roebling and His Son*. (Harcourt, Brace & Co., 1945) and David McCullough, *The Great Bridge*. (Simon & Schuster, 1972).
4. Henry Probasco (1820-1902) was a prominent Cincinnati businessman, later a mayor and superintendent of Spring Grove Cemetery, who donated the Tyler Davidson Fountain to the City of Cincinnati in 1971 in memory of his brother-in-law.
5. Regarding the German consul at this time, see: Richard E. Schade, *Carl Friedrich Adae (1805-1868): Cincinnati German Consul*. Cincinnati Occasional Papers in German-American Studies, No. 16. (University of Cincinnati, German-American Studies Program, 2006).
6. Roebling may well have attended the Unitarian Church; he was raised a Lutheran, became a Presbyterian, and at the end of his life was a Swedenborgian. See: McCullough, *The Greater Bridge*, pp. 55.
7. Regarding the East River location, see the works by Steinman and McCullough.
8. Wilhelm Hildenbrand was a German-American engineer who worked on the construction of the Brooklyn Bridge and the reconstruction of the Ohio Bridge. See my article on him: "Wilhelm Hildenbrand (1843-1908): Chief Engineer for the Reconstruction of the Roebling Suspension Bridge," *Bulletin of the Kenton County Historical Society*. (March/April 2015): 1-5. As a follow-up on this article, Donald Sayenga comments in an Email to the Kenton County Historical Society regarding the birthdate of Hildenbrand, indicating that he was actually born in 1845, not 1843: "He was believed to be 63 at the time of his death in 1908, i.e. apparently the New York Times believed he was born in 1845. In the memoir in Engineering News his birthdate was given as June 1, 1845." He also clarifies when Roebling must have met Hildenbrand: "In the MS Memoir of his father (MS Page 255), Washington A. Roebling stated: "I returned from Europe in March, 1868, and found to my surprise a large amount of preliminary work done on the Brooklyn Bridge. My father had engaged two young German engineers, Hildenbrand and Greifenberg, to help him. Hildenbrand was a valuable man and afterwards was of great assistance to me." Obviously John A. Roebling met him at least a year prior to his own unfortunate death in July 1909." Email from Donald Sayenga to the KCHS (22 June 2015). Thanks to Donald Sayenga for this information. Also, see: Washington A. Roebling, *Washington Roebling's Father: A Memoir of John A. Roebling*. Edited by Donald Sayenga. (American Society of Civil Engineers, 2009), p. 215.
9. Roebling may have advertised in these publications with help wanted announcements, or advertisements for his company.
10. Due to the questions about the bridge, which come my way as Historian for the Covington-Cincinnati Bridge Committee, I will be keeping Roebling's directory on file. One of the recurrent questions is whether an ancestor may have worked on the bridge. Another question

is whether a certain company was involved with the bridge construction. Hopefully, the directory will help answer some of these kinds of questions. For information regarding a stonemason who worked on the bridge, see the author's article: "Charles Stolzenburg (1867-1903): A Stonemason Carves His Name into History on the Roebling Suspension Bridge," *Bulletin of the Kenton County Historical Society*. (July-August 2014): 9-10. For further information about Roebling, see the author's book: *John A. Roebling and His Suspension Bridge on the Ohio River*. (Milford, Ohio: Little Miami Pub. Co., 2007).

11. The Roebling Collection at the Folsom Library consists of 55 linear feet of archival materials (35 manuscript boxes, 30 oversize flat boxes. 8 mapcase drawers, and 16 oversize rolls).

Appendix – Employment Inquiries and Notes

Another item of interest is a file in the Roebling Collection entitled "Employment Inquiries and Notes." This file (Box 5, folder 5) lists the names of 17 persons who were appointed to work on the bridge, as well as 21 persons who applied for employment with the Bridge Company. Roebling no doubt compiled these lists to keep a record of appointments and applicants. They are added here as they supplement information found in his directory. Question marks are in place for names, letters, or words that are illegible.

List of Appointments (17)

L. Kirkup – machinist
 Lt. Col. John Mose – carpenter
 W. Coulter – carpenter
 ? Lemon – carpenter
 J. Pardee – machinist
 John Robertson – machinist
 E. Langdon - carpenter
 Banta – machinist
 M.E. ? – carpenter
 George Veitch – carpenter
 E.F. Farrington – carpenter
 P. McAuliffe
 ? Kingsley from?
 Anton Gersten (?)
 Dougherty – machinist
 John Imlay – bridge carpenter
 M. (Kennedy) of Troy – machinist
 ...on the back: Farrington, Kingsley, Pardee

Applicants for Employment (21)

P.H. Kelly
 ? Judd
 Gillespie, Gilmore, Stephen Herman, Bilyieu
 Stephen Herriman
 ? P. Andrews
 Al Kensen RE: "Wanted master carpenter" ad
 L.E. Mansfield
 ? from Columbia Co.
 Hussley (?)
 Anton Gersten (?)
 Gillespie (?) (several)
 B.j. Gilmore
 A. Banta
 E. F. Farrington
 Griggstown (?)
 ? Wilson – machinist
 P. McAuliffe
 George Veitch (?)

Michael Dunn Holliday

Karl Lietzenmayer



The Society Board is in shock over the sudden death on May 14th, of board member Michael Holliday. He was 69. Mike and his wife Peggy were married 48 years and have three sons: Kurt, Craig, and Nicholas. He was buried in St. Mary Cemetery.

Mike was a member of the 82nd Airborne Unit, and besides being a board member of KCHS since March 2010, being of Irish heritage, he was a member of the Northern Kentucky Fenians, and was an enthusiast for Triumph motorcycles.

