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OF THE

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OF

ATLANTA.

CHAPTER I.

INTRODUCTORY.

ALTHOUGH comparatively young, Atlanta is one of the historic cities of our country. The growth of many Western cities has been more rapid, but south of the Potomac the record of Atlanta has not been surpassed. In measuring our progress, the fact should be taken into consideration that Georgia is the youngest of the thirteen original colonies. A century after the landing of Oglethorpe, this region was still occupied by the aborigines. It is true that long before that period white men had visited this region. De Soto and his mailed legions, the very flower of the chivalry of old Spain, loitered

in this vicinity on their march to the West. But the Spaniards did not come to colonize. They were looking for an El Dorado, and they did not tarry long among the barren red hills of Georgia.

The growth of the colony, founded by Oglethorpe, was of course checked by the Revolution, and the progress of the settlers in this direction was impeded by many obstacles. About half a century ago the whites began to establish themselves on the site of the future metropolis. They came first as missionaries and traders, and later, when they saw what a land of promise stretched out before them, they built their log-cabins and made their arrangements to stay. Some of these bold pioneers have been blessed with an exceptional length of days, and they have lived to see their little frontier settlement transformed into the capital of a great commonwealth.

That the story of the rise and progress of such a community cannot be otherwise than interesting and instructive, does not need to be said. The circumstances under which this part of Georgia was wrested from the Cherokees

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the struggles and trials of the early white settlers; the vicissitudes of the little settlement in the woods, and its successive leaps onward, cannot be paralleled by anything in Southern history. Coming down to a later period, it is worthy of note that the flourishing industries of the Piedmont Slope had their beginning here. Before railroads traversed this sparsely settled country various humble manufactures were carried on, and a busy trade was kept up with the seaports.

After awhile the railroads changed all this, and the little hamlet, then almost unknown, came to the front, first as Terminus, then as Marthasville, and then as Atlanta. A period of flush times and disorder followed. In those days there was little respect for law in a new settlement. The sheriff was an insignificant figure. Each man in the community regulated his own affairs, and frequently attempted to regulate those of his neighbors. Even under these unfavorable circumstances the place became known far and wide as a town of wonderful promise. People flocked here from every part of the country, and the village grew into a town, and the town soon became a city.

Then came the quickening agitation of a gigantic civil war. The history of this epoch has never been written. We have the records of battles and sieges, and even the story of Sherman's famous march to the sea, but there is nothing in print that deals fully and accurately with Atlanta's part in the war between the States. For years the city was one of the most important strongholds of the Southern Confederacy. It was a rallying point for the enthusiastic volunteers and raw levies. It was a vast depot, where the most valuable munitions of war were deposited. It was a center of manufacturing, a city of hospitals, a collection of barracks, a shelter for thousands of refugees-in short, it was the backbone of the Confederacy. How the city was peopled, how the inhabitants lived, the character of their occupations and amusements during the war, are matters not treated by our historians. Even the siege has never been described, except from an outside military standpoint. The besiegers, who were sending a fiery rain of shot and shell into the beleaguered city, have recorded their observations and reflections, but the sufferings and the heroic endurance of the people inside of the stoutly defended breastworks have never been made public. History is equally silent concerning the events accompanying the Federal occupation of the place. The destruction of the city,

when it was abandoned by General Sherman, the return of the Confederates and the exiled citizens, and the condition of affairs during the stirring days of reconstruction, are topics heretofore almost untouched.

But, apart from these exciting and romantic points of interest, an account of the rise of Atlanta from her ashes. and her social, educational,. religious, political. commercial and industrial development should be of interest to every student of political economy, every business man, and patriotic citizen. It is not claiming too much to say that Atlanta is everywhere regarded as the leading representative city of the New South. This is the opinion entertained

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by the outside world. and it is well founded. No place in the South is more thoroughly American. Here all sections meet, fraternize and unite in one harmonious whole. Nowhere in the land is there to be found a greater degree of toleration in thought, speech and conduct. All shades of religious and political opinion exist here, and sectional prejudices are entirely unknown. That such a condition of affairs did not characterize our past is only too well known.

Perhaps the causes underlying this remarkable change will be revealed to the thoughtful reader of these pages. In the days of slavery Atlanta was naturally identified with the Old South. Even then, however, her advantages as a distributing point, and her proximity to the coal and iron fields, tempted enterprising capitalists to engage in various manufacturing ventures. The conditions were unfavorable. We were on the eve of war. The idea that

cotton was king controlled the popular mind. Slave labor did not mix well with free or skilled labor. We were a community of free traders, and it was the general belief that the Southern States would forever remain purely agricultural commonwealths.

