



Bulletin of the Kenton County Historical Society

Website: www.kenton.lib.ky.us/~histoc Email: nkyheritage.kchs@juno.com
P.O. Box 641, Covington, Kentucky 41012-0641 (859) 431-2666

September/October

2006

I Bet You Didn't Know

Tidbits of Northern Kentucky History

By: Robert Webster

I bet you didn't know how Bromley, a fifth class city on the western side of Kenton County, got its name. The tiny village is situated just over two miles from Downtown Covington, of which it is a western suburb. It lies on the Ohio River and along Route 8, known at the time of the city's development as the Dry Creek (Dry Run on some early maps) and Covington Turnpike. Pleasant Run Creek separates it from the nearby town of Ludlow. The city's current population is just under 800.

The town was officially laid out in 1848 by local pharmacist, Charles Collins, and was simply named after his home town of Bromley, England. The city was incorporated in 1890 and has never had its own post office. Unlike similar towns scattered through the region, Bromley has been able to keep much of its charm. Today's visitor will not find the typical chain restaurants, gas stations or high-rise condos.

Kentucky Place Names, Robert M. Rennick

Annual Meeting of the KCHS

Tuesday September 12, 2006 7:00PM

Kenton County Library – Second Floor, 5th and Scott, Covington

Chris Meiman, Assistant Director of the Behringer Crawford Museum, will speak on the permanent exhibits to be featured in the museum's new expansion. The Devou Park facility has recently gone from 5,000 to 20,000 square feet in size.

After the presentation, the annual election of officers and appointments to the board of directors will take place. This is a very important meeting for all members to attend. Also, if you or anyone you know are interested in joining the Society, serving on the board, or joining one of its special committees, please email or phone the Society as soon as possible. We hope to see a large number of members in attendance.

Upcoming Programs / Meetings

Saturday September 23, 2006 2:00 – 4:30

Kentucky History author Kevin McQueen will be at the Kenton County Library, INDEPENDENCE BRANCH, from 2:00 to 4:30 pm. Mr. McQueen is currently working on the sequel to his book "Murder in Old Kentucky." He will answer questions and tell a story or two. Registered participants will be eligible for a door prize. Registration online will be available from the library's website.

September 28 – 30, 2006

The 2006 Kentucky Historic Preservation Conference will be held at the Northern Kentucky Regional Convention Center in Covington.

Conference includes opening reception, lunches, keynote sessions and opportunities to participate in several educational programs. Discount registration available before September 8th. For more information, contact Becky Shipp (502) 564-7005 ext 133.

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The Kenton County Historical Society

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ARTICLES FROM BACK ISSUES ARE INDEXED ON OUR WEBSITE!

Taylor Mill, Kentucky

An excerpt from: *History of Taylor Mill*, by Michael J. Hammons

As a city, Taylor Mill is relatively young, having been incorporated in 1957. However, settlement began there in the late 18th century, only a few years after Kentucky was admitted to the Union.

The city's history really begins in 1795, when Jacob Fowler and William Smith petitioned the Campbell County Court, which at the time had jurisdiction over what is now Kenton County, for authority to operate a saw and grist mill along the Banklick Creek, about a quarter mile from where it meets the Licking River. Records indicate that permission was later granted to Fowler individually. In 1810, James Taylor, a wealthy land owner from Newport, purchased the property and before long, the narrow road leading south from what is now Covington to the mill and beyond, was known as Taylor's Mill Road. Almost immediately, other settlers moved to the area, felling trees for lumber and clearing land for farming.

Jacob Fowler had built what is believed to be the first cabin on the southern bank of the Ohio River. It was located just east of the Licking in what is now Newport. Thomas Kennedy built a cabin soon after, but on the western side of the Licking in what is now Covington. Kennedy operated the first ferry across the Ohio River. Meanwhile, settlements in the central part of the state grew at a faster rate and on February 4, 1791, President Washington signed legislation providing for the admission of the Commonwealth of Kentucky into the Union as of June 1, 1792. Campbell County, which included present day Campbell, Kenton, Boone, Pendleton, Grant and Bracken Counties, was formed on May 10, 1795. The first session of the county court was held in the town of Wilmington, on the western side of the Licking about 22 miles from the mouth and near the present town of Morningview. James Taylor was appointed the first clerk of court. Before 1800, several other early settlements arose in the new Campbell County, most lying in close proximity to the many small creeks and rivers.

