

## More Pool 7 Information

### Jessamine, Mercer and Garrard Counties

#### 5. Lock 7 (J-M) (RM 117.0)

Lock 7 is a timber-crib dam with a stone lock chamber built in 1896-97 by the Corps of Engineers for barge navigation. The land on which it was built is was owned by “Dug” Hughes who operated a profitable sawmill here. “Dug” was not inclined to sell his land to the Corps making it the only dam site on the river the Corps had to condemn. He then moved his sawmill to a site above present High Bridge park and began sawing timber again, including some for the Corps of Engineers.



#### 6. Shaker Ferry (J-M) (RM 117.5)

In 1826 the Shakers purchased much of John Curd’s land from his heirs which was much nearer to their Pleasant Hill community than the Fulkerson Ferry site. They immediately began



*Activity at Shaker Ferry in the late 1800’s. High Bridge is in the background.*

the construction of a road over the palisades to flat land at the water's edge where they operated a ferry, a landing, and warehouses for their produce. They called this the "near ferry" or Upper Shaker Ferry (compared to the Fulkerson ferry which was further away and downstream).

## **7. Shaker Landing (M) (RM 117.6)**

The landing was used by the enterprising Shaker

community at Pleasant Hill to load their produce bound for downstream markets. A road down the palisades was built in 1845 and improved in 1861. The landing was extensively used by the both armies in the Civil War. Foundations for the warehouses can still be seen.



*Remaining Shaker Landing building foundations.*

Shaker Landing was a major stop for packet boats during their heyday on the Kentucky River (1898-1920). Today it is the home port of the excursion packet *Dixie Belle*.



*Excursion boat Dixie Belle on a cruise.*

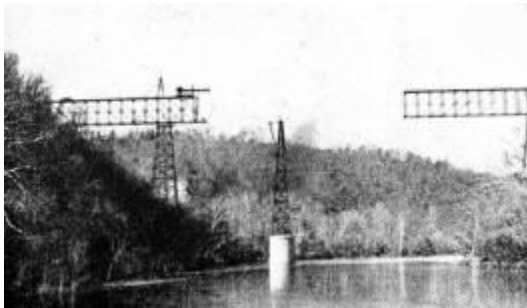
## **Sawyer Shanty Boat**

Site of the famous painting by Paul Sawyier of a shanty boat on the Kentucky River, with High Bridge in the background. This was the shanty boat in which Sawyier lived and painted between 1909 and 1913 and the period in which he painted many scenes of the Kentucky River.

## **8. High Bridge (J-M) (RM 118.0)**

The first proposed bridge at this site for the *Lexington and Danville RR* was a suspension bridge designed by John Roebling, builder of the NY Brooklyn Bridge. The activities of this railroad were curtailed by the Civil War and this company went bankrupt. Only the towers for the suspension cables of this structure were built.

The first bridge built at this site was a single-track railroad bridge in 1876 for Cincinnati's *Southern Railroad*. It was the highest bridge in the country at that time and is still the highest bridge over a navigable waterway in the U.S.



*The first High Bridge under construction in 1876.*

The 1876 bridge was too light to carry 20th century trains. The bridge you see now was built around the original structure in 1911 while traffic continued on this vital rail link during construction. It was later double-tracked and the towers were torn down.

This bridge today carries about 40 trains per day.

## **9. Mouth of Dix (M-G) (RM 118.3)**

The Dix River (originally called “Dick’s River” after a Cherokee chief) is the location of Lake Herrington built in 1923-35 by the predecessor of Kentucky Utilities, Inc. Because the Dix River flows through a narrow canyon, it was the site of several mills using this water power prior to the Dix Dam.

John Curd, a Revolutionary War major, acquired a large tract of land near this point, as well as 16 acres in Jessamine County, established a warehouse, and operated a ferry between the Mouth of Dix and Jessamine County beginning in 1786 under a license from Virginia.

This Act of the Virginia Legislature also established the Town of New Market on twenty acres at this point. In October 1788, the ware-house became a reality with James Hord, Edmund Mundy, and Bernard acting as official Inspectors of Tobacco. The County Court of Mercer County was kept busy surveying potential new roads into the site from various locations. By any standards, this was a tough job.

This warehouse was one of the inspection stations approved by James Wilkinson for tobacco shipped by flatboat to New Orleans on his second voyage.

#### **10. Sawmill tramway (J) (RM 118.6) (*at or near our property*)**

When “Dug” Hughes was forced to move his sawmill from the site of Lock 7, he relocated it to a point near the present-day High Bridge Park. To get logs captured by a log boom on the Kentucky River, he built a steam-powered rail tramway to his sawmill to pull logs up from the river.