Just a short few years ago, he decided to retire and sell his business, Spectrum Computer Products. One of his accounts was St. Elizabeth Hospital, servicing their copying equipment.

After his retirement, he dove into all manner of projects. Like many of us who retire, he found he was busier than ever and had to keep his projects on track by posting notes in his home office. Mike was involved in many projects - one very dear to his heart was erecting an out-door commemoration of Irish immigration to Northern Kentucky. He organized his projects in a somewhat peculiar way. When opening his appointment book to check events, the pages were plastered with Post-It notes to help him remember all that he was involved in. One member even noticed several notes pasted on the horn area of his car's steering wheel!

Mike was a member of the Cathedral parish and had recently become the business manager of Mother of God parish, Covington. As soon as he arrived there, he organized the parish projects by put-

ting up a large calendar where all the events and projects could be penciled-in. The staff immediately thought this was a great idea.

Those of our board who knew him found him to be an extraordinary enthusiast for Kentucky history in general. In 2011, for example, Mike was an intrepid supporter of the celebration of the St. Elizabeth Healthcare 150 year anniversary. He spear-headed and even funded the bronze historic highway marker which now is in place at the hospital's original location on East Seventh Street, Covington.

Many KCHS board members come with special interests and usually are given free rein to pursue them. Mike's was a love of historical maps and he brought some new "treasure" to almost every board meeting. He even gained a Society nickname of "Map Mike."

Before board meetings Mike would often come early (to Behringer-Crawford Museum) and hang out in his automobile eating or using his phone and occasionally the board put his agenda on early since he would have to leave for another event!

The Society was ordering *Bulletin* paper and envelopes from one of his contacts. Once our secretary, John Boh, called him to place an order and he answered immediately - from the Caribbean - where he and his wife Peggy were vacationing!

Some of our board developed a personal relationship. Mike found out that member Bob Webster's wife Pam is an avid gardener and loves to can home-grown vegetables. Mike loved to make Sauer Kraut. He would sometimes come to the Webster home and "trade" his Kraut for Pam's home-grown pickled beets.

The KCHS Board will miss him immensely not only for his wonderful work with the Society but just for being such a swell person. He will be impossible to replace.

Then and Now



Covington's 20th and Madison, circa 1920 — right photo 2012.

Left photo courtesy Kenton County Public Library. Right photo courtesy Bob Webster.

Mystery Photo

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



ANSWER:

Holy Cross Church, Latonia.

Kenton County Historical Society

July-August 2015

ARTICLES FROM BACK ISSUES ARE INDEXED ON OUR WEBSITE!

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Vice-President..... Robert Webster
Treasurer..... W. Terry Averbeck
Secretary..... John H. Boh

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Dennis Harrell, Katie Hushebeck,
Richard Johanneman,
Elaine Kuhn, Iris Spoor, and
Karl Lietzenmayer (Ex Officio)

I Bet You Didn't Know

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

July 4, 1778: Kaskaskia was captured by George Rogers Clark of Kentucky.

July 8, 1862: John Hunt Morgan and his men made their first raid against Union forces, at Tompkinsville, Kentucky.

July 14, 1776: Three young girls, Jemimah Boone, and Elizabeth and Frances Calloway, were kidnapped by Indians outside Boonesborough.

July 23, 1877: The first passenger train ran the entire length of the Cincinnati Southern Railroad; Cincinnati to Lexington, then on to Somerset, Kentucky.

July 23, 1966: The Cumberland National Forest was renamed in honor of the famous trailblazer, Daniel Boone.

"On This Day In Kentucky" — Robert Powell

Programs and Notices

Kenton County Fair

From July 13th to the 18th, off Harris Pike in Independence.
Stop by from 4 to 8 daily and see our booth on local history.

Linden Grove Cemetery Tour

Plans are being made for a tour of the historic Linden Grove Cemetery.
More details to follow in the next Bulletin, but the date has been secured.
Saturday, September 26th, from 9am to 11am.

Covington Bicentennial Events

(For additional information on the Covington's Bicentennial events, visit: www.cov200.com)

Make sure to view the expanded Peaselsburg 4th of July Parade, presented by COV200, the Center for Great Neighborhoods, and the Friends of Peaselsburg Neighborhood Association! The parade will start at 10:30 from Glenn O. Swing School for vehicles, St. Augustine Church for marchers. At a follow-up party in the church parking lot, (West 19th Street) judges will have selected the "Best Decorated Float," Best Youth Decorated Bicycle, and Best Dressed as an Important Covingtonian."

Six days of Cov200 celebration will transpire from July 9th through the 14th

The Covington Bicentennial Celebration will capture some of the national attention focused on the banks of the Ohio River leading up to the All-Star baseball game. The Roebling Bridge, the floodwall murals, Riverside Drive statues and historic markers, Licking-Riverside architecture and home tours, the Ascent, Covington's church spires, etc. will draw the attention of flyovers, TV cameras and commentators. Covington will have many other activities: vendors' tents, Pete Rose signing autographs at the Convention Center, a large slide and a 50-foot Ferris wheel will be erected at the foot of Madison Avenue as this major sporting event draws some attention to Covington Bicentennial events, the culture and curiosities.

The annual Roebling Fest - July 11th: The Roebling Bridge Committee, Kenton County Historical Society and other heritage groups will exhibit (sometimes sell) books, maps reproductions, photos and art under the "history" tent — on the riverfront just west of the bridge.

An exhibit through August 30, 2015, at the Behringer-Crawford Museum: **"Buffalos and Bourbon," an exhibit for Cov200;** artifact - related stories; unusual and lesser known Covington-related people and places. Museum open every day but Monday (10-5; 1-5 on Sunday)