The First Roads

The earliest roads in the area were vacant buffalo and Indian trails. The main buffalo trace went from present day Maysville to Blue Licks, then to Big Bone on the Ohio. Smaller trails connected some of the various salt licks or springs to this main trace. One large salt lick was located along the Banklick Creek, near where present Highland Avenue intersects with Madison Pike. This lick soon became the Banklick Salt Works and eventually, a health spa known as Latonia (Lettonia) Springs.

The Miami Indian Trail from the great lakes through Ohio, Kentucky and Tennessee to the Tennessee River went along the Licking Valley. This trail was used during the American Revolution by British and Indian soldiers under the leadership of Captain Henry Bird in the raid on the central Kentucky settlements of Ruddle's and Martin's stations in 1780. In that year, Bird had approximately 850 men, traveling from Detroit to the Ohio River and then down the Licking. They stopped at the forks of the Licking (present Falmouth) and then followed the course of the South Fork to Ruddle's and Martin's stations, which with the use of cannons, were quickly destroyed. Three hundred and fifty settlers were taken prisoner and brought north along what was called Bird's War Road (roughly DeCoursey Pike).

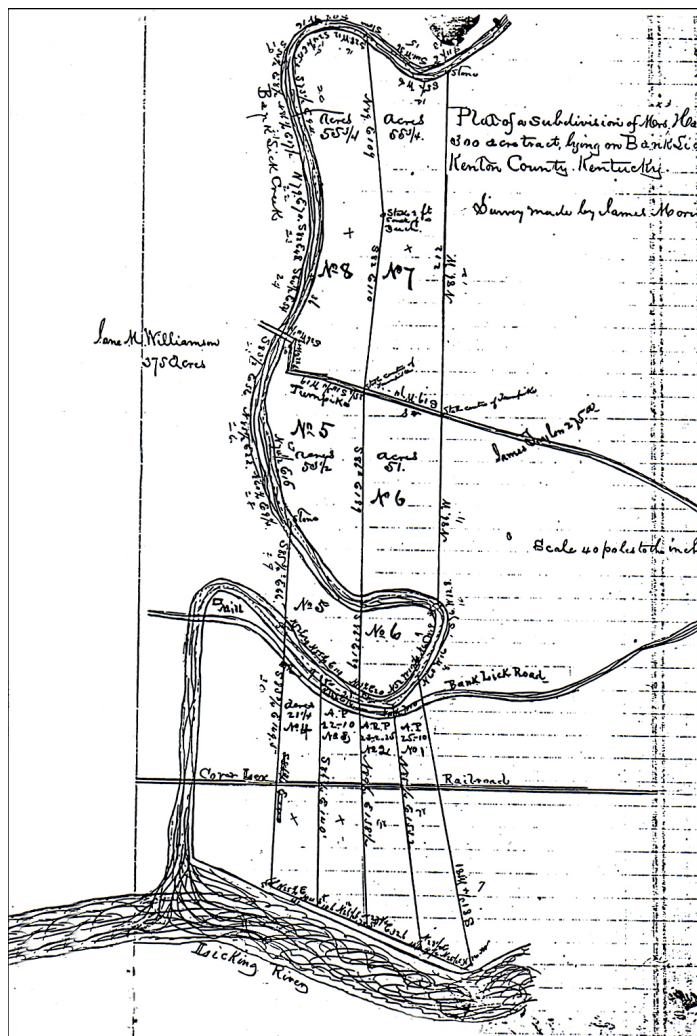
In retaliation, Colonel George Rogers Clark called on all available men to meet at the mouth of the Licking for an invasion of Indian settlements north of the Ohio. One of those responding to the call was Benjamin Logan and his men from central Kentucky. Much of Logan's trail corresponds with present Madison Pike. Once they reached Banklick Creek (near present Grand Avenue), they followed it to its mouth at the Licking River where they camped overnight. From there, they followed the Licking River to its confluence with the Ohio where they eventually met up with George Rogers Clark and his assembled troops.

In 1788, John Filson, as part of his establishment of Cincinnati, was required to map out a road from Lexington to the mouth of the Licking River. This early map detailed a road which, north from Lexington, followed an ancient trace that went along a dry ridge (Dry Ridge) separating the Licking River valley from the Kentucky River valley (roughly U.S. 25 today). Continuing north from near present Walton, the road roughly followed the Banklick Creek valley to meet with what is now Madison Pike. It then followed Madison Pike north, over a hill near present 26th Street and then along Banklick Road (just west of Madison Avenue) to the river. The present city of Taylor Mill lies between this road and the before-mentioned Bird's War Road (DeCoursey Pike).

