



Bulletin of the Kenton County Historical Society

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November/December

2009

I Bet You Didn't Know

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

November 1, 1780: Kentucky County was divided into three counties — Fayette, Jefferson and Lincoln.

November 10, 1782: General George Rogers Clark led a force of Kentuckians against Miami Indians who had been terrorizing Kentucky.

November 14, 1780: The "jog" in Kentucky's southern boarder just south of the town of Jackson in present-day Simpson County was created. A survey party wandered off course after crossing the West Fork of Drakes Creek. The surveyors chose to reset their compass rather than do any backtracking to correct their mistake.

"On This Day In Kentucky" — Robert Powell

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The Kenton County Historical Society
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Northern KY History, Art & Culture Lectures

Only one lecture remains in this popular series. On November 8th, Dr. Heinrich Tolzmann will present "John Roebling and his Suspension Bridge on the Ohio" at Baker Hunt, 620 Greenup Street. The lecture begins at 2pm and costs \$7. For information, call 431-0020.

NKH Society now on Facebook and Twitter

Hey history fans, now you can check us out on Twitter and Facebook. On Twitter, search for "kntncohistory" and on Facebook, friend us at "Kenton County History." You'll find various links, photos and videos of fun history stuff. You can join in discussions, pose a question, or post your own photos and videos. We thank board member Dr. Richard Cardosi for bringing the Society into the 21st century.

Annual Society Christmas Party — Tuesday December 15th

Society members and guests are invited to celebrate the holiday season at our annual Christmas Party, held again at the Amos Shinkle Townhouse, owned and operated by former Covington mayor and local history fan, Bernie Moorman. Festivities begin at 6:30pm and are free. Bring a small dish to share or just bring yourselves. The historic home is located at 215 Garrard, Covington. Contact the Society at 431-2666 for more information.

Fort Mitchell Celebration Needs Photos

The committee working on the upcoming 100-year celebration of the city of Ft. Mitchell is in need of historic photos to copy. Please contact Karl at the Society's main number, 431-2666 for further information.

"Gourmet Strip" Exhibit at Behringer-Crawford Museum

Running now until January 10, 2010, Devou Park's Behringer-Crawford Museum presents a wonderful exhibit on Northern Kentucky's Gourmet Strip. The display will feature photos and brief histories on the many famous (and not-so famous) eateries that once lined Dixie Highway from Covington to Florence. Included in the exhibit will be the actual white "horse" from the White Horse Restaurant in Park Hills, as well as various examples of gambling paraphernalia from the many illegal casinos along the route. Contact the museum at 491-4003 for further details and hours of operation.

ARTICLES FROM BACK ISSUES ARE INDEXED ON OUR WEBSITE!

The Cambridge Tile Manufacturing Company

John Boh

When the Cambridge Tile Manufacturing Company of Covington voluntarily offered, then donated, “thirty-five” art tiles to the Smithsonian in 1899 it became “the only recorded donation by an American tile company to the national collections.”

Donations by pottery companies, wrote Bonnie Lilienfeld in *Tile Heritage, A Review of American Tile History* were more common including from Rookwood of Cincinnati in the 1890s. And the tile donation might well have been a calculated act of good will for a company in the midst of change. Responding to “expanding markets” Cambridge Tile was turning away from a strict focus on “art tile” toward larger scale diversified production.¹

German craftsmen started the fledgling predecessor to Cambridge Tile. The 1888-89 Covington street directory listed J. J. Busse & Sons & Henry Binz, proprietors of the Monte Casino Art Tile and Enamel Brick Company, northwest corner Sixteenth and Holman. It was located at the J.J. Busse & Sons brickyard described as on the west side of Holman between Fifteenth and Sixteenth streets.

Cambridge started at a time when existing tile manufacturing was deficient in technology and productivity, yet demand for tile was inflated by an obsession with “artistic home embellishment.” Starting in 1885 Heinrich Binz, a German immigrant, produced samples from his experiments with “glazing face brick and tile.” The samples helped motivate one Cincinnati businessman, August Koch, aided by Frederick Brainstem, in 1887 to establish the Cambridge Tile Works with a Cincinnati address for two years, seemingly to sell Monte Casino tile. Koch was already a partner in Moorman & Koch, “a Cincinnati mantel factory” and vendor of encaustic and Majolica tiles. Finally the Cambridge Tile Manufacturing Company was incorporated in 1889. There were “only nine other decorative tile makers” in the United States.²



Cambridge Tile Manufacturing Company circa 1910. This building was located at the southeast corner of West 16th and Woodburn. On the cover: wildlife mosaic by Charles Harper in Cincinnati's Federal Building made with Cambridge tiles.

The 1890-91 Covington street directory listed the Cambridge Tile Manufacturing Company, manufacturer of enameled and Majolica tile, at the northwest corner of Sixteen and Woodburn. Henry Busse was president; Fred W. Braunstein, secretary; Herman Busse, treasurer and manager; and Henry Benz was foreman.