#### **11. Majors Landing (G) (RM 120.1)**

An informal ferry and warehouse, that is one not chartered by the state or county, probably began operation here in the late 1700’s or early 1800’s primarily to serve the local farmers. The first documented ferry at this site was operated about 1900 by Thomas J. Major then by his son James P. Major, then by other members of the Major family. The enterprising Major family also operated excursion cruises from this site. The ferry continued in operation until about the beginning of WWII when it was powered by a 6-hp one cylinder gasoline engine.

#### **12. Bowman Warehouse (G) (RM 121.0)**

This bend in the Kentucky River is named for the sons of George Bowman and Mary Hite, each son having served in the Revolutionary War. John Bowman was appointed as the first military governor of Kentucky by Patrick Henry (an in-law) while it was yet part of Virginia. He established a station and a warehouse in the area now known as Bowman’s Bend on land awarded him for service in the Revolutionary war and was instrumental in the protection of early settlers from Indians and the hard winter of 1779-80.

The property has recently (late 1990’s) been purchased by the Nature Conservancy as part of their effort to preserve a significant portion of the world-class palisades and is open to the public.

## **Elk Shoals (G)**

The December 1818 term of the Garrard County Fiscal Court awarded George Bowman approval to have an “Inspection of Tobacco, Hemp, and Flower (flour) at the place he is building a new warehouse near Little Elk Shoals.” George Bowman owned the land on the Garrard side of the river at the mouth of Elk Shoal Branch so the assumption is that Little Elk Shoal and Elk Shoal are the same place. By this time William McQuie had been operating a ferry at both McQuie Landing and Elk Shoal for about ten years.

## ***Bethel Academy (J)***

*The Bethel Academy was founded by Methodist Bishop Asbury during his first visit to Kentucky in 1790-91. It was the second chartered institution of American Methodism. Thomas Lewis donated one hundred acres of prime land overlooking the Kentucky River near present High Bridge for the site of the Academy.*

*Bethel Academy was officially chartered by the Kentucky legislature in 1798, with the admonition that: “The President of said academy shall be a man of most approved ability in literature.”*

### **13. McQuie Ferry (J-G) (RM 121.5)**

William McQuie settled on a tract of 223 acres, part of the Bowman survey in Bowman’s Bend, shortly before the establishment of Garrard County. Later in 1806 one George Tracy managed to get the Garrard Court to agree and establish a road down to the Elk Shoal on the Kentucky River. This road ran through McQuie’s land and sparked his interest in developing a river landing of his own. In October of that year Garrard County granted William McQuie the benefits of a ferry operation on Kentucky River and proposed a new county road down to his landing.

William McQuie would eventually lose his extensive holdings on both sides of Kentucky River and disappear from the Garrard record by the mid-1820s.

### **14. Downs Ferry (J-G) (also known as William Smith ferry) (RM 127.0)**

In 1788 William Smith acquired 200 acres of land across from the mouth of Jessamine Creek (Garrard County) and established a ferry. He gave George William Downs half the land and let him operate the ferry, which became known as “Down’s Ferry”. The 1799 Jessamine County Court Orders mention “Viewing a proposed road from Down’s Ferry to the Seat of Justice . . .” (presumably Nicholasville) .

In 1802 Downs, together with John Moss, leased Hogans’s ferry near the mouth of Hickman Creek and Downs ferry presumably closed.

#### **15. Mouth of Jessamine Creek (J) (RM 127.3)**

While on an exploring/surveying trip through Kentucky in 1774, James Sodowski camped by a large spring which impressed him a great deal because of its size and force of water. He brought this to the attention of one of the other surveyors of his party, James Douglas, who named the spring Jessamine Spring after his daughter. The creek which is created by this spring and later the County, was named for this spring and creek.

In the very early 1800’s William Steele obtained from the state legislature the right to build a dam for a milling operation across the Kentucky River near this point. The dam was built so flatboats could go over it during high water. The dam lasted only a few years before it was washed out.

#### **16. Camp Nelson Waterworks (J) (RM 130.0)**

The Camp Nelson waterworks were located on the Kentucky River approximately five miles downstream from Hickman Creek. When Camp Nelson was built by the Union army in 1863, they constructed an elaborate water system to serve the camp. The key element to the system was a steam-powered pumping station on the river that pumped water 470 feet up the cliffs to a 500,000 gallon reservoir on top of the bluffs near the present-day distillery on US 27. The pump house was supported 35 feet above the river on a wooden trestle to raise it above flood levels.