Taylor's Mill

The first known enterprise in the area now known as Taylor Mill was the saw and grist mill that William Smith and Jacob Fowler built on the Banklick Creek some time before September 7, 1795. On that date, the Campbell County court ordered an investigation into the effects of their mill dam on the adjacent lands. The records indicate that the court took no further action on this petition, but on August 1, 1796, Jacob Fowler, alone, petitioned the court for approval of his mill dam, claiming the land on both sides of the creek. One month later, on September 5, 1796, approval for the mill was granted. Fowler stayed with the mill for about four years. He was listed on the 1798 Campbell County tax list and was taxed for six acres, however, there is no indication that he paid his tax and he is not listed on the 1800 or succeeding tax lists.

A man by the name of William Wilson lived at the mill from about 1799 for about 12 years until James Taylor purchased the property. Wilson's deposition was taken in 1837 and in it, he stated he lived on the property and was an employee of Major John Crittenden. Crittenden was given several large tracts of land along the Licking River, which were surveyed by John Harris. Together, these two men owned most of the land on the west side of the Licking River, from Falmouth to the north side of Banklick Creek, including the area surrounding the mill. Also claiming property around the mill was Raleigh Col-



Plat map showing Taylor's Mill, dated July 15, 1856

ston, who claimed the 5000 acres which today comprises most of Latonia, south to the area known as Forest Hills. James Taylor obtained the property, including the mill around 1810, but it was 1831 before he resolved conflicts in the title. Taylor then petitioned the court to operate Fowler's old mill and permission was granted on December 23, 1811. The record indicates that the mill dam was eleven feet high. Documents also show that the mill continued in operation, under the management George Perry from 1819 to 1829, and then by James Foley from 1829 to 1842.

In 1844, Taylor executed his Last Will and Testament, providing that 1200 acres along Banklick Creek be divided equally by his four children. In 1853, two of Taylor's daughters, Keturah L. Harris and Jane Williamson, challenged their brother, Colonel James Taylor's interpretation of their father's will,

which the younger Taylor claimed gave him the right to hold this property in trust rather than conveying it to them immediately. Court documents at that time show the mill's location on the north side of the creek in about the location where Riedlin Road intersects Grand Avenue today. A Civil War map, however, does not show the mill at all, perhaps indicating that operations there had ceased between 1853 and 1864.

Permanent Settlements

After additional roads were laid in the area, permanent settlements began scattering the countryside. In 1801, Campbell County court approved road work on what is now Route 16, going from present Nicholson to Taylor's mill. More recently, with the addition of Interstate 275, the original path of this road was changed. When first constructed, it traveled south along what would now be Riedlin Road and Mason Road until it met with present Old Taylor Mill Road. In 1815, a road which now mimics Route 16 from Nicholson to the Pendleton County line was approved. In 1821, the road now resembling James Avenue, as it winds around the hillside at Meinken Field and heads through Latonia was approved. In 1835, the road we know as Winston Avenue was constructed, leading directly from South Covington and Latonia to the top of the hill where it would intersect with Old Taylor Mill Road. In 1854, the Covington-Taylor Mill Turnpike Company was incorporated. Their revised plan laid a road which began at the Covington city limits (near 15th Street), traveled south along the Licking River (Eastern Avenue) and connected to present 28th Street in Latonia, before intersecting with DeCoursey Pike behind the present Shell gas station.

Early settlers to the area included such names as Winston, Mason, Feltman, Wayman, Wischer and Whaley families. Some arrived in the area around 1800 and most chose farming as their profession. Farming continued as the main reason for land ownership until the early to mid 1900s, when several subdivisions were developed in the area, beginning first along the Banklick Creek in what is now considered the north half of Taylor Mill. The Winston-Feltman House, a long-time Taylor Mill landmark, was built around the turn of the century. For over a hundred

years, the magnificent mansion (shown on the front cover of this issue) marked the entrance to Taylor Mill. In recent years, it was used as a Masonic Lodge. Last year, the structure was to become the centerpiece for a newly constructed condominium project surrounding the home. The historic mansion, however, was unfortunately torn down last year. Though the enormous controversy which surrounded the demolition is likely to go on for years, the important fact is that the historic mansion is gone forever.

Forest Hills was first developed in 1902 by Joseph D. Kennedy of the South Covington Land Company. Although its plan included the entire area from Taylor Mill Road to DeCoursey, its main thrust took place east of Riedlin Road. In 1927, the Harmony Development Company, which was owned by the Latonia Deposit Bank and Trust Company, began the construction of the subdivision. It was bounded by Taylor Mill Road on the west, Riedlin Road on the east, Banklick Creek on the north and Cleveland Avenue and Forest Lane on the south. Forest Hills School and St. Anthony Roman Catholic Church and School were both built in 1928. Newspaper advertisements reported that the development was complete with an eight acre park with tennis courts, playground equipment and a wading pool.