Eventually ordained a Catholic priest, Herman Busse, also a former police judge and city councilman, completed his clerical studies at Latrobe, Pennsylvania.³ At Monte Casino the priests (or Monks) in the Benedictine order were most often German immigrants. In 1877 they first arrived in Covington from Latrobe. Envisioning a monastery, the Benedictines purchased a portion of the old E. A. Thompson winery property. Never a monastery, Monte Casino did operate a profitable vineyard and by 1894 kept a very substantial stock of wine. Eventually, however, after the enactment of Prohibition, the monks in 1922 were called back to Latrobe where Busse had studied.⁴

After employment at Rookwood, the noted local artist Ferdinand Mersman by 1893 was a “principal designer and modeler.” Cambridge Tile also employed the locally renowned sculptor Clement

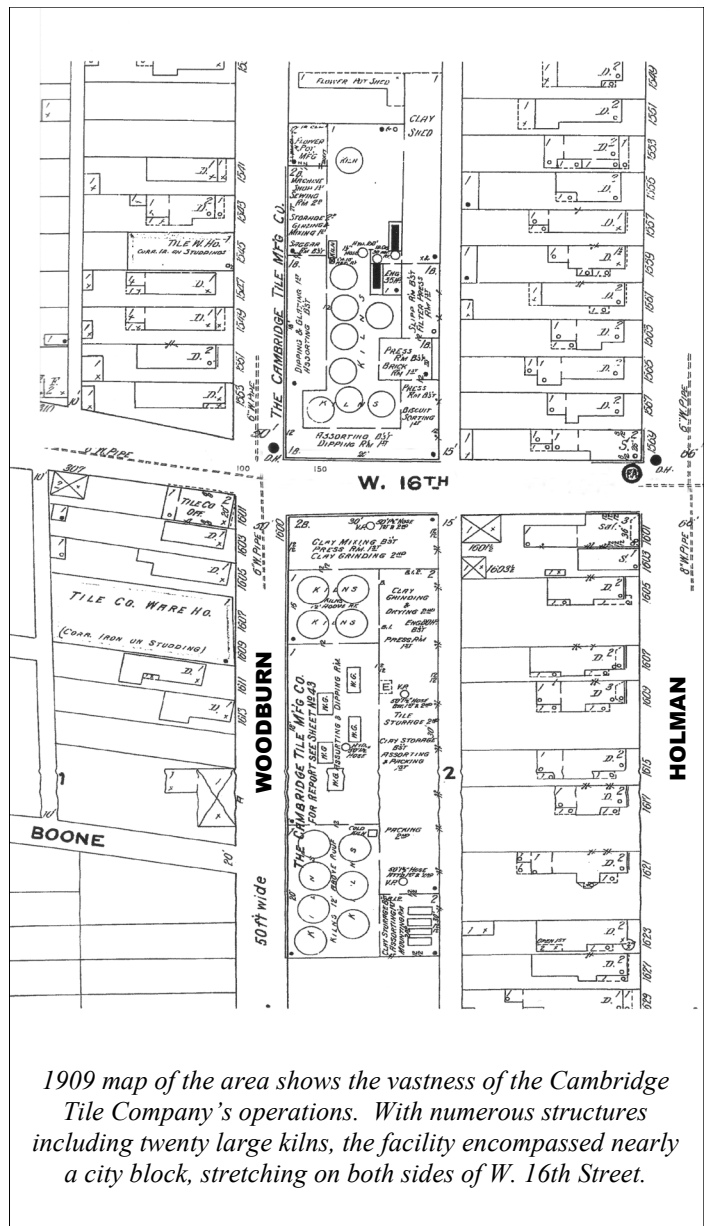
Barnhorn another Rookwood artist. One of the tiles donated to the Smithsonian featured a Barnhorn impression of Shakespeare's "King Lear." The work of both artists was published in *Pottery and Porcelain of the United States* (1893).⁵

A. W. Koch was president of Cambridge Tile in 1894 and Braunstein was secretary and treasurer. Henry Binz, residing on Prague Street, Covington, was a company foreman. The company manufactured "enameled and art tiles for hearth, mantel, facings, stoves, etc.," at Sixteenth Street near Holman. The 1900-1901 street directory listed "Enameled and Embossed Tiles, Flower Pots, etc." Its telephone number was "4077."

In 1900 Henry Binz was superintendent and his son Joseph Binz a tile maker. Home was at 1527 Woodburn. In 1902-03 Henry Binz was superintendent; Herman Binz, a tile burner; and Joseph Binz was a foreman. In 1899 August Koch and Charles Koch began to introduce improved technology. They patented a "mechanical-feed, tile dipping machine in January 1900," then the following year an "improved saggar for firing paving tiles." In 1903 Koch earned a patent for "rounded hexagonal floor tiles," and Frederick Braunstein one for a "process for producing vitreous paving tiles." To work the East Coast markets in 1903, Cambridge Tile opened an office in New York City.⁶

