

## Back in the Day

### Bartram Trail

As artist, writer, botanist, gardener, naturalist, intrepid wilderness explorer, and self-styled "philosophical pilgrim," William Bartram is an extraordinary figure in eighteenth-century American life. The first American to devote his entire life to what we would now call the environment, Bartram was the most significant American nature writer before Thoreau and a nature artist who rivals Audubon. He was also a pioneering ethnographer whose works are a crucial source for the study of the Indian cultures of southeastern America. As the first observer of the Southern landscape and pioneer of American nature writing, he ought to be the symbol of environmental preservation in the Southeast. In the early 1970s a grass-roots movement evolved to commemorate Bartram's travels and their contribution to the history and knowledge of America. Here was born the idea of "Bartram Trail." The goal was to identify his routes, mark them insofar as possible, and eventually obtain releases from property owners and funding so that the "trail" would be available to everyone for their hiking and strolling enjoyment and education. Building on this initial work, the Bartram Trail Conference was established in 1976 as part of America's Bicentennial observance to locate and mark the route of Bartram through eight southern states: North Carolina, South Carolina, Georgia, Florida, Tennessee, Alabama, Mississippi, and Louisiana. The Conference membership includes hikers, nature lovers, gardeners, historians, archaeologists, literary and scientific scholars, botanists, biologists, birders, environmentalists, members of historical and gardening organizations, and those with a commitment to historic and environmental education and preservation. The Conference works to promote interest in developing public access recreational trails (hiking, canoeing, biking and horseback riding) and botanical gardens within the corridor of Bartram's route through the individual states and to coordinate a regionally unified effort toward that end. The Conference employs a "string of pearls" concept by highlighting significant natural areas and culturally significant locations along Bartram's route. The Conference has erected highway markers and provided information on the Bartram heritage at a variety of federal, state and private locations across the southeast. Additionally, the Conference works to encourage the study, preservation, and interpretation of the William Bartram heritage. The significance of Bartram's Trail to Crawford County is two-fold. First, scholars have deduced that he traveled through Crawford County (specifically, Knoxville and Roberta) when he traveled from Augusta, Georgia to Mobile, Alabama in July 1775. This consensus was also documented by the Bartram Trail Conference in its preparation of the Bartram Heritage report which was based on the historical data then available, input from the Federal/State Bartram Trail Study task force, and the extensive field research of a large number of dedicated professionals and highly qualified private citizens. Additionally, The Garden Club of Georgia, Inc., working with the Bartram Trail Conference, erected three historical markers in Crawford County to commemorate Bartram's passage through this area (but note that the markers have the events occurring in 1774 rather than 1775, the latter being the accepted date for his travels from Augusta to Mobile). The easternmost marker denotes Bartram's entry into Crawford County where Marshall Mill Road crosses over Echeconnee Creek. Another on the south side of the historic courthouse in Knoxville records that Bartram camped nearby at "a beautiful large brook" which researchers identify as Sweetwater Creek. The third on the grounds of the Roberta City Hall again notes he camped at Sweetwater Creek and it was there he discovered a new hydrangea. The second matter regarding the significance of the Bartram Trail to Crawford County is Bartram's discovery of a hitherto unknown specie of hydrangea near Knoxville. Bartram described the hydrangea (*Hydrangea quercifolia*) - commonly known as the oakleaf hydrangea because of the similarity of its leaf shape to that of oak trees - from those specimens that he found on Tuesday, July 4, 1775, four miles east of Knoxville on Sweetwater Creek. Some researchers fix the place of discovery being on present day Culpepper Creek, a branch of the Flint River. John Goff in *Placenames of Georgia* makes a better argument for Sweetwater Creek, a branch of Echeconnee Creek. The Crawford County Historical Society, in implementing its new Strategic Plan, will initiate a partnership with the Bartram Trail Conference to identify the most likely route Bartram followed through the county. This information - and other educational material about William Bartram - will be disseminated through the Conference publications, our Chamber of Commerce, the eventual Historic Courthouse Cultural Center, and other national and regional organizations, thereby contributing to the mission of the Historical Society that calls for fostering heritage tourism in the county.

### Businesses Relocate to Roberta

Relative to the railroad through Roberta opening in June 1888, the Knoxville Journal newspaper issues for 1888 and 1889 carried ads for numerous businesses which specified they were located in Knoxville. Among these were firms offering general merchandise, real estate, insurance, and hotel accommodations. A milliner/dress maker, two attorneys and two medical doctors offered their services through ads. This ad distribution was essentially constant through 1889. Starting in early 1890 the Journal was replaced by the Crawford County Herald, and its ad content was much different from that of the Journal. It still carried an ad for a new dentist and an attorney firm not previously heard from, both located in Knoxville, and The Harris House hotel in Knoxville was also represented ("Free hack to and from depot"). However, there were no ads for comparable businesses (e.g., attorneys, medical doctors, milliner, insurance, etc) located in Roberta. On the other hand, neither were there ads for these business showing they were located in Knoxville. Through 1892 there were ads for three different general merchandise stores, a warehouse, and a liquor store with locations in Roberta. Other than the attorneys, who may have maintained their offices in Knoxville because of proximity to the courthouse, it cannot be said with any degree of confidence which of these Knoxville businesses relocated to Roberta. It was observed in some of the ads that they showed a Knoxville location but physically they may have been in Roberta. The following information excerpted from the Knoxville Journal "news" reports sheds some light on the movement of business establishments from Knoxville to Roberta.