Winston Park, briefly known as Brookdale, was developed around the same time by the South End Realty Company, owned by Orville Noel and Clay Blackburn. It also boasted a four acre park. Although it included several streets to the north, most of the houses were built along Church Street, south



Taylor Mill Elementary School, built around 1958. The school received an addition and remodel in 2005.



Scott High and Woodland Middle Schools were added to the city of Taylor Mill in the late 1970s. The high school was named for Robert Scott, successful Villa Hills farmer. Scott was a long-time member and financial contributor to the Kenton County Board of Education.

of 43rd Street. Winston Park was incorporated as a city in 1929. For a time, there were efforts to connect Forest Hills and Winston Park with a bridge over Banklick Creek near St. Anthony's. This, however, was never accomplished.

Sunny Acres was developed as the Keeny Subdivision in the early 1950s in the area on and around Winston Hill Drive. It was incorporated as a sixth class city in 1953. At the time, there were 180 residents in the small city.

In 1957, the city of Taylor Mill was finally incorporated. It covered the area south of Sunny Acres. The two cities merged in 1959 in an attempt to improve their bond rating to borrow for water and other necessary improvements. In 1962, Covington and Winston Park began efforts to annex Forest Hills. Four years later, in 1966, Winston Park was successful. In 1972, the voters of Taylor Mill and Winston Park agreed to merge. When the deal was finalized, Taylor Mill became a fourth class city and changed to a Commission form of government.

In the mid 1960s, Taylor Mill began looking south to annex approximately 2,400 acres in the Oakridge area southwest of the city limits, bounded by DeCoursey Pike on the east, Madison Pike on the west, Senour Road and Fowler Creek on the south. Initially, the residents protested and discussion continued on the subject, off and on for many years. When the city of Covington began talks of the same annexation, residents there quickly agreed to allow

Taylor Mill the rights. The matter went to court and was now settled until 1976, when the Kentucky Supreme Court ruled in favor of Covington, on the grounds that they had drawn official papers for annexation before Taylor Mill.

In 1988, Taylor Mill annexed the area on its eastern border along DeCoursey Pike, bound as follows: the Licking River on the east, Banklick Creek on the north and Porter Road on the south. This significantly increased the size of the city and brought the town's population to about 5,400.

Today's Taylor Mill

Today, Taylor Mill's population has reached about 7,000 and continues to grow. The town has kept much of its old charm, but has also succumbed to the typical urban growth habits most cities have to endure. With the historic Winston-Feltman mansion gone, a strip mall housing a Remke Supermarket among other business, a gas station and fast-food restaurants now mark the entrance to the small town as one approaches from Latonia.

The biggest plan on the calendar for the city's future is the Kentucky Highway Department's plan to widen and relocate Route 16. The completion of this project will drastically change the appearance of the city. Although no final date has been set for construction, the project is on the state's "six year plan".



In the 1980s and 1990s, the addition of fast food restaurants, condominiums, gas stations and strip malls meant a new image seen by residents and visitors as they approached Taylor Mill from the north. Above is the Taylor Mill Shoppes, with a Remke supermarket as its primary tenant.

The Garden of Hope

By: Robert Webster

According to Stephen Cummins, current tour guide and volunteer caretaker, “much of this area’s population has no idea what sits on one of Covington’s hillsides.” He adds, “Many who knew the Garden of Hope as children think it no longer exists.” Contrary to popular belief, the Garden of Hope is alive and well, continuing to stimulate the religious faith of hundreds of visitors each year.

The Garden of Hope was the dream of Reverend Morris H. Coers, pastor of Immanuel Baptist Church in Covington.¹ Inspired by his 1938 visit to the Holy Land, he knew that many in the Greater Cincinnati area would never have the opportunity to visit overseas and decided to bring a bit of the Holy Land back to Northern Kentucky for all to enjoy. Coers publicly declared his intention to build a replica of Jesus’ tomb in the spring of 1956. Soon after, a 2.5-acre plot of land was acquired on Edgecliff Road in Covington’s west end. The site not only offered a private refuge for meditation, but also a spectacular view of Covington and downtown Cincinnati. At the time, Coers was already well-known in the area, being one of the first evangelists to utilize radio, then television, as his pulpit. He also used those medias as a way to solicit funds for the Garden of Hope project.²