Cambridge Tile grew with the city of Covington. During 1905 and 1906 the city built a concrete sewer in the Willow Run Creek up to Eighteenth Street.⁷ Cambridge Tile was located just to the north of the separately incorporated town of Central Covington which laid its own sewer line to the Licking River and was not annexed by Covington until 1907.⁸ Fifth District public school opened at Eighteenth and Holman in 1902.⁹ Relocating from Augustine Street, Saint Augustine parish in 1914 dedicated its new church and a parochial school on Nineteenth Street.¹⁰

William Wiegand, a long time employee and current superintendent, told *Kentucky Post* writer Carl Wachs that in the beginning years the company em-



1909 map of the area shows the vastness of the Cambridge Tile Company's operations. With numerous structures including twenty large kilns, the facility encompassed nearly a city block, stretching on both sides of W. 16th Street.

ployees shaped one tile at a time using hand presses. By 1927, however, "friction driven power presses" shaped simultaneously "forty-one tiles." Powered by electricity a machine could pulverize "a ton of clay in 20 minutes." Cambridge Tile employed seven machinists making dies. Pyrometers controlled heat in the eighteen kilns. In the laboratory three ceramic engineers worked on development and quality control.¹¹

As described by Wachs, in 1885 "bright, glazed, colored, enameled tiles" were popular applications as hearth and facing for fireplaces capped typically by wood mantels. By 1900 Cambridge Tile was

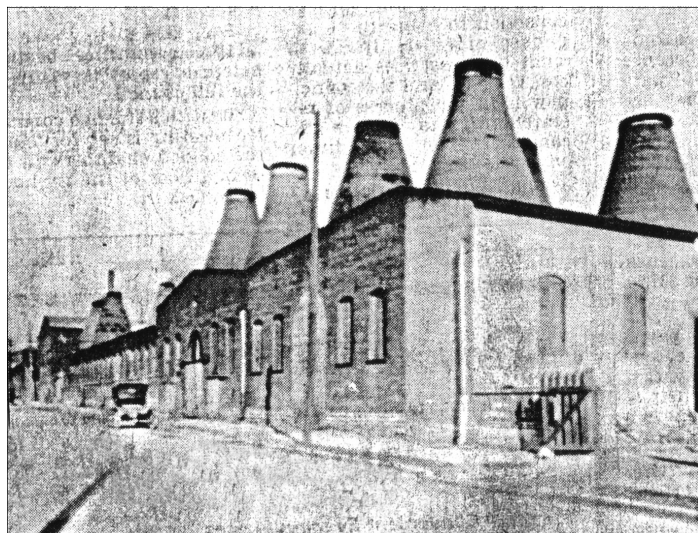
firing “ceramic and vitreous tiles” which added good volume of company sales. By 1906 matt glazed tiles with many color and design options had been introduced and remained very popular. Raw materials for “glazed and ceramic tiles” included “ball clays” from Tennessee; ground flint from Illinois and Pennsylvania; China clay from North Carolina, Florida and England; and feldspar from Tennessee and Canada.¹²

In 1894 Cambridge Tile occupied part of the 1600 block; in 1909 it occupied most of the 1600 block and half of the 1500 block of Woodburn west-to-an-alley. In the 1500 block, the 1909 insurance map shows eleven cone shaped kilns extending skyward twelve feet above the factory roof, and another eight kilns in the 1600 block. The company had a warehouse on the east side of Woodburn and an office at the sw corner of Woodburn and Sixteenth Street.¹³

In 1899, as a prelude to 1929, Cambridge Tile threatened to move to Norwood, Ohio. It had opened a new unit for making “white glazed wall tile,” employing over 200. An expanded variety of products included “white and colored vitreous floor tile, small white hexagonal and square tiles, faience mantel tiles, flat and trim tiles, and a brightly glazed faience called Kenton Vitreous Brick.”¹⁴ That year the *Kentucky Post* reported that nearly all “company wares” were “hailed to Cincinnati.”¹⁵

During a time of constant innovation and increasing volume the company suffered from the peculiar limitations of its plant, and throughout its history from lack of direct access to railroads and the Ohio River. In 1904 Cambridge Tile was expanding and improving its facility and adding payroll. The L & N Railroad considered building switching facilities to the plant providing for direct delivery of coal and other raw materials and for shipping out finished tile including those destined for export. One of the largest companies in Covington, it was employing probably more than any other.¹⁶

By 1905 the factory had added another unit for producing ceramic mosaic tile. In 1906 it added matt glazed tile. The dull finish of matt glazing provided decorators with a much demanded, muted alter-



Another rare photograph of the facility shows the massive kilns. This view is looking north on Woodburn, from near 17th Street

native, to the brightly colored tiles of previous years.¹⁷

In 1908 a floor collapsed in the factory but an “observant superintendent” had people file out. Facilitating ever greater volumes of production, the increasingly heavier machinery and material storage on an upper floor probably caused it.¹⁸

Almost half the workers were women and girls. In 1921 adults worked 9.5 hours a day, five days a week with 45-minute lunch break... an additional five hours on Saturday. Children worked 45 hours including five on Saturday. The interior of the plant had inadequate lighting, it was reported. The many protrusions included pipes and low hanging overhead machinery. Everywhere surfaces were powdered with clay dust. Women had to lift heavy trays of small floor tiles. Kentucky was not keeping pace with most of the country in legislating improved working conditions for women.¹⁹