The rude lessons of the war revolutionized the ideas of our people. The new city, built upon the site of the old Atlanta, was largely' built by new men with new ideas, new hopes, and new ambitions. Honest differences of opinion were respected, diversified industries were encouraged, and geographical lines were ignored. Immigrants from all quarters were welcomed, and gradually all were fused together in one solid body, knowing no North, South, East, or West, and all pulling together for the common good. Practically, this was a co-operative community during its rehabilitation. It was enough to announce that the public interest demanded a certain thing. Immediately there was a spontaneous movement. Work and money were forthcoming, and the want was supplied. So much for the policy of pulling together. It must be admitted, however, that long before anyone dreamed of the New South, there were far-seeing and sagacious men, who predicted great things for Atlanta.

As early as 1845 John C. Calhoun, with his usual remarkable foresight, made some very significant remarks in the Southwestern Convention, held that year at Memphis. Mr. Calhoun said:

"What, then, is needed to complete a cheap, speedy and safe intercourse, between the valley of the Mississippi and the Southern Atlantic coast is a good system of railroads. For this purpose the nature of the intervening country affords extraordinary advantages. Such is its formation from the course of the Tennessee, Cumberland and Alabama rivers, and the termination of the various chains of mountains, that all the railroads which have been

projected or commenced, although each has looked only to its local interest, must necessarily unite at a point in De Kalb county, in the State of Georgia, called Atlanta, not far from the village of Decatur, so as to constitute one entire system of roads, having a mutual interest each in the other, instead of isolated rival roads."

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When Mr. Calhoun made this prediction Atlanta had only one railroad and a population of one hundred souls. Her tremendous strides since that time bear testimony to the wonderful prescience of the great South Carolinian. Viewed from every standpoint, the record of Atlanta's onward march has a peculiar fascination. It blends the romance of pioneer life with the "pomp, pride and circumstance of glorious war," and the brightest achievements of a peaceful civilization. If "history is philosophy teaching by example," this volume needs no apology for its appearance. The story of the "Gate City" will speak for itself.

CHAPTER II.

NATURAL ADVANTAGES.

ATLANTA is a mountain city. It is situated among the spurs of the Blue Ridge, in latitude 30° north and near the center of the State. The high ridge on which the city is built is the watershed between the Atlantic Ocean and the Gulf of Mexico. The drainage, therefore, is natural, and runs from the city into the tributaries of the Ocmulgee and Chattahoochee rivers, flowing thence into the Gulf and the Atlantic.

Fulton, the county in which Atlanta is located, contains two hundred square miles, all woodland and metamorphic. The surface is rolling and well timbered, and capable of tillage. The Atlantic and Gulf water-divide enters the county from the east, turns southward at Atlanta to East Point, and goes into Clayton county. The altitude of Atlanta is 1,050 feet above sea level, and two hundred and eighty-eight feet above the Chattahoochee River, seven miles distant in the northwest. The country north of the city is a gray, sandy, gravelly soil, with large fragments of quartz rock lying upon the surface and thickly deposited in many places, derived from gold-bearing quartz seams in the mica schists and gneisses which form these lands. On the southwest there is a large granite area. The rocks are coarsely crystalline, and are accompanied by hornblendic material. Gray, sandy lands, with belts of red lands are found in this region. In the southeastern part of the county there are various kinds of soil, but red clay predominates. A prominent ridge of soapstone or saponite, with asbestos and serpentine, begins three miles south of the city and runs into De Kalb county.

The city itself covers a number of red clay hills, and the rolling surface of the surrounding country renders such a thing as stagnant water out of the question. The climatic advantages of the place are famous throughout the

country. Years ago Captain C. C. Boutelle, of the United States Coast Survey, declared, after making extended observations, that the climate of Atlanta was not simply healthy, but that it ranked among the most salubrious climates on the globe. Malaria is almost unknown. Epidemics have never prevailed here, and when cholera and yellow fever cases have been brought to the city the infection has never spread. During the past six years the death rate has been nineteen per one thousand. The average rate among the whites has been thirteen per one thousand. The water is freestone, and both in and out of the city may be found a number of mineral springs whose waters possess considerable virtue. The water of the artesian well is also wholesome and is generally used. The following extracts from the records of the United States Signal Service Station will show the mean temperature, highest and lowest temperature, and the rainfall per season, during the past few years:

SEASON.	Temperature.			
		Max.	Min.	
	45.7	74.5	1.0	24.03
Winter.	60.4	80.8	25.0	14.37
Spring.	77.1	97.5	55.5	9.63
Summer.	63.3	90.5	20.0	9.39
Autumn.				