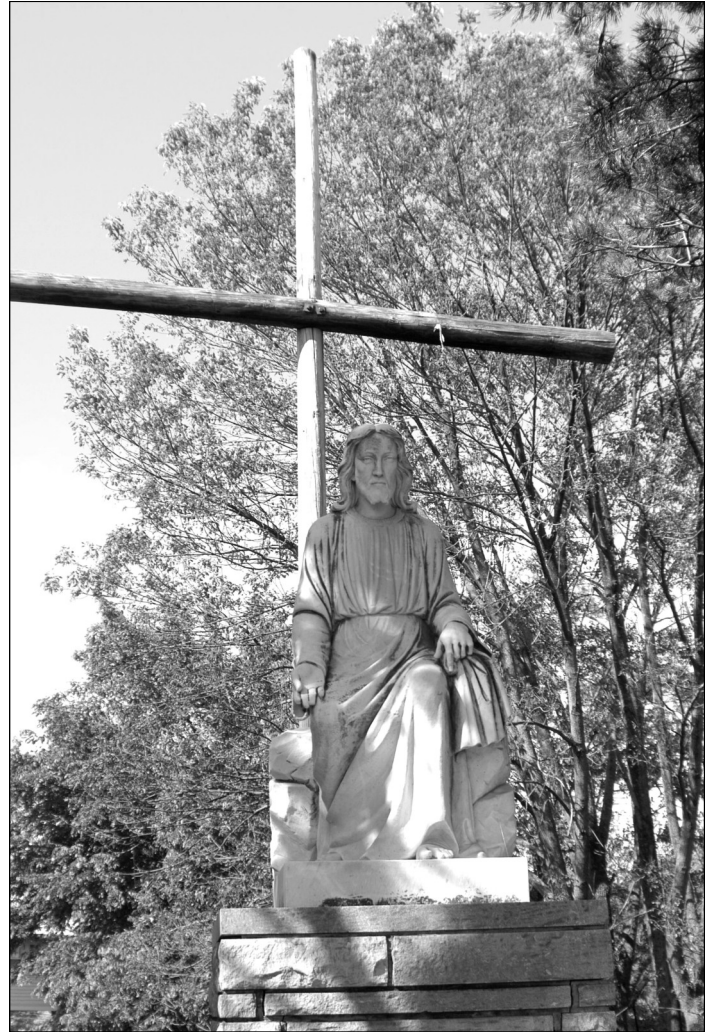
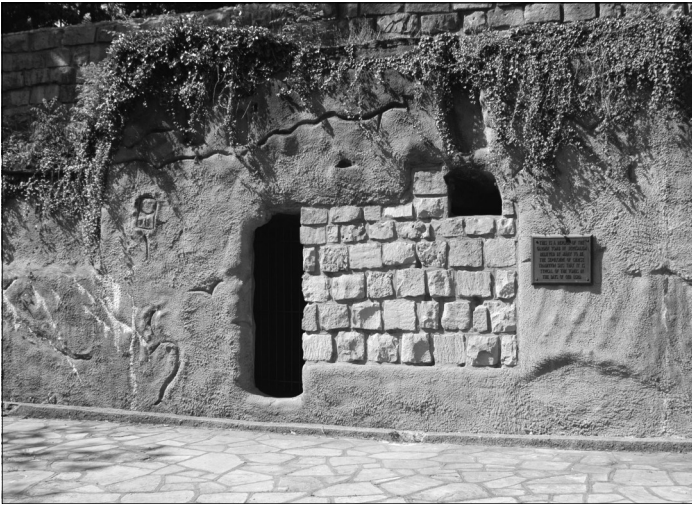
Construction began on the complex in the fall of 1956. The plans included a well-landscaped garden, Spanish-style chapel, carpenter’s shop, replica tomb, gift shop, and several areas created on the grounds themselves for private meditation. It was Coers’ dream that the Garden of Hope would be a place of inspiration and fellowship to anyone, regardless of their religious denomination. Governor A. B. Chandler was so interested in the Garden’s plans that he journeyed to Jerusalem to meet the Prime Minister of Israel in hopes of gaining his support and taking the idea worldwide. Chandler returned with ancient carpenter’s tools, as well as two monumental gifts from Prime Minister David Ben Gurion. First was a silver-bound Bible, studded with precious stones. Second was an ancient oil lamp, symbolic of the



Chapel of Dreams at the Garden of Hope
— all photos by Robert Webster —

brotherhood of mankind.³ Although Rev. Coers witnessed an Easter celebration in a mostly-completed Garden of Hope in 1959, he was present only in spirit for the site’s official dedication on Palm Sunday, 1960. He died on February 24th at the age of 52 and was laid to rest in the garden, a short distance down the hill from the completed chapel.⁴