In 1912 there was a change in ownership at Cambridge Tile, which was reorganized. Majority stock in the company was transferred “from Cincinnati to Covington business men” and involved an “immense” but unspecified amount of money. F. W. Braunstein, formerly of Cincinnati, “bought out” August and Charles Koch of Cincinnati. They sold their interests to a “local group “headed by F. W. Braunstein” of 112 Wallace Avenue, Covington with associates Joseph Binz, W. S. Berger and J. A. Gillette of

New York City.”²⁰

In 1920 F. W. Braunstein, age 55, suddenly died at work.²¹ W. S. Berger became president. Having started in 1895, Berger, a long time Covington resident, worked his way to the top. Later a resident of Ft. Mitchell, Berger also had been developing a collection that was made into the well known Vent Haven ventriloquist museum in his late residence.²² In 1926 Berger was president and treasurer with C. S. Berger, secretary and C. W. Burchenal general manager.

Demand for floor and wall tiles rapidly increased in the 1920s in both the domestic and overseas markets. Bonnie Lilienfeld stated in her article that “by 1927 Cambridge was the second largest tile maker in the United States with distribution throughout the United States, Puerto Rico, Mexico and South America.” However, it was struggling with existing facilities. In 1927 Charles Burchenal and C. M. Doiseau took over. They started a “massive reorganization of management and sales offices, policy and production.” Nevertheless, even after merging with the Wheatley Pottery Company of Cincinnati and starting production of faience tiles at Wheatley, Cambridge Tile still made efforts to purchase land and add facilities in Covington.²³

In 1927 company secretary W. S. Berger discounted a report that the company would purchase the Wolking Estate at the end of the Rosedale Street-car line. It was not a suitable site. The company did want to purchase land from the C&O Railroad between the railroad tracks and Russell Street, and Sixteenth and Eighteenth streets, but the railroad refused to sell. Company leaders wanted to build and expand in Covington. When executives did announce the move to Ohio they said it was necessary due to a lack of shipping facilities.²⁴

The 1928-29 Covington street directory listed Burchenal as president; C. M. Dotseau, vice-president; W. S. Berger, treasurer; and John C. Herrmann of Erlanger, secretary.

In 1927 the company employed around 200 and had eight sales representatives. “The New York

Branch” handled the eastern U. S. accounts and overseas to buyers from Cuba, Porto Rico, Mexico and South America.²⁵

In 1929 Charles H. Burchenal announced that Cambridge Tile was moving to Hartwell. It had purchased a twenty acre tract on Forest Avenue, Hartwell, Ohio with work beginning immediately on construction of a new \$1 million plant. Once ready for production the plant in Covington would close. Company leaders in 1929 moved the company into a new modern building at Hartwell, Ohio.²⁶

Charles Burchenal, a graduate of Princeton University, a veteran of World War I and a former executive with Proctor and Gamble, joined Cambridge Tile in 1927. As late as 1970 he was still board chairman in Ohio.²⁷ According to Lilienfeld, ambitious and adaptive, the company made K and C rations during World War II. In 1969 it cut back substantially on operations. In 1986 a new owner finally terminated the Cambridge Tile Company.²⁸

Temporarily, Cambridge Tile retained its office in Covington. The building has survived at the southwest corner of Sixteenth and Woodburn and is now a corner grocery. The plant was demolished in 1930.²⁹ In 1930 the McAtee & Lee Company purchased the Cambridge Tile property between Fifteenth and Seventeenth streets. Plans included thirty-one new residential lots and remodeling of the office for a store with apartments above.³⁰ In 1931 at the site, eleven new houses were built.³¹

Carolyn Binz Suchanek of 426 West Sixteenth Street said that her grandfather Heinrich came from Baden-Baden, Germany. The family including uncles and aunts resided in the 1500 block across the plant. At age four her father Joe came from Germany with her grandfather. Joe’s brother Herman also worked at Cambridge Tile. Joe eventually left Cambridge Tile, and started Highland Products. It made abrasive tools (emery wheels, etc.) in association with the Precision Truing Company, a long time machine shop in the city. As she recalled, the whistle where “everyone seemed to work” blew at noon and at 4:30 pm. Her father Joe had a “recipe” for firing the tiles.

Continued on page 10

The Weekend the Aeronauts Came to Latonia

Bernie Spencer

One hundred years ago, on November 1, 1909, the *Cincinnati Enquirer* broke the news: a group of guarantors, meeting at a country club on Grandin Road in Cincinnati, would sponsor a big aviation meet, “carrying out the main idea of giving an exhibition of the four stages of aerial navigation,” on November 12, 13, and 14, 1909 at the Latonia Race Track.¹

The four stages to be represented would be:

1. Mongolfier Hot Air Balloons — today known simply as a hot air balloon. For the Latonia show, aeronauts would be parachuting from the balloon. For extra excitement, a man would be shot from a cannon suspended by chains from the balloon;

2. Gas balloons, which would be part of a “race to the coast.” The sponsors expected this group to have the largest class of entrants. (Gas balloons are different than hot air balloons, because they use unheated helium or hydrogen gases for lifting. Hot air balloons can go up for hours; gas balloons can go up for days.)