Under the head of natural advantages the commanding situation of the city must be considered.

Atlanta's railway system gives her direct connection with the Atlantic ports of Wilmington, Charleston, Port Royal, Savannah, Brunswick and Fernandina; with the gulf ports of Pensacola, Mobile, New Orleans and Galveston; with Vicksburg, Natchez, Memphis and St. Louis

in

the Mississippi valley; with Louisville and Cincinnati in the west and north-west, and all the towns and cities on the railway lines in the cotton belt. Atlanta's position naturally makes the city a large cotton mart. But her railway facilities place her practically in the mineral belt of Northern Georgia. Gold fields are found west and north of the city, and in these fields, or in close proximity to them, exist silver, lead, copper and pyrites. Within a range of forty miles granite, marble of all colors, coal, iron, manganese, yellow ochre, limestone, slate and kaolin may be had in apparently inexhaustible abundance. The heart timber of Northern Georgia is also within easy reach, and thus, it will be seen, not a single requirement essential to a large manufacturing centre is wanting. Among the most important manufacturing requisites water powers deserve a prominent place. These exist within from four to seven miles of Atlanta in every direction. Among the best known are the Chattahoochee River, Peachtree Creek, Nancy's Creek, Marsh Creek, Long Island Creek, and South *River*. The numerous mills and factories along these streams are only the forerunners of hundreds of others. With these magnificent water powers at our very door, connected with us by railways and wagon roads, there is

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every reason to believe that they will in the course of a few years, be utilized by hundreds of manufacturing enterprises.

A few other facts will be of interest to those who have the inclination to study their import. Atlanta is nearly on the same parallel with Damascus

and Nankin. Our meridian passes near Panama. Tallahassee, Frankfort. Cincinnati. near the centre of population of the United States. and Lansing and the Straits of Mackinaw.

All of the natural advantages thus briefly summarized speak for themselves.

Our climate, the most important condition in the environment of a people, is all that could be desired. It is an excellent climate for health, comfort and production. The extreme heat of the Northern States is unknown here. We have no sunstrokes. A man in this region can work in the open air every day in the year. The soil will yield him a bountiful return for his labors if he is a farmer, and if he is a manufacturer the water courses that move his mills and factories will never be paralyzed by the grip of the ice king. All the roads running through this favored territory lead to Atlanta. The natural drift of commerce brings here every year many millions of dollars in the shape of agricultural, mineral, timber and manufactured products.

It is impossible to look upon this prosperous city as it stands without admiring the wonderful foresight of the great Carolinian, who, more than forty years ago, predicted that all this would come to pass. There were others, too, in those days who had an abiding faith in the future greatness of the Gate City, and some of them have had the pleasure of seeing the realization of their brightest dreams. The same conditions favorable to progress and prosperity exist here to-day. They cannot be changed by any temporary reverse of fortune or by the building up of cities and towns either remote or contiguous.

Each decade sees from ten to twenty thousand added to our population.

Every few years another railroad springs into being. All the time new stores, dwellings and factories are being constructed in obedience to the law which causes the supply to follow the demand.

Thus it will be seen that our natural advantages are gradually being supplemented with almost equally powerful artificial advantages-such advantages as suit a populous community and tend to rapidly increase its growth by attracting wealth and population. So irrevocably fixed was the destiny of this city that the red savages, who held its site two generations ago, were forced to give it up to the white man. So urgent were the demands of commerce that the lawless turbulence of the frontier failed to retard its progress. The fiery blast of war only caused it to flourish and prosper, and even the extreme measure of laying in ashes scarcely checked its onward march. The world has looked on and wondered, and by degrees, in every part of this broad land, and across the water, men have come to the conclusion that this is a favored city, occupying a high vantage ground from which nothing can dislodge it.

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The correctness of this opinion will perhaps be established by many of the matters set forth in the following pages.

CHAPTER III.