- 7/1888 H. D. McCrary advertises building lots in "new" railroad town. Some building to commence at once.
- 8/1888 Capt G. W. Crusselle laying off lots near depot for sale. Trade in area doubled. Two stores on courthouse square for sale (accompanied by For Sale ad).
- 9/1888 H. D. McCrary building store near depot. Three other stores under construction. A Fort Valley man plans a store. Mr. Lester building a cotton warehouse near depot. Noland's Furniture Store & Undertaker opened in Knoxville (according to ad in paper).
- 10/1888 Lumber delivered for store near depot for W. T. Bussy. Bryant's Store opened in new building (location not specified). John Wilder building store near depot.
- 11/1888 Half of the building lots near depot are sold. J. J. Hanes from Jonesboro opening store. Dance attended by 200 people held in new store built by McCrary & Jordan (12/1888 ad in Knoxville Journal reveals it to be a general merchandise store in Roberta). John W. Blasingame starts two story building.

- 12/1888 W. H. Dent adding rooms to his home for hotel (location not specified). A Knoxville Journal editorial speaks of a "building boom" including six new stores and many new houses.
- 12/1888 Telephone lines laid by J. S. Crockett from Wright & Allen Store (formerly F. H. Wright, general merchandise) in Knoxville to new depot.
- 1889 Less than a year after the railroad opened, the newspaper editorially is advocating that "New Knoxville" be incorporated and a City Council established. W. H. Dent building a livery stable (location not specified). A news article addresses "Our Building Boom," to wit, Wright & Allen enlarging store (still apparently in Knoxville). W. H. Dent opened hotel. J. J. Hanes adding ceiling and shelves to store. J. W. Blasingame started building another store. J. S. Crockett building two stores. A. J. Danielly's store complete. Noland's Furniture Store and Coffins enlarged (still apparently in Knoxville). Henry Britt opened shoe repair shop (location not specified). F. C. Hauser from Ft. Valley opened guano house at depot. City Drug Store expanding (location not specified).
- 3/1889 Mrs. Pierce Millinery opens; a Knoxville Journal ad of April 1888 show her located in Knoxville, so it is reasonable to conclude that she moved her shop from Knoxville to Roberta. Mrs E. O. Danielly and Miss Lillie Blasingame open a millinery shop.
- 4/1889 Wright & Allen (general merchandise store in Knoxville) building a storage warehouse at railroad.
- 6/1889 Ray and Matthews building cotton warehouse and ginnery (sic) near railroad depot.
- 7/1889 Effort underway to move post office (from where?) to building near Ray and Matthews Warehouse. J. B. Wilson building a store. Gristmill opened near depot.
- 8/1889 Two new stores opened. J. B. Wilson & Bro Store opened.
- 10/1889

Finally, an editorial on October 30, 1889 proclaims "Old Town is dying," obviously referring to Knoxville - only one year after the railroad came to Crawford County. It wasn't "dead" yet, but for all intents and purposes it had begun to cease to be the center of business for Crawford County. The Harris House continued to furnish accommodations for travelers and those visiting the courthouse on business. It is likely that attorneys continued to maintain practices there for the same reason. Unfortunately, the available records do not reveal what happened to the individual businesses originally in Knoxville - they may have gone out of business due to competition in Roberta or they may have simply ceased operations when the owners decided to close down. We do know there was a small store operating a soda fountain at least until 1919 (where the records cease). Further, living citizens remember a small store on the corner across from the courthouse. If anyone has information about this subject - particularly photographs and other documentation - please contact the Historical Society. The photographs will be scanned into a computer and, along with suitable acknowledgment of the contributors, will become part of a permanent collection in the eventual Historic Courthouse Cultural Center.

#### Dirt Roads

In 1930 the two main highways in Georgia passed through Crawford County. Route 7 originated in Atlanta, traversed through Georgia, and headed toward Florida by way of Roberta. It was the oldest highway in Georgia. Route 22, to be designated as U.S. 80 when completed, originated in Augusta, came through Macon, and thence to Knoxville, Roberta, and Columbus, eventually to cross the United States. Both of these roads were recognized as being modern and among the best "top soil" roads in the state. Top-soil roads were constructed with a sand and gravel base and employed compacted top soil as the surfacing. Even though there were detailed specifications to govern crown heights, shoulders, ditches, and other physical characteristics and construction requirements, it still must be recognized that the roads were made of dirt. That is, in 1930 the two major highways traversing Georgia were not yet paved. It was reported later in 1930 that Route 22 was expected to be paved in 1931. This situation was not unique to Crawford County. In 1929 the state Highway Department reported that only 22 percent of the Georgia state highway system was paved. Another 44 percent was comprised of "improved" roads (presumably "top soil" roads?). Unimproved roads made up the remaining 34 percent. Also in 1930 the Georgia State Highway Commission announced its conclusion that the primary need of the state at that time in highways was the completion of the east-west routes.