3. Dirigibles. These airships flown by noted aeronauts A. Roy Knabenshue and Lincoln Beachey would be racing each day of the meet;

4. Heavier than air flying machines. These earliest airplanes would be most notably represented by Glenn H. Curtiss, “the famous aeroplanist,”² winner of numerous international aviation awards, who would “make daily flights starting in front of the grandstand and [circle] the track at terrific speed.”³

On the next day, the *Enquirer* reported that Charles F. Willard, a Harvard graduate, would also be competing for the prizes offered.⁴ Willard was, at the time, the holder of the world’s record for “cross country flight.” Of course, when they said “cross country,” one should note that the “cross country” record at that time was 12.5 miles in 15:30 minutes⁵, set by Curtiss at Rheims, France the prior August, 1909. The record for height was an estimated 1640 feet, and was



Pioneer Aviator Glenn Curtiss

attained by Wilbur Wright, near Potsdam, Germany, the previous October 2, 1909.⁶ The *Enquirer* noted that after these European exhibitions, three other cities (New York, Chicago, and St. Louis) had had some aviation display, but this would be “the first time in the world an exposition of aerial navigation history in its every phase is to be presented to the public.”⁷

Construction at the Latonia track began immediately on “the largest plant ever used for the manufacture of hydrogen gas.”⁸ Thirty tons of iron filings and tanks of sulphuric acid were delivered.

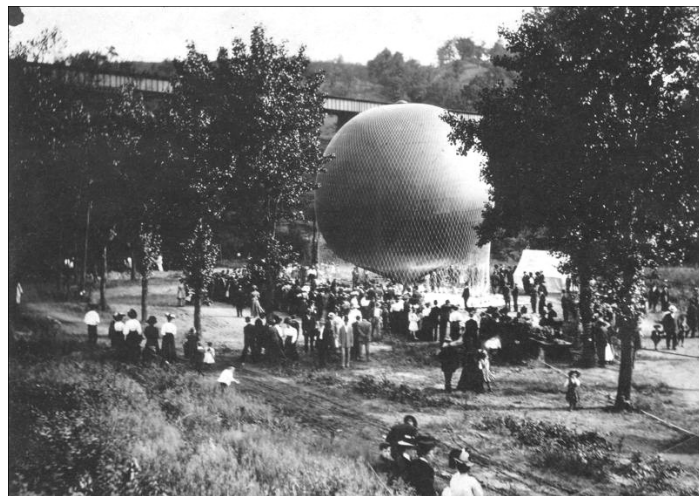
The man in charge of the plant, Leslie B. Haddock, was quoted as saying there was “no chance” of a hitch in the filling of the balloons. Haddock was making ready his own gas balloon at his factory in Ludlow, Kentucky.⁹ The cannon which was to be used to shoot a man from a hot air balloon was displayed. In Cincinnati, a balloon went up, and when “the aeronaut reaches a high point over the city, he will throw out a couple of hundred orders for passes to the aviation meet. After dropping the shower of passes, the aeronaut will jump from the balloon and descend in a parachute.” Large parties from other cities were said to be coming, from Indianapolis, Dayton, St. Louis, and Canton. One hundred small balloons were sent up, each with a ticket for admission. Horse racing was suspended for the time being.¹⁰

Glenn Curtiss was the big attraction. Besides holding the record for the longest cross-country flight, he was also famous at the time for riding a motorcycle on Ormond Beach, covering a mile in just over 26 seconds. It was said that “his nearest competitor for speed was a bullet.”¹¹ From Hammondsville, NY, the then 31-year-old Curtiss, son of a Methodist preacher, always appeared calm and not excitable. In most photographs, he wears a dour expression. He would go on to develop the Curtiss “Flying Jenny,” and sell thousands of them to the U.S. Navy for deployment in the first World War.¹²

Day One , Friday, November 12, 1909

“Successful” was the *Enquirer’s* headline after the first day of the event, and the paper went on to say that “it will be awful hard for the Cincinnati public to get back to baseball, horse racing, auto speeding, golf, tennis, and the like, for the real thriller, everybody has to bow down to the air kings.” Over 5,000 people were admitted to the Latonia Race Track, and another 5,000 watched from rooftops, from the tops of box cars on the L&N, or from trees that had been climbed. A passenger train on the L&N was stopped for ten minutes so that passengers could get out and gawk at the spectacle.¹³

The only incident of the day was when a team of horses, pulling a wagon of supplies for the balloon camp, pulled in front of Curtiss’ plane, slightly dam-