THE REMOVAL OF THE CHEROKEES.

WHEN the first white settlers made their appearance in the region around

Atlanta, in the early part of the thirties, they found the Cherokee

Indians practically in possession of the land. This tribe at that time had lost

much of its territory by repeated cessions to the State, and was, in point of fact, legally entitled to no land in this immediate vicinity, but in those days it was difficult to accurately define boundary lines, and the Indians regarded them as lightly as many of the whites did. It was not long before troubles of a serious nature arose between the two races. The story of the adjustment of the difficulty is naturally a part of this history.

The Cherokees, at the time alluded to, had organized something like a State. With their own constitution and laws, protected by treaty stipulations with the United States, they felt that they could safely defy the authority of Georgia. The State of Georgia had embraced the Cherokee territory within the scope of her criminal jurisdiction; and on the other hand the Federal government had assumed the right of enforcing the laws passed by the Cherokees, excluding settlers and traders who were without permits from the Indian authorities. Under the circumstances, there was all the time a triangular conflict between the different governments. In 1827 the Georgia delegation secured the passage of an act of Congress, providing for the removal of the Cherokees to a territory west of the Mississippi. Only about seven hundred Cherokees, however, moved to their new home, and the remainder quietly defied the law.

They had many reasons for not changing their location. The country belonged to them. They had settled in villages with school-houses and churches, and through the efforts of the missionaries and their intercourse with the whites, they were beginning to enjoy and appreciate the blessings and benefits of civilization. Finally a criminal case caused the Supreme Court of the United States, at the instance of John Ross, the principal chief of the Indians, to issue a writ of injunction to restrain the State of Georgia from executing her laws within the Cherokee territory. This was in 1831, and when the Legislature

met that year, that body authorized the survey of the Cherokee lands, and Governor Lumpkin ordered it to be made, with the understanding that no steps should be taken towards occupation until after waiting a reasonable time,

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in the hope that better counsels would prevail among the Indians. About this time the public mind was still further inflamed by a rather peculiar case. Despite the law requiring all white men residing within the Cherokee nation, after a certain time, to take the oath of allegiance to the State, or be imprisoned in the penitentiary at hard labor for not less than four years, three missionaries-the Messrs. Worcester, Proctor and Thompson-with several others, refused to obey the law. After various legal difficulties, Worcester and a brother missionary named Butler were sent to the penitentiary, notwithstanding the fact that the Federal Supreme Court had issued a mandate requiring their discharge from custody. The prisoners suffered the penalty of their obstinacy until 1833, when they petitioned for a pardon, which was granted. In the meantime the State had organized ten counties in the disputed territory, and had disposed of the land through the medium of a lottery. Still the Cherokees declined to move, but in 1835 they sent two delegations to Washington, one headed by John Ross, to oppose removal, and the other led by John Ridge, in favor of accepting the situation. Ross and his party wanted \$20,000,000, and the payment of certain claims. This proposition was refused, and for some time Ross and Ridge were at daggers' points, each trying to secure a favorable hearing. The negotiations dragged along until 1836, when the Cherokees yielded to the persuasions of the Ridge party, and ratified

a new treaty. The treaty in substance provided that the Cherokees should relinquish all lands east of the Mississippi River in consideration of the sum of \$5,000,000. In addition to a certain territory, embracing 7,000,000 acres, west of the Mississippi, the United States guaranteed a perpetual outlet west, etc. If the territory thus granted proved insufficient, the government bound itself in consideration of \$500,000 to convey an additional tract of land; all said lands to remain forever outside the limits of any State or Territory. Provision was also made for the protection of the tribe, its representation in Congress, its safe transportation and subsistence for one year, and the payment of numerous claims and pensions, the Cherokees to remove within two years after the ratification of the treaty.

After the ratification of the treaty, it was feared in Georgia that the Ross, or anti-treaty party, would resort to hostilities, and several volunteer companies were raised and stationed at points where danger was apprehended.