#### Early Settlers

Who were the early settlers in Knoxville? Where did they emigrate from? What were their occupations? The earliest people who lived in what we now call middle Georgia were, of course, various Native American tribes. For the moment we are interested in what happened in Georgia starting in colonial times. Since its beginnings Georgia's history has been an agricultural history. Agricultural bounty of the region was one of the aspects touted in journals and other promotional literature of the Colonial period and was the primary lure that drew immigrants to the colony. Georgia's industrial origins were tied to agriculture as textile mills moved south to gain proximity to cotton fields. Cities and towns grew primarily as points of trans-shipment where agricultural produce was brought, packed, and sent on to market. Crawford County and its county seat, Knoxville, were typical - farms and plantations occupied most of the landscape and Knoxville was positioned on the trail and road which eventually became the Federal Wire Road, a major transportation link to the Atlantic coast. Thus, the early settlers of Crawford County primarily were farmers who moved into the new territory from the coastal region of Georgia and from other colonies. These settlers probably were typical of those found elsewhere and emigrated for the same reasons - the opportunity to better their position and to start new lives. The occupations of Knoxville's early settlers were those one would expect to support the agricultural economy. Until about 1865 the landscape of King Cotton was one of dispersed farms and plantations centered on small towns which provided market functions for cotton and which offered stores, a hotel or two for farmers and planters on their visits to town, a post office, taverns and restaurants, and doctors as well as the residents of the doctors, merchants, hotel owners, cooks and restaurant owners, and others who served the surrounding lands. Knoxville appeared to follow this pattern. For example, the 1837 edition of the *Gazetteer of the State of Georgia* - remember that Crawford County was laid out in 1822 and Knoxville was only incorporated in 1825 - shows Knoxville already contained twenty houses, seven stores, two law offices, two doctors, two mechanic shops, the courthouse and jail, and the educational Knoxville Academy (a boarding school drawing students from all parts of Georgia because of its excellent reputation). An 1843 newspaper article reports that J. J. Carson owned a tavern, stables, a lodge/hotel, a stagecoach stop, offices, and other outbuildings in Knoxville. In 1888 The Harris House, a hotel owned and operated by Mr. and Mrs. Z. T. Harris, carried an advertisement for large and comfortable rooms and accommodations for a large number of horses at his public feed stables. An 1893 article reported Knoxville to be crowded with people and many visiting attorneys, suggesting that court functions provided much of the commerce in Knoxville. This same article praised The Harris House as being "one of the best hotels in the land." More information about the early settlers in Crawford County can be



found in *Families on the Fall Line* published and sold by the Historical Society. When the Muscogee (Creek) people owned the land now called Crawford County, the first white people were 40 miles to the south at Timothy Barnard's trading post. The 1791 published works of Quaker naturalist William Bartram helped spread the word about the richness of the area after his 1774 trek through central Georgia. Then, with the Treaty of Colerain in 1796, trading and military posts could be established within the Creek Nation. Indian agent Benjamin Hawkins established a permanent agency on the Flint River west of what is now Roberta on the Federal Road about 1800. Crawford County family histories indicate that most families came from Virginia and North Carolina into the early counties of Jones and Baldwin especially. As more Creek Indian land opened with successive treaties, families moved on to Houston and Crawford counties. The 1821 state lottery was the first to open land in what became Crawford County. From here many families moved on into Alabama and Mississippi. Many followed Houston, Lamar, and Fannin into Texas. The call of the West, already ingrained into our nation's character, filled the Crawford deed books with changing land ownership. The migration and the changes in boundaries were so fast that one family's records could easily be found in a different county with every census - some times when the family had not actually moved at all. For example, today there are many families in Crawford County with the surname Andrews. The Crawford County Andrews family descends from 17th century immigrants to Maryland and Virginia. The family migrated through Washington County and then, with John Andrews (b.1783), to Fort Hawkins (in Macon) about 1820. Believed to have been the first Andrews to live in what is now Crawford County, John arrived in 1822. He purchased several hundred acres 2 ½ miles east of Knoxville on the old Federal road, commonly known as the Stage Road and also as the Federal Wire Road. John Andrews served in the Georgia State Senate during the time Milledgeville was the state capitol. We see John's descendants as intimately involved in the history of the county, state, and country. In addition to John as a State Senator, there are, for example, members of the Confederate Army, a tax collector and clerk of court, a member of the Georgia Legislature for eleven years, several merchants and business owners in Crawford County, a Roberta mayor and councilman from 1915 to 1950, and soldiers, sailors, and airmen during World War II. Regarding the latter, four brothers, 4th generation descendants of John, all served in the military during this war. It is amazing to think that when we talk today to a member of the Andrews family here in Crawford County we are figuratively speaking to someone who was in the United States before our War of Independence. Such is the history of Crawford County.