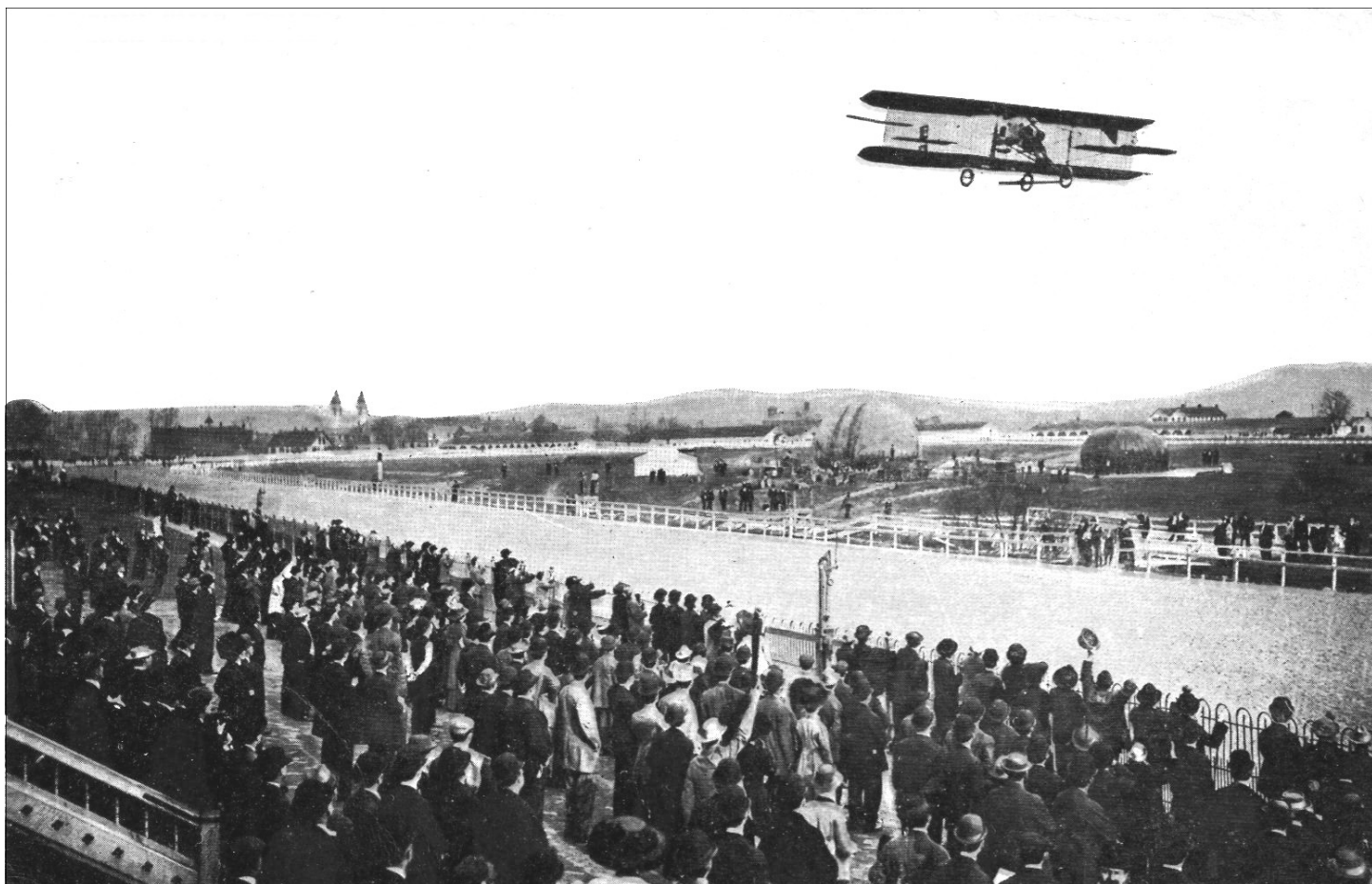


Above: Ludlow, Kentucky’s Lester B. Haddock had a factory in Ludlow that made gas balloons.

Below: Charles Willard, who lived to be 94 years old. He died in 1977, having lived long enough to see man on the moon. What must he have thought?



aging a wing. A crowd pleaser of the day was the race



Glenn Curtiss in flight at Latonia Racetrack in 1909. Note the towers of Holy Cross Church in the background.

between the two dirigibles, flown by Toledo's Roy Knabenshue, and Cleveland's Lincoln Beachey. "They are pioneers of the air-sailing game, and handle their machines with such perfect grace that they fly like a bird," gushed the *Enquirer*. The favorite of the crowd however, was 17 year-old Cromwell Dixon. Attending the event chaperoned by his mother, Dixon flew his hot air balloon up over 800 feet on the longest and highest flight of the day, the *Enquirer* estimated. Dixon estimated his flight at 1,500 feet, and the *New York Times* reported 2,000 feet.¹⁴ Charles Wells ended the day with a parachute jump from a balloon, "doing stunts that would have made a circus performer turn green with envy."¹⁵ The *Times* said "In three of the dirigible events, Roy Knabenshue, Lincoln Beachey and Cromwell Dixon swept around the track, intersected it, swept over and above each other, and finally came back to earth, each time within a few feet of the spot from which they started."¹⁶ The *Enquirer* ran 14 column-inches of the notables of Cincinnati society

who attended the spectacle.¹⁷

Day Two, Saturday, November 13, 1909

It was about 3 am Saturday when the first hitch of the day occurred. Jacob Berg, a laborer from Chicago helping with the helium tanks, was asked to check on some maintenance item, and apparently didn't understand that the gas was flammable. He removed a lid from the tank, gas escaped, his lantern ignited it, creating an explosion heard for miles and "a rain of iron filings, hoops, and barrel staves."¹⁸ The *Cincinnati Times-Star* published a gory, detailed list of Berg's injuries, and noted he wasn't expected to survive.¹⁹