On May 24, 1838, Georgia was entitled, under the treaty, to take possession of the country. As the Indians made no sign of preparing to leave, the State, at the request of General Scott, furnished two regiments under General Charles Floyd. In White's *Historical Collections of Georgia* the story of the removal is thus tersely told:

On the morning of the 24th of May the regiments took up their line of march for the purpose of collecting the Indians. Five companies, viz.: Captains Stell's, Daniel's, Bowman's, Hamilton's, Ellis's, were destined to Sixes Town

Cherokee county; two companies, under Captains Story and Campbell, to Rome; Captain Vincent's to Cedartown, and two companies, under Captains Horton and Brewster, to Fort Gilmer. The collecting of the Indians continued until the 3d of June, when they started for Ross's Landing. In small detachments the army made prisoners of one family after another. Noone has ever complained of the manner in which the work was done. Through the good disposition of the army, and the provident arrangements of its commander, less injury was done by accident or mistake than could reasonably have been expected. By the end of June nearly the whole nation was gathered into camps, and some thousands commenced their march for the West, the heat of the season preventing any further emigration until September, when 14,000 were on their march. The journey of six or seven hundred miles was performed in four or five months. The best arrangements were made for their comfort, but from the time when their removal commenced to the time when the last company completed its journey, more than 4,000 persons sunk under their sufferings and died. On the 22d of June, 1839, Major Ridge, his son, John Ridge and Elias Boudinot, were assassinated. The first was way-laid on the road forty or fifty miles from home and was shot. His son was taken from his bed early in the morning and nearly cut in pieces with knives. Mr. Boudinot was decoyed away from a house which he was erecting a short distance from his residence, and then set upon with knives and hatchets. These three Cherokees took an active part in negotiating the treaty with the government."

It is pleasant to be able to record the fact that the Cherokees in a short time found themselves enjoying an abundant measure of prosperity on the new reservation allotted to them by the government. Instead of relapsing into

savagery they carried with them the arts of civilization, and continued to welcome the missionaries as before. They organized villages, built churches and schools, established a good government, and tilled the soil industriously. At

the outbreak of the war between the States they had amassed great wealth.

Many of them sent their sons and daughters to Northern colleges. Some of them lived in fine style, with negro slaves, fine horses and elegant carriages.

It was unfortunate for them that they were drawn into our civil war. They fought on opposite sides, and the result was numerous feuds which at this late day have not been altogether healed.

From all that has been said it is plainly evident that these Indians belong to the highest grade of their race. The readiness with which they have adapted themselves to the civilization of the white man shows that they inherited a bias in that direction. Indeed, the Spanish chroniclers who accompanied De So to have borne their testimony to this effect. The adventurous Castilian's line of march was to the eastward and northward of the tract on which Atlanta now stands, and history states that he was amazed at the prog-

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ress made by the Cherokees in the mechanical arts. He found towns containing five hundred or more houses, temples of substantial and symmetrical architecture, cultivated fields, well-stored barns and other evidences of prosperity.

The ruthless Spaniard saw that he was dealing with a brave and generous people, but he, nevertheless, accepted their gifts, and then robbed them of what

they had left, carrying with him beautiful maidens and valiant warriors, ostensibly as hostages, but really as slaves.

The removal of the Cherokees is an unpleasant incident in our history, but all of our dealings with the Indians since the whites first landed upon these shores have been of a similar nature. Barbarous and inferior races must give way to civilized and superior races. If this unfortunate tribe had been suffered to remain in this part of the State the whites would have surrounded them, penetrated their country, disregarded their rights, and in more ways than one their position would have been made uncomfortable and unbearable. From an enlightened standpoint it was an act of mercy to transport them to a country where they would not be interfered with, and where they would be able to work out their own destiny with the friendly assistance of the general government. Their departure naturally caused thousands of white settlers to rush in to occupy their vacated lands, and in the half century that has elapsed the country they left has undergone a marvelous transformation. With their march westward, almost simultaneously, Atlanta sprang into existence and began her march onward.

CHAPTER IV"

EARLY WHITE SETTLERS.

THE demands of commerce and the transportation necessities of this part of the country determined the destiny of the little settlement which in

after years became the capital of a great commonwealth. In 1836, two years before the removal of the Indians, this locality was a part of De Kalb county. Six miles below was situated the thriving village of Decatur, the county seat. Among the pioneers then in this region was Mr. Hardy Ivy, a man of courage, energy and foresight. Instead of settling in Decatur, he boldly decided that the rolling hills six miles above dicit town, would suit him better & he at once proceeded to erect a log cabin, into which he moved with his family. This was the first house of airily kind that was built here.