From the reservoir water was gravity-fed throughout the military supply depot buildings, including hospitals, barracks, mess halls, and other Camp Nelson structures. Water from the system was also used to create a fountain in front of the camp headquarters building

#### **17. Chimney Rock (G)**



*Chimney Rock*

A candlestick rock column of Ordovician limestone said to be 450 million years old. It was a major marker for early steam excursion boats.

### **18. Lower Ferry (J-G) (RM 132.1)**

In an early example of “cluster” development, the large amount of activity at the mouth of Hickman Creek led to a spin-off operation just downstream that came to be known as the Lower Ferry. From its beginning, it was a contentious site prone to use the courts or have them used against it. This has left a particularly vivid historical record that is very informative of the nature of these operations.

Development of the site began with the construction of a cabin by Samuel Grant, a nephew of Daniel Boone and one of the most active surveyors under Virginia law in what was to become Garrard County. Because this point in the river was a major north-south crossing to Lexington, a ferry was chartered here in 1792. Other competing sites opened and this ferry failed economically. It was reopened in 1818, but all ferries near here were put out of business when the Wernwag bridge opened here in 1838.

### **19. Wernwag Bridge (J-G) (RM 135.0)**

This covered bridge was long considered one of the engineering wonders of Kentucky and was a major feature of the turnpike to Lexington from



Wernwag Bridge

the south. It was projected when the state was interested in the internal improvements, and was lending its credit and its money to the construction of railroads, canals, and turnpikes. The cost of the bridge was \$30,000, a princely sum when it was erected in 1838. The length of its single span was 270 feet with two 12-foot lanes, a very substantial mark for that time. Garrard County paid a part of the cost of the structure, with Jessamine county paying the remainder. It was designed and erected by Lewis B. Wernwag, a Pennsylvania native. The wood was poplar and pine, fastened together with wrought iron fittings made at the Red River Iron Works in Estill County.

This was one of the two bridges across the Kentucky River at the time of the Civil War and was considered so important to the Union forces, particularly those stationed at Camp Nelson, that it was heavily guarded on both sides by Union troops.

After 90 years of continuous service this engineering marvel gave up its ghost: a leaky roof caused the rotting of a floorboard and a heavily loaded truck from Lexington fell through. The bridge was condemned on December 26, 1926. Efforts to preserve the structure were attempted, but not successful and the bridge was removed.

## **20. Mouth of Hickman Creek (J) (RM 135.2)**

This site, at the present-day river crossing of US 27, was a crossing point of a fork of the early Wilderness Road into the bluegrass region of Kentucky. There was a ford here that permitted foot and wagon crossing much of the year. The second ferry to be established in Kentucky (1785) crossed here. This point has seen a succession of ferries, bridges, landings, communities, warehouses, taverns, boat-building works, and dwellings. The community of Fitchport existed here until 1865. James Wilkinson used this site as an upstream terminus of his tobacco shipments to New Orleans in the 1780's. The first steamboat to travel from Kentucky to New Orleans was built here. It was a major packet-boat and showboat stop when boats were the best way to travel in Kentucky and showboats offered the only live entertainment. It is chiefly noted as the river loading point for Camp Nelson, a very large Union Army supply base during the Civil War, for which this area is named.



## **21. Nation's First Vineyard (J) (RM 136.6)**

In 1796 John Frances DeFoure, a native of Vevay, Switzerland, planted the first vineyard west of the Allegheny Mountains near the mouth of Hickman Creek. This site is near the birthplace of General William O. Butler. The European grapes, however, did not adapt to Kentucky soil and climate and the vineyard was not successful. DeFoure ultimately moved to Indiana where his vineyards were successful.

### **General Butler Birthplace (J)**

Son of Revolutionary War hero General Pervical Butler, Butler fought, was wounded, and captured in the Battle of Raisin in the War of 1812. He received highest praise for his conduct in that disastrous event. He was paroled and returned to action in the Battle New Orleans under General Andrew Jackson where he again received special commendations for his conduct.

## **22. Liberty Warehouse & Richardson's Ferry (G) (RM 139.5)**

The Liberty Warehouse was located at the earlier site of John Hogan's Landing and served the tobacco farmers of the Mt. Hebron section of Garrard County.

In July of 1817 Lewis Hogan, son of John Hogan, applied to the Garrard County Court for the establishment of a tobacco warehouse on his land. The Court approved the request in October of 1817 and gave it the name, Liberty Warehouse. Located mid-way between the busy Hickman and Quantico warehouses, it was more local in its appeal and more limited in the area it served.