The rest of Saturday fared a little better. Curtiss complained of the track being too rough to properly take off, but Curtiss and Willard both made several short flights within the confine of the racetrack. Cromwell's dirigible had engine trouble. At one point he landed on several spectators in the infield, but, as the *Times-Star* graciously noted, "the balloon

escaped damage.” There was no mention of damage to the spectators. Cromwell managed a 2.5 mile, 11 minute route through “Milldale” (the earlier name for the neighborhood now known as Latonia), and circled the steeples of the churches. But the longest and highest flight of the day belonged to Beachey. Kna-benshue was again cited for his superb control of his dirigible.

The *Enquirer* ran a long article detailing the toilets, the gowns, the parties on the lawn and the luncheons, and ran a picture of Orville Wright talking with Alice Roosevelt Longworth. They reported a two-block wait to pay the toll to cross back to Ohio on the Suspension Bridge.²⁰

Day Three, Sunday, November 14, 1909

The climatic day was a disappointment. Stiff winds and a light rain meant the aeroplanes didn’t want to go very far or very high, although the dirigible operator, Beachey, managed to go up 600 feet, and performed one flight of 11 minutes, and one of just over 6 minutes. There was only one starter Sunday evening in the gas balloon race, the *Haddock* balloon, from Ludlow, which took off late in the afternoon with 2 days supplies.²¹ Two other balloons that were present were the *Cincinnati* and the *Wanderer*. The *Wanderer*, from Dayton, Ohio, had broken from its moorings earlier, and there was insufficient gas for inflating the *Cincinnati*.

The *Times-Star*, which had a reporter aboard the *Haddock* balloon, ran the story Monday that the gas balloon had, during the night Sunday, been blown on a route north through Ohio, on a route that roughly follows today’s Interstate 75 to Toledo, across the western end of Lake Erie, then easterly along the Canadian north shore of Lake Erie, and finally south, back across Lake Erie on its eastern end, and came down in heavy winds in Derby Station, New York, not far from Buffalo.²² None of the coverage ever mentions if, as advertised, they really did shoot a man out of a cannon hanging down from a hot air balloon.

The event was said to have lost money for the promoters, due mainly to the large fee to get Curtiss’



Curtiss and Charles Willard on Latonia Racetrack in 1909

participation, but there can be little doubt that the thousands of people who turned out to see “the pioneers of the air sailing game” were to later bore grandchildren with stories for decades to come. And who can blame them? Because one hundred years ago in Latonia, men and women saw, not “heard about” or “read about”, but saw with their own eyes, heavier than air machines rise from the earth. You just know it was one of those moments when people said to themselves, “This changes everything.” Or to use the aptly succinct sentence that the *Times-Star* used as its lead paragraph in it’s Saturday coverage of the events:

“They flew.”²³

About the author:

Bernie Spencer is a lifelong resident of Northern Kentucky, and is the proprietor of the web site Northern Kentucky Views, at: www.nkyviews.com. If you have not yet visited this website, you are missing out on a wonderful, continually growing collection of images from the region.

1. *Cincinnati Enquirer*, November 1, 1909, page 12
2. *Ibid*
3. *Ibid*
4. *Cincinnati Enquirer*, November 2, 1909, page 5
5. On November 2, 1909, the *Enquirer* cites the record as 19:30 minutes, but on November 7 cites its as 15:30 minutes.
6. *Cincinnati Enquirer*, November 7, 1909, section 4, page 1
7. *Ibid*
8. *Cincinnati Enquirer*, November 3, 1909, page 10
9. *Cincinnati Enquirer*, November 7, 1909, section 4, page 1
10. *Cincinnati Enquirer*, November 10, 1909, page 8, November 7, page 16
11. *Cincinnati Enquirer*, November 10, 1909, page 1
12. Christopher Chant, *A Century of Triumph: The History of Aviation*, Free Press, 2002, page 38-40
13. *Cincinnati Enquirer*, November 13, 1909, page 9
14. *New York Times*, November 13, 1909

Endnotes continue on page 10

A Look Back at The Headlines

An on-going feature reliving local headlines

This issue features:

The Covington Journal – February 19, 1870.

Advertisement

The Peoples' Star Shaving Saloon, 704 Washington, is the only place in this city where you can obtain a nice warm or cold bath! Charges moderate, and the politest attention shown.