In its infancy, the Garden of Hope was a great attraction, bringing visitors from all over the country to the secluded shrine. Many local schools and churches made trips each year with their grade-school students. Operated and funded by Immanuel Baptist Church and private donations, it prospered for nearly



Top left: replica of Christ's tomb, bottom left: Carpenter's Shop, right: statue of Christ's sermon on the mount.

a decade. By the late 1960s, without Coer's leadership and drive, many successors lost interest in the project. The church began discussing ways to provide better funding, initially looking into turning over the site to the Commonwealth of Kentucky as a tourist attraction. The state showed some interest but declined the offer due to the conflict of church and state.⁵ In the 1960s and 1970s, various nonprofit groups were established to take charge of the Garden of Hope. Each group, however, proved ineffective. Mounting debt linked with the frustration of occasional acts of vandalism began to take its toll. The vandalism was so severe, in fact, that Coers' widow had his body disinterred and moved to Highland Cemetery in Fort Mitchell.⁶ By the 1980s, a steady decline in church membership meant even less funding and still more neglect to the Garden. Luckily, periodic rallies of support always brought the shrine back to its original splendor. In 1993, several North-

ern Kentucky families joined together in restoring the Garden of Hope. In 1996, a Christmas program was held in the Garden for the first time in years.⁷

Today, the Garden of Hope is still operated by Immanuel Baptist Church, though the current membership is now only about 35.⁸ Their church, located at 20th and Greenup Streets is for sale. The congregation now meets each Wednesday night and Sunday morning at the Garden of Hope. Volunteers continue to handle the task of daily upkeep of the structures and grounds. Recently, a group of young men from Covington Latin School mowed the lawn and weeded various flower beds. Cummins reports that hundreds of visitors, mostly church groups, continue to visit the site yearly. This past Easter, nearly 50 people worshipped at the Garden and Christmas remains a popular day for a visit. Last Labor Day brought over 250 people to the site for a special day

of fellowship, which included a pig roast and an incredible view of Cincinnati's yearly fireworks display.

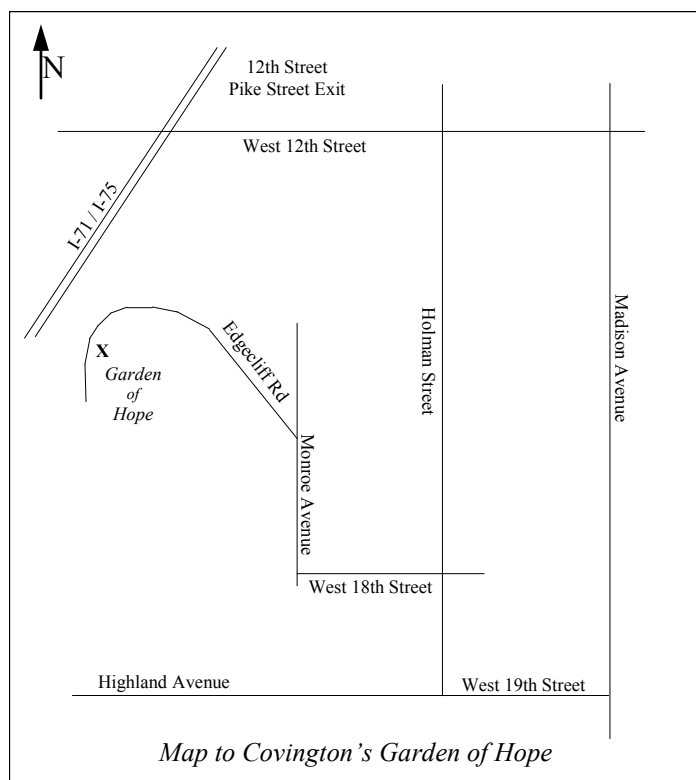
All things considered, today's Garden of Hope is in excellent condition. The main feature is the 45x22-foot replica of Jesus' tomb. Actual blueprints were brought from Jerusalem, and the caretaker from the shrine there traveled to Covington to oversee its construction.⁹ Over 500 tons of steel and concrete were used in its creation. Cummins states, "People who have been to the Holy Land remark at how our tomb is so precise in comparison." Overlooking the tomb is a statue of Christ, imported from Naples, Italy, replicating his Sermon on the Mount. Behind the statue stands a 30-foot cross. Cummins remarks in his tour, "During construction, the cross was built just before nightfall and workers decided to wait until morning to raise the heavy crucifix. However, when the men arrived the following morning the cross was already in place. It was never determined who (or what) was responsible." Also on the grounds stands a Carpenter's Shop, authentic to the type of business Jesus had worked in as a boy. The shop is filled with historic tools from Jerusalem and the interior is decorated with a mural executed by local artist Leroy Coates.¹⁰ The mural depicts the typical lives of carpenters in Palestine. Unfortunately, it is believed the Bible and lamp that were transplanted from Israel became the bounty of earlier vandals.