### Modern View of Old Knoxville

A uniquely modern view of OLD Knoxville is provided by noting our FIRST:

Casino	Courthouse card games until banned in 1831
Gossip Columnist	Ira Jennings, stagecoach driver who started in June 1834 delivering mail from Macon to Knoxville, along with all the happenings that couldn't be printed in newspapers
Transportation Hub	May 1836. Steamer, the "Henry Crowell," built at the old Agency, sailed down the Flint River. Merchants building boats at the Agency to carry down their crops.
Pandemic	October 1838. "The epidemic is about to abate. Deaths in the city and neighborhood from 3 to 10 October have been 24 or 25." Disease not named.
Fireworks display	1839. Fire at home of P. J. Echols, Esq., Clerk of County Courts, threatened the whole village but was soon extinguished.
Bed & Breakfast	1843. J. J. Carson advertised he "will hold your horses while you eat, sleep and conduct your business in outside buildings and offices."
Bureaucratic mess	November 1845. From Inferior Court minutes, "It appears that there has been a map of the Town of Knoxville that has been lost or mislaid. Therefore ordered clerk to advertize the letting out the surveying and plotting of the Town and public land in said town on the second Saturday in December next."
Public Revolt	1888. Citizens Union created to act in lieu of a town council, the charter having been forfeited some time ago. Goals were improvement of roads leading to town, opening of new streets, and regulation of prices of building lots and real estate.
Support Group	1888. Alliance Club formed to teach farmers how to record what and how much of their products they sell to each other.
Musicians	May 1888. Two jail birds were contented playing their banjos while confined to courthouse since jail was torn down.
"Cops" Episode	September 1889. Dangerous desperado captured by Crawford County Sheriff's posse after being at large two years and escaping numerous times. Armed with double-barrel shotgun, revolver and dirk as he slept, officers succeeded in snatching them away before he awoke, but he still fought with the fury of a madman until the officers subdued him.
Credit Economy	September 1890. Ad, "If you want CHEAP AND QUICK MONEY, on easy and liberal terms, you can get it by calling on W. P. Blasingame, Atty at Law in Knoxville."
Taxi	1890. "Hacks" used to transport persons back and forth over the rough road from East Knoxville to railroad depot in West Knoxville.
Network Blackout	June 1890. Lightning strikes Mr. Taylor's telegraph wire, damaging it.
Legal Whiskey	1890. Available at Malpass & Bussey, "Dealers in Fine Liquors, Wines, Beer, Soda Water" located near railroad depot. Also making available "Professional Cards." Now citizens can drink and ride.
Speed Zone	1913. Posted at 6 mph for motor vehicles. Horses, wagons and buggies not mentioned. Neither was description of how speed was to be measured and documented in court.
Penalty for smokes	1923. State approves 10 percent tax.
Telephone Book	1924. Georgia Post printed its telephone number, 3800. Who's he gonna call?
"Conveniences"	May 1929. Grand Jury recommends installation of waterworks embracing lavatory and toilets for courthouse, jail, and convict camp and electric lights when current becomes available. What about the rest of us? October 1930. Knoxville now has electric power.
Ice Delivery	1929. Hail storm.
Limo Service	Now available by undertaker. Arrive in style to your final destination.
Reality Shows	1. Citizens of Knoxville sat on their piazzas one Sunday morning and watched while Mr. Israel Champion shot Mr. Henry Wright.

2. 4000 citizens came to view the hanging of the murderer of Mr. Dow Walker, the scaffolds being located in the valley between Knoxville and Roberta.

Ready-made  
Smokes

Roll-your-owns threatened. Chesterfield cigarettes available, 10 for 9 cents, 20 for 18 cents, and vacuum tins of 50 for 45 cents.

### More Early Settlers

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### Knoxville

Knoxville, designated as the county seat in 1823 and chartered in 1825, was a thriving typical mid-to-late 1800s community providing services for the surrounding area. It was, that is, until the railroad came to Crawford County. The Atlanta and Florida Railroad, a north-south link from Atlanta to Florida, was built through Crawford County in the spring of 1888. It did not go through Knoxville but rather was routed about one mile west. Arguments raised by the citizens against it coming through Knoxville primarily seemed to be concern about increased noise and danger posed by the trains. It appears that the townspeople were certain that Knoxville itself would expand to the railroad, leaving the existing business district and life much as they had always been. Unfortunately, as predicted by various citizens and documented in newspaper articles, businesses immediately began to relocate to Roberta to take advantage of the railroad traffic. This phenomenon was not unique to Roberta but follows the trend found wherever transportation facilities are built, be it a railroad, a "new and improved" developed highway, or the modern Interstate system. Consequently, the importance of Knoxville to the life of the surrounding area diminished, and, except for county government functions, it eventually ceased to function as a community providing services to the local citizens. Instead, another community, Roberta - named for the daughter of Hiram David McCrary who donated land for the railroad right-of-way, grew up near the railroad. The speed at which Roberta developed can be appreciated by looking at its governmental growth. It was incorporated as a town in 1890 - a mere two years after the railroad was completed - and as a city in 1910. By 1904 the town had adopted a comprehensive set of laws and ordinances "for the preservation of peace, good order, temperance, and morality and for the proper administration of good municipal government." Thus, it appears that Knoxville effectively ceased to exist as a separate entity around the end of the 19th century. In Roberta today we see the same adverse (to some) impact of new transportation facilities. Roberta was, until a few years ago, a major stop for travelers on US Highway 341 as they went back and forth between Florida and points north. There were numerous restaurants, service stations, motels and other businesses to take care of these folks. It was not unusual for local motels to telephone other sleeping establishments along the route trying to find accommodations for travelers who wanted to stop for the night only to find Roberta "full up."