Expelled from church

At a meeting of the official board of the Colored M.E. Church on Third Street last evening, Edward Brooks, a member of the congregation, was arraigned upon the charge of having two wives. He pled guilty, but said he would not give either of them up, whereupon he was expelled from the church. Mr. Brooks told the official board if they proposed to expel every member of the church who had more than one wife, they would have their hands full for some time.

Prices at the Seventh Street Market

Beef, best cuts per/lb.....	18¢
Turkeys, dressed per/lb.....	18¢
Cod fish, per/lb.....	10¢
Potatoes, per peck.....	20¢
Tomatoes, 2 lb can.....	20¢
Beets, per bunch.....	5¢
Carrots, per bunch.....	5¢
Sugar, white, per/lb.....	16¢

Attention

A gentleman who suffered for years from Nervous Debility, Premature Decay, and all the effects of youthful indiscretion, will, for the sake of suffering humanity, send for free to all who need it, the receipt and directions for making the simple remedy by which he was cured. Sufferers wishing to profit from the advertiser's experience can do so by addressing in perfect confidence:

John Ogden, No. 42 Cedar St., New York.

CAMBRIDGE — Continued

A horse and wagon hauled the finished tile to the railroad depot near Pike and Washington Streets in Covington. Joe Binz built the house at 426 West Sixteenth Street, where the late Carolyn Binz Suchanek was living. Besides kitchen, bath and fireplace, Cambridge tile also covered her front porch floor. She was proud to show it to any visitor. She also recalled that her grandchildren would play in the back yard in the old dump at the Willow Run Creek infill, and would find remnants of colored tile.

1. Bonnie Lilienfeld, "Innovation, Expansion and the Cambridge Tile Manufacturing Company," *Tile Heritage, A Review of American Tile History*, volume 7, No. 1, Spring 2003, pages 15-25, pages 15, 17, 18, 20
2. Lilienfeld, page 17
3. Paul E. Ryan, *History of the Diocese of Covington, Kentucky*, the Diocese of Covington, 1954, page 851
4. Jim Reis, "Covington's Vineyard on a Hill," *Kentucky Post*, December 28, 1987, page 4k
5. Lilienfeld, pages 18, 21
6. Lilienfeld, page 20
7. "Will Use Concrete for Willow Run Sewer," *Kentucky Post*, March 9, 1905, page 2; Jim Reis, "Utilities Brought Convenience, Safety ...," *Kentucky Post*, March 17, 1986, page 4K
8. Joseph F. Gastright, *From Gentlemen Farmers to City Folks, a History of Wallace Woods, Covington, Kentucky*, Cincinnati, the Cincinnati Historical Society, 1980, page 50
9. Betty Lee Nordheim, *Echo's of the Past, A History of the Public School System*, Covington Independent Schools, 1998
10. Paul Ryan, page 499
11. Carl Wachs, *Kentucky Post*, "Cambridge Tile Co. in Business in Covington," May 29, 1927, page 10;
12. Wachs
13. 1894 Sanborn Map, sheet # 43; 1909 Sanborn map, sheets 43 and 47
14. Lilienfeld, page 20
15. *Kentucky Post*, December 7, 1899, page 1
16. "Big Improvements," *Kentucky Post*, November 3, 1904, page 1
17. Lilienfeld, page 20
18. Lilienfeld, pages 20,22; *Kentucky Post*, July 14, 1908, page 2
19. Lilienfeld, pages 20,22
20. "Control of Immense Cambridge Tile Works in Local Hands," *Kentucky Post*, March 2, 1912, page 1
21. "Covington Man Died Suddenly in Office, F. W. Braunstein..." *Kentucky Times Star*, November 11, 1929, page 26
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AERONAUTS — Continued

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Then and Now



Left: photo of Dr. R. Lee Bird's residence and office on the southwest corner of Southern and Church Streets. It was sold to Holy Cross for a convent in the mid 1930s and was eventually replaced by the current structure, which houses Catholic Charities and faces Church Street rather than Southern Avenue.

"Then" photo courtesy Nancy Bird Wilkerson, granddaughter of Dr. Bird. "Now" photo courtesy Karl Lietzenmayer.

Mystery Photo

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



ANSWER:

This is a scene from the Ray Farragher train display at the Behringer Crawford Museum.

Photo courtesy Ronnin Einhaus

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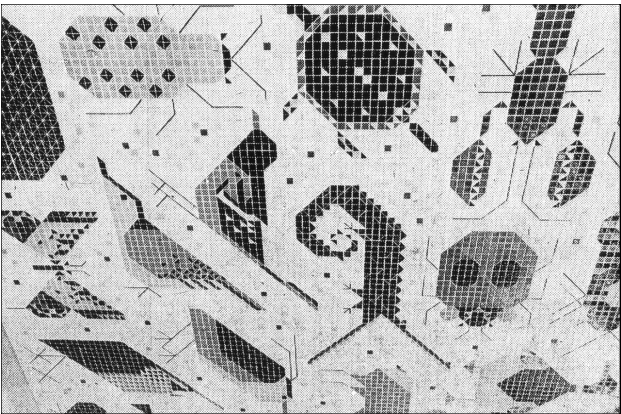
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