One of the more dramatic structures at the Garden of Hope is the Chapel of Dreams. This small house of worship is a one-fifth scale model of a 17th Century Spanish Mission.¹¹ The interior was originally adorned with stained glass donated from Christ Church Cathedral in Cincinnati, though the windows have since been replaced. The façade of the structure contains three bells, said to be taken from the last L&N steam engine to pass through Northern Kentucky.¹² The altar is made of imported stone from Jerusalem and clergymen from various denomination continue to perform marriages there, in the simple but beautiful surroundings. Directly in front of the altar is a rose-colored slab taken from the Horns of Hatton, traditionally regarded as the site of the Sermon on the Mount.¹³ The stone, on which couples stand when weddings are held, is over 2,000

years old. The grounds of the garden are planted with thousands of plants and trees, many of which are native to the Holy Land. Finally, large stones imported from the Jordan River and Solomon's Temple are nicely displayed throughout the site.¹⁴ One of the only unfinished features on Coers' original designs is the erection of three lighted crosses on the northeast corner of the site. When (or if) those plans are ever fulfilled, the Garden of Hope would be one of the first things travelers would see as they head south along the Interstate through Covington.

The Garden of Hope is open to the public daily from sunrise to sunset. Buildings are only open by special appointment. To inquire about guided tours, contact the Garden of Hope at (859) 491-1777.

1. *Kentucky Post*, May 22, 1971, Page 4K
2. *Kentucky Post*, January 1, 1993, Page 4K
3. *Kentucky Post*, March 25, 1988, Page 1K
4. Interview with Stephen Cummins, May 9, 2006
5. *The Garden of Hope*, KET Kentucky Life Program 1118, Charlie Bissell, Producer
6. Interview with Stephen Cummins, May 9, 2006
7. *Kentucky Post*, March 25, 1988, Page 1K
8. Interview with Stephen Cummins, May 9, 2006
9. Garden of Hope Brochure, 2006
10. *Ibid*
11. *Cincinnati Enquirer*, May 23, 1971
12. Interview with Stephen Cummins, May 9, 2006
13. Garden of Hope Brochure, 2006
14. *Ibid*



Travels in Hot Weather

The Western Monthly Magazine, September 1834

Taken from the pages of

Rival Cities to Suburbs:

Covington and Newport, Kentucky 1790-1890,

Dr. Paul Tenkotte (1989)

The stagecoach company was that of Abner Gaines,
based at his tavern at Walton (still standing).

A tourist described his stagecoach travel from Cincinnati to Lexington in September 1834. "E. B." as he signed himself, set out from his hotel in Cincinnati one summer morning to catch the 3:00 a.m. stage to Lexington. His experiences left much to be desired:

"A mail stage is" he wrote, cynically, "... is more unaccommodating than anything else, except an accommodation coach." He continued, "What with picking up passengers and other delays, it was five o'clock before we left Cincinnati . . . [the loading of the carriage] resembled the ingathering of animals into Noah's Ark. It was filled with animals - clean and unclean - according to their kind. In the first place, there were packed into the inside, eight adults and three children - that made eleven - on the driver's seat were two persons beside himself, fourteen - and on the top, three more, making a sum total of seventeen souls."

"Freighted, we turned our backs on the Ohio River, and began to ascend the beautifully verdant hills of Kentucky, over which the sun was just rising, and pouring a flood of joyous light. It was slow work - but on we went, drag, drag, drag - the horses sweating, the passengers nodding, and the extra-compensation coach creaking under its heavy burden."

"Nor was that the worst of it: the addition of the baggage stowed on the top made the carriage so top-heavy, that it swung from side to side, rolling like a ship in a calm, with an awful inclination to capsize. Twice we came within an ace of an upset, but did not go quite over. Then one of the axle-trees took fire, the proprietor's wheels not being sufficiently greased. People may say what they will - but mail contractors must be very poorly paid, when they cannot afford grease enough to keep their axles from ignition."

E.B.'s adventures along the road to Lexington gradually worsened. As the coach passed a group of young girls on horseback, the driver..... "thought it a good chance to show off a little. So he flourished his whip and began, as one of the passengers remarked, 'to cut up a few rusties.' Away dashed the horses, as fast as four very fine animals could drag a heavy carriage, full of people, trunks, bandboxes and mail bags. You may depend they made the dust fly. We soon came to a hill and down that we went a little faster than a streak of lightning - suddenly we felt a jolt and the stage tilted, nearly over run for some yards on two wheels and then righted again. The driver was thrown from the box, the wheels passed over his ankles and the horses 'streaked it' down the hill on their own responsibility. The women screamed, the children bellowed, the men swore and the old coach creaked worse than ever."