### Knoxville Cemetery

The Knoxville Methodist Episcopal Church was in the process of being established at least as early as 1827. A "Card of Thanks" from the "ME Church in Knoxville" was published in the Macon (Georgia) Telegraph newspaper on July 30, 1827 in which the citizens of Macon were thanked for their contribution of \$84.27 toward a building for the congregation. On February 8, 1831 Francis Bacon deeded to the church trustees one acre of land on which to erect a building. This donation was later expanded to a total of three acres which fronts Hortman Mill Road and is immediately south of the present EMS building. This parcel of land still reflects an area of three acres in the County tax records. Church history establishes 1831 as the date the church was founded and the building constructed, one year before the second Crawford County courthouse was built. This Methodist Church disbanded in 1981 and the property was sold to the current occupants, New Haven Independent Baptist Church, on June 16, 1999. There is also evidence that another church was once located on the southern portion of this three-acre tract. On February 3, 1888 the Knoxville Journal carried an announcement of the "Sheriff's sale Male and Female Academy bldg and lot bounded N by Baptist church, E by public road from Knoxville to Ft Valley, S&W by H. D. McCrary." Oral history places a Baptist Church on the southern portion of this parcel in 1835, and the same oral history identifies three burials that originated from this church. These graves are still identifiable. The cemetery associated with the churches is sparsely populated with graves positioned on three sides of the church building. As would be expected, most of the graves are concentrated in the immediate vicinity of the present church building, but there are others scattered throughout the back one-third of the property, some as much as 400 feet from the building. There are no significant landscaping features in the cemetery. It is mostly an open mowed field with a few scattered relatively large cedar trees. There are no defined



walkways, drives, paths, etc. What funerary sculpture exists is very modest. Most of the headstones are very unassuming, with only a few exhibiting what might be called ornate decorations. Illustrating the relative plainness of the grave markers in general, a relatively recent tombstone simply is a poured concrete slab resting on the grave with the deceased's pertinent information scribed in the wet cement with something like a stick, screwdriver, or other sharp object. Insofar as can be determined by examination of tombstones (some of which are significantly deteriorated and unreadable) the earliest burial was that of Malinda Drew who died on November 3, 1840. It is possible there are earlier burials because deaths of Knoxville residents were reported in the local newspapers as early as 1837, but the headstones have deteriorated to such extent that the deceased cannot be identified nor can any other information be discerned. The most recent burial was of a member of the New Haven Independent Baptist Church in 2004 as reported by the current minister, Joe Butterworth, who also stated the cemetery will continue to be used. Insofar as is known, with one exception, all burials were members of the Knoxville Baptist Church, the Knoxville Methodist Episcopal Church, and the current occupant of the Methodist building (New Haven Independent Baptist Church), members of their families, and in some cases, friends of the church members. The one exception is an African-American male who was the janitor at the Methodist church for many years. A 1976 publication, *History of Roberta and Crawford County Georgia* by Emmie Carnes Bankston, reports that he was buried near the entrance of the cemetery in a brick tomb at his request so "he could continue to look after his white folks in the Spirit land." Today there is what appears to be the remains of a small brick structure directly behind the church building which in early years of the church could have been the entrance to the cemetery.

### School Board Rulings

In the early part of the 20th century the Crawford County Board of Education seemed to have difficulty in shaping the behaviors of their teachers, presumably so the students would not be exposed to unseemly influences. In 1927 the Board ordered that teachers employed in the "Roberta School" were not allowed to have dates on school nights, namely on Monday, Tuesday, Wednesday, and Thursday nights. Although the minutes were not specific in speaking to the gender of the teachers, we know from contemporary records that teaching staffs for the most part consisted wholly of females. A year later, in 1928, the Board must have decided there were still reasons for concern about undue and inappropriate influences on the community's children. It was decreed that married women would not be hired as teachers, nor would they be allowed to marry during the school year. It was not stated that their employment would be terminated if they were to marry during the school year, but the implication is clear. Note that this order was specifically aimed at the female teachers. Can it be surmised that married male teachers were acceptable role models?

In 1930 the Board was still struggling with the question of the behavior of their school teachers. It ordered that teachers could not have an "engagement" from Monday morning until Friday night. Apparently they did not define just what constituted an "engagement." Neither did they address the order specifically to female teachers. By 1936 the Board must have realized the teachers were not in complete compliance with their earlier ruling. They found it necessary to emphasize their previous order by recording, "No teacher shall be permitted to have dates or receive calls from young men during the school week from Monday morning to Friday evening." The Board firmly stated that this rule would be strictly enforced, and, furthermore, "Any teacher not abiding by same shall be subject to dismissal from the school system." Here again we can see that female teachers were singled out for attention. Later the Board apparently decided they still were not in complete control of their teachers' extra-curricular activities. Some teachers may have been stretching the boundaries of just what behavior constituted a "date." So in 1937 the Board defined a "date" as "going to ride at any time, even going home from town (except in bad weather), or being in company with any of the opposite sex when it is evident it is out of the ordinary routine of duty, business or social." There still seems to be the possibility of different interpretations of this definition. Nevertheless, the Board ordered, "Anyone not adhering to this ruling will be reported to the Board who will, in time, issue a warning to the person violating the rule if they find it of sufficient importance. A second such warning will be sufficient to warrant the Board's request that the person in question does not apply for the next year's work." Details of the School Board orders taken from the Crawford County Sesquicentennial publication, November 1972.

### Steamers at Creek Agency

In 1836 there seemed to be the start of development of river transport of people and goods on the Flint River at the Creek Indian Agency. Various accounts throughout the 18th and 19th Centuries, when describing the new lands as "civilization" moved westward, invariably described how far north the various rivers were navigable. So it would seem to be significant that steamboats could be brought up the Flint River into Crawford County. Here is the story reported in "Gazetteer of the State of Georgia" by Adiel Sherwood published in 1837. "Flint River. The western head branch of this river is in Campbell, and the eastern in De Kalb. Its whole length is 300 miles; its depth when it flows into the Chattahoochee, 6 feet, and its breadth there 150 yards. Steamboats come up to Bainbridge, 50 miles above the confluence. Obstructions to the navigation have been cleared in this river, to a considerable extent, between Bainbridge and Danville. A steamer, built at the old Agency, in Crawford, just west of Knoxville, called "Henry Crowell," sailed down in May, 1836, and another went down in June, drawing three feet water, while the river was low. Merchants were building boats at the Agency to carry down their crops." Perhaps the folks at the Indian Agency were overly optimistic in their assessment of the ability of river to float their boats and barges. Modern day Danville is southeast of Macon and the Flint River doesn't flow there. If 1836 Danville is the same as modern day Danville there is a serious error in the Gazetteer narrative. Surely the boat people had more accurate details about the river between the Agency and Bainbridge before investing in steamboats and barges. Why did river transportation into Crawford County not develop beyond what appears to be this initial foray? As historians lament, "More research is needed."

### Stiles Martin

Another historically notable citizen of Crawford County was Stiles Alfred Martin, state editor of the *Atlanta Constitution* newspaper (the forerunner of the present day *Atlanta Journal Constitution*) for 16 years, retiring in 1951. Stiles, born in 1882, grew up in Crawford County where his family were farmers. They moved to Culloden when Stiles was 23 years old, but maintained farming interests and friendships in Crawford County. While Stiles attended Roberta High School, he delivered the *Atlanta Constitution* and worked as a printer for the local weekly paper. He taught school for two years and then moved to Atlanta in 1906 to work for the *Atlanta Journal* and *The Georgian*. He also operated a clipping service in Atlanta. After retiring he worked for the Georgia Department of Commerce and served as historian of the Georgia Press Association for 10 years. He was inducted into the Georgia Newspaper Hall of Fame at the University of Georgia. Stiles spearheaded the Georgia Press Association's publication of a history of newspapers in the state. He was well known for his knowledge of Georgia history, and it was said that he could locate and recite some fact about any Georgia place name. He was a frequent contributor to *The Georgia Post*. He was instrumental in acquisition of the Joanna Troutman marker in

Knoxville on the US80 side of the historic Crawford County courthouse, the Benjamin Hawkins monument in downtown Roberta, a portrait of William H. Crawford to hang in the high school library, and a portrait of Woodrow Wilson for Roberta High School's Woodrow Wilson Gym and Auditorium. Stiles died October 23, 1962 and is buried in Culloden City Cemetery. The Crawford County Historical Society has as one of its permanent collections the papers of Stiles Martin. The full extent of the collection has not been fully realized. It is not yet completely cataloged, and a volunteer to work on this project will be most welcome. These items presently are stored with the Historical Society. When the Crawford County Historical Courthouse Cultural Center becomes a reality, they will be cataloged, archived, and available for study by researchers.