"Finally a passenger who sat on the box, had the presence of mind to get down on the foot-board and thence to the tongue. Seizing the reins of the wheel-horses, he stopped them. After all, there was no harm done; and the only thing to be regretted, when all was over, was that the driver was not much hurt."

A Look Back at The Headlines

By: Robert D. Webster

*An on-going feature reliving local headlines
from the Kentucky Post.*

This issue features: Wednesday July 16, 1940.

Covingtonians turned out early and in goodly numbers to embark the Island Queen at the foot of Greenup Street for Covington Day at Coney Island. A big day was planned for the picnickers, with all rides only a nickel. An elaborate program had also been prepared for the crowd by the up-river resort.

Construction is well ahead of schedule on the Latonia Terrace Housing Project on Madison Avenue in Latonia. Exterior work is nearly finished on the development. The estimated cost for the new housing project is \$1.2 million. Once completed, 235 units will be available in a total of 26 buildings. The project is scheduled for completion by January 31, 1941.

Edgar York, a young 14-year-old boy from Sterrett Avenue in Covington, was rescued from near disaster in Devou Park yesterday. After a bike ride with some friends, the boys chose to climb the side of the eighty-foot cliff at the rock quarry in the park. Edgar was able to make it about halfway when he became stuck on a small ledge about six-inches wide. Not able to go further up the steep cliff and afraid to climb down, the lad remained there nearly two hours before his friends summoned help from the Covington Fire Department. He is resting at home.

Eilerman's department store, located at 6th and Madison Streets in Covington, is advertising all-wool men's suits for \$18.85. The Kentucky Theater, located at Latonia's Ritte's corner, is showing the film *Road to Singapore*, starring Bing Crosby, Dorothy Lamour and Bob Hope. Expert lubrication is being offered for your automobile by Edward Geise at his full-service station located at 3rd and Greenup Streets in Covington. Cost of this fine service is just 75¢. A car wash can be included for an additional \$1.50.

Update on the History of Covington Book

The special book committee is happy to report that the project continues to run on schedule. Many additional topics of interest have recently been added and you can view that updated list on the book's special website:

www.kenton.lib.ky.us/~histsoc
Then click on "Covington Book"

If you have any questions about the project, or if you would like to offer any assistance on the book, please email the book committee directly at:

covingtonhistorybook@fuse.net

LETTER TO THE EDITOR

Today I received a copy of the Bulletin of the Kenton County Historical Society, which has your article on the Jesse Grant House [January/February 2005]. It really is an outstanding overview of the history of the building I presently occupy. I greatly appreciate the work you did in putting this article together and hope your readers will find it as interesting as I did. Thanks to Karl Lietzenmayer, John Boh and all the others connected with your work.

Very truly yours,

Raymond L. (Pat) Buse, Jr

Be Published In The KCHS Bulletin!

The Society is always looking for interesting Kenton County stories for its Bulletin. Email your article in Microsoft Word format to:

nkyheritage.kchs@juno.com.

You can also send a printed copy by mail to: P.O. Box 641, Covington, KY 41012-0641

Articles should have at least two references.

Then and Now



Left: WWI Memorial located at Highway and Parkway Avenues in West Covington. The old St. Ann School can be seen at the far right. The memorial is now part of a simple tribute at the firehouse at Parkway and Altamont. A new St. Ann's was built, but now houses a daycare facility. The old St. Ann's School was torn down this spring.

Photos courtesy Ron Einhaus

Mystery Photo

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



Ron Einhaus

ANSWER:

Entrance to the Vent Haven Museum, located on West Maple Avenue in Fort Mitchell, Kentucky.

According to their website, Vent Haven is the world's only museum dedicated to the art of ventriloquism. Check them out at: venthavenmuseum.net

Kenton County Historical Society
P.O. Box 641
Covington, Kentucky 41012-0641
Web: www.kenton.lib.ky.us/~histsoc
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Dedicated to preserving our heritage as the “Gateway to the South”

KENTON COUNTY HISTORICAL SOCIETY

September/October 2006



Feature Story:

Once the pride of Taylor Mill,
the Winston-Feltman mansion was razed in 2005.
Our feature story — a brief history of Taylor Mill.

Other Stories Inside:

Garden of Hope

Travels in Hot Weather
A stagecoach ride in September 1834