### Streets and Roads

The names of a community's streets and roads often reflect portions of the history of that community. Thus it is in Crawford County. Crawford County uniquely straddles Georgia's Appalachian Piedmont and its Coastal Plain. The demarcation - known as the Fall Line - separates hard clay and soft sandy soils and is marked by falls and shoals along area waterways. In the county's first years hopes for rich futures centered on those waterfalls with expectations that river traffic would terminate here and that waterwheel-powered industry would thrive. Indeed, remnants of these times can be found in the names of roads throughout the county such as Hortman Mill Road, Marshall Mill Road, Fulton Mill Road, Gunters Mill Road, and Taylors Mill Road. Obviously, these roads originally led from somewhere to the mills. In more recent times there is Old Knoxville Road, probably the road from Macon (or other parts of Bibb County) to Knoxville and supplanted by present day US Highway 80. Parts of the original paths of US Highway 341 became "Old 341" and State Highway 96 became "Old State Route 96." Why search for new names when a perfectly satisfactory one is already in place with just a minor modification. The Knoxville Journal of August 2, 1888 carried the notice that Capt G. W. Crusselle "is laying off lots near depot for sale." Hence comes present day Crusselle Street which coincides with US Highway 80. Of note is that Captain Crusselle was still carrying his rank that was probably earned in the Civil War. Of additional interest is that this subdividing was happening in the same year that the railroad opened through Crawford County. It is not surprising to find McCrary Street in Roberta. H.R. McCrary donated land for the railroad, thus owning the right to name to new community, which he did to memorialize his daughter, Roberta. Mr. McCrary contributed much more to the town than its name - land for school, lots for businesses, and much else. Agency Street overlays the road that ran from Knoxville to Benjamin Hawkins's Creek Indian Agency on the Flint River. There is a historic photograph showing what appears to be a general store lying to the south of an establishment carrying the sign "Roberta Drug Store." A younger historic photograph shows City Drug Store on the corner with the facade of the current Roberta Drug Store. Comparison of the present day facades of these store fronts with those in the two photographs confirms the present day Roberta Drug Store is where the historic apparent general store was located. Thus, it is fairly certain that Agency Street does, in fact, overlay the original route to the Creek Agency. Do any of our readers have information about this arrangement? Then there are our "church roads" - Gordon Chapel, Hardison Church, Oak Grove Church, Olive Grove Church, Pleasant Hill Church, Salem Church, Smith Church, Springhill Church, St Mark Church, Union Church, Walker Chapel, and Wesley Chapel. As with the mills, it is an easy deduction that these road originally led from somewhere to the places of worship. There are Boy Scout Road, Girl Scout Road, and Camp Eunice Road to guide young people to special facilities. Benjamin Hawkins Road was put in place by the Crawford County Commissioners and leads from GA Highway 128 to where Mr. Hawkins is buried. The land for the road and grave site were donated to the county by the owners of the surrounding area. His grave site is maintained by the Crawford County Historical Society, and they are nominating it for inclusion on the National Register of Historic Sites. These are just a few examples of the origins of street and road names in Crawford County. The Historical Society has included in their Strategic Plan a project to document as many of the origins as possible to become one of the exhibits available to the eventual Historic Courthouse Cultural Center. It would be most appreciated if anyone who has any of this kind of information would contact us and contribute to this project. One major question whose answer is needed is what are the "somewheres" that required a road to bring folks to these various places. Continuing the inquiries into origins of street and road names in Crawford County, one that is particularly interesting is Fair Play Hill Road. This road starts for all practical purposes at the front door of the Historic Courthouse on US 80 and runs north. Eventually it crosses Salem Church Road where the pavement ends, continuing as a dirt road past the county dump (really not a "dump" but a transfer station for the material to be transported elsewhere), eventually terminating at Hopewell Road. So how might its name come to be? At the intersection with Salem Church Road there is what in this part of the state would be described as a "hill." At least Fair Play Hill Road somewhat increases in elevation as it approaches this intersection and then decreases as it continues north. So that explains one part of the name. The "Fair Play" part of the name seems to have a much more intriguing origin. The story that is passed around (at least among long-time residents) is that "back in the day" card games were regularly (frequently?) conducted in the courthouse. Now these probably were not what might be called "family affairs," but real, down-to-earth, gambling. The story goes that the proprietors of this less than desirable activity were told to cease and desist and get out of the courthouse. In the face of such a specific order, the game was moved down the road into some kind of facility whose details seem to be lost, but perhaps it was in the vicinity of the aforementioned hill. But, the game being totally honest and above board - as we all know - it had to take on the aura of "fair play." Thus, the road derives its name from one of its earliest establishments. How much of this story can be verified? At least one part of it is firmly documented. We find that on October 6, 1831 Crawford County Inferior Court issued the following: "Ordered that for the preservation of the Courthouse and for public satisfaction that if either of the Clerks of said county permit any gambling in the rooms occupied by them as Clerk Offices that they forfeit the privilege granted them by Justices of the Inferior Court . . . for keeping their offices in the Courthouse." Note that the courts had just taken possession of the courthouse (July 18, 1831) after the first building burned in 1829. Perhaps the decorum of the court staff had diminished in the aftermath of the earlier disaster, and the Inferior Court Justices were acting to re-establish their authority. Thus, certain elements of the story hold together. The entertainment endeavors of the Court Clerks (more than one?) were run out of the Courthouse. But we still do not have good documentation that the card game was moved to the top of the hill on the road leading away from the courthouse. Where did the word-of-mouth story originate? Can someone add to this very obscure tale? Please help us with this project of the Crawford County Historical Courthouse Cultural Center.

### Women In History

March is designated nationally as Women's History Month, and so it is appropriate that we acknowledge two of the notable and illustrious women who are natives of Crawford County. The more well known of these women is Joanna Troutman. In 1835, when Miss Troutman was 17 years old, citizens of Macon, in response to appeals from Texas to help against Mexican general Santa Anna, raised funds to outfit a company of local volunteers who, under the command of Col. William Ward, were going to aid the Texans. When they passed through Knoxville on their way to Texas, Joanna presented them with a flag she had made using, so the story goes, silk from her



petticoats. The precise location of the presentation is open for question, but it was likely somewhere in the vicinity of the present day Crawford County historic courthouse. Joanna's family owned and operated the Troutman Inn across the street from the courthouse. It was positioned either on the parcel of land containing the present day Church of Christ (northeast corner of the intersection of Fair Play Hill Road and US Hwy 80) or immediately to the east of this parcel. Some published accounts have the presentation taking place on the steps of the Inn, but it appears there is no historical documentation of this fact. The flag bore a blue five-pointed star and two inscriptions: "Liberty or Death" on one side and, in Latin, "Where Liberty dwells there is my country" on the other. The flag was flown at the battle of Goliad and was raised as the national flag when the bearer heard of the Texas Declaration of Independence. The flag with its "Lone Star" was adopted as the symbol of Texas and continues to this day. Joanna died in 1879 and was buried next to her first husband on the grounds of their Elmwood Plantation near Knoxville. Because the grave site became unkept, a campaign to move her body to Texas, where she would be properly recognized, was successful in 1913. She was re-interred in the State Cemetery in Austin. A bronze statue was erected there as a monument to her memory, and her portrait hangs in the state capitol. The second of these women is Lucy Barstow Allen. Miss Allen is buried in the Roberta City Cemetery in the Allen family plot. She was born in 1885 and died in 1971. Her gravestone reads "A founder and first president of Pilot Club International." The Pilot Club of Macon was formed in 1921 by a group of women determined to put their services and talents at the disposal of the community's common good. They had observed the men forming civic groups, and they quickly ascertained that if men could do it, dedicated females could do the same (and no doubt as great deal more). They quickly filed a petition for Charter that provided "Pilot Clubs shall be promoted, created, and established in various cities within and without the United States ..." which assured that Pilot had the right to become international. Forty business and professional women met in Macon on October 16, 1921 to sign the Pilot Charter, among them Miss Allen. From the beginning, each of the men's service clubs extended The Pilot Club of Macon a sincere welcome into the civic life of the city and each entertained The Pilot Club at one of their meetings. Within months, Pilot justified this confidence by enabling the successful passage of a school bond election that had previously failed due to lack of interest. Other clubs soon were formed in neighboring states which let the Club satisfy the Charter requirements to become "international," and in May 1922 a convention was held to elect officers. Lucy Barstow Allen was unanimously elected as the first President of Pilot Club International. Today there are chapters all over the world encompassing tens of thousands of members in over 600 clubs for men and women, sponsorship for Anchor Clubs on the school level, and the Pilot International Foundation which focuses on education, treatment, and research in the field of brain-related disorders. Following World War II, Pilot became the first women's service organization to sponsor Project HOPE on an international basis, and it equipped, re-decorated, and maintained the pediatric ward of the hospital ship SS HOPE. It played a major role in the establishment of the Salk Institute. Closer to home, local Pilot Clubs have devoted themselves to programs, drives, and campaigns to advance the civic, social, and industrial welfare of their communities. From two widely different starting points, these two women serve to further illustrate the rich history of Crawford County. Continuing the subject of notable women in Crawford County's history, in the previous column the story of Lucy Barstow Allen contained a factual error. She is not buried in the Roberta City Cemetery - as erroneously stated. Additionally, the story of Miss Allen was abbreviated in the previous column because of space limitations. It is repeated here in its entirety to provide a more complete story of the impact this woman had throughout the world. The second of these women (the first being Joanna Troutman) is Lucy Barstow Allen. Miss Allen is buried in Knoxville in the cemetery of the current New Haven Baptist Church (on Hortman Mill Road), previously the Knoxville Methodist Episcopal Church, in the Allen family plot. She was born in 1885 and died in 1971. Her gravestone reads "A founder and first president of Pilot Club International." The Pilot Club of Macon was formed in 1921 by a group of women determined to put their services and talents at the disposal of the community's common good. They had observed the men forming civic groups, and they quickly ascertained that if men could do it, dedicated females could do the same (and no doubt as great deal more). They quickly filed a petition for Charter that provided "Pilot Clubs shall be promoted, created, and established in various cities within and without the United States ..." which assured that Pilot had the right to become international. 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### Women In History Part 2

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