For two or three years before Mr. Ivy's adventurous selection of a home the spirit of railroad enterprise had been abroad in the State. Charters had

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been granted to the Central, Georgia and Monroe railroads, and to the State road, or the Western and Atlantic, as it is called, and work on all except the last named road was progressing. On the 4th of July, 1836, delegates from seven States met at Knoxville, Tenn., to consult about the best route from Cincinnati to some port on the South Atlantic coast. This convention recommended the building of a road from Cincinnati to Knoxville to connect with the two roads then in course of construction, one from Macon and Forsyth, and the other from Augusta. In November of the same year a State *conven-*

tion assembled at Macon to consider a uniform system for the routes of the projected roads, and to advise the building, by the State, of a main trunk line between the Chattahoochee and Tennessee rivers. . The deliberations of the convention had the effect of causing the Legislature, at its session in December, to extend the charters of the several roads, besides passing an act to build the State road as a main trunk between the Chattahoochee and the Tennessee.

The language of the act authorized the "con~truction of a railroad from the Tennessee line, near the Tennessee River, to the southwestern bank of the Chattahoochee River, at a point most eligible for the running of branch roads, thence to Athens, Madison, Milledgeville, Forsyth and Columbus." The following year Stephen H. Long, as the engineer-in-chief of the proposed road, established its 'eastern terminus seven miles east of the Chattahoochee, near the spot where the Union passenger depot now stands. Mr. Long's construction of the language of the act quoted above led him to believe that this point was the most eligible for the meeting of the several roads under construction, and for the building of branch roads. In this decision he was, as a matter of course, controlled by the fact that the three mountain ridges intersecting here offered natural advantages for the construction of iron highways incomparably superior to any that could have been secured if the terminus had been located on the southwestern bank of the river.

While these big enterprises were being conducted principally on paper, in the Legislature, and in conventions, Mr. Hardy Ivy was the solitary occupant of the site of the future city. Scattered throughout the neighborhood were a few settlers, but they were as a rule poor people, living in log cabins with dirt floors, and enjoying few of the comforts and none of the luxuries of life. In 1839, however, Mr. John Thrasher appeared upon the scene and erected a

second house. In the course of the three following years several families moved to the place, and became the customers of Mr. Thrasher, who had opened a store with a partner, the style of the firm being Johnson & Thrasher. This was the first store at "Terminus," as the little settlement was called by common consent. At the end of 1842 there were only about half a dozen dwellings occupied by as many families. The State road had progressed as far as Marietta, and its chief engineer had built at this end of the line not far from the present Union depot, the first two-story framed house, for the use of

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the officers of the road. This building was removed years ago, but it is still standing on Peter's street, facing the side of Trinity Church. The railroad work brought gangs of laborers, but no settlers. Up to this time the outlook was not promising. Mr. Thrasher, although he had no competition in business, lost faith in the place and moved to Griffin, and others made their way to Decatur and Marietta. In 1842 the first child was born in "Terminus." The father was Mr. W. Carlisle, and the child, a daughter, still resides here as the wife of Mr. W. S. Withers.

If there was little progress in population, the community was nevertheless advancing in other respects. The State road needed an engine to run between Atlanta and Marietta, and the first one ever seen by the inhabitants of "Terminus," was shipped from Madison. There was then no railroad from

that town, and the engine, with great labor, was placed on the stoutest wagon that could be constructed. It was then drawn all the way, some sixty miles, by sixteen mules. For the first time in our history a crowd gathered here, but it was composed of several hundred residents of Decatur and the surrounding country who came here to do honor to the occasion. As soon as a box car could be procured from Milledgeville, the engine and car made a trip to Marietta on December 24, 1842. Mr. W. F. Adair, the engineer, is now, or was a short time since, residing at New Holland Springs.

Two years later the situation had changed but little. Mr. Jonathan Norcross arrived in 1844. He found here at the time Major Stephen Terry, James Collins, William Kile, Sr., William Crawford, Joseph Thomason, A. B. Forsyth, Hardy Ivy, Harrison Briant and Messrs. Dunn and Gill. In a short time Dr. George G. Smith and James Loyd moved to the settlement. The dozen or so houses were mere cabins, with the exception of the dwellings occupied by Messrs. Terry and Collins, which were well built and comfortable. There were no streets, and the roads known as Peachtree, Decatur, Marietta, McDonough and Whitehall were the only highways. Where the Kimball House now stands there was nothing but the virgin forest. The only store was kept by Loyd & Collins; but Kile soon opened a grocery, Dunn started a bonnet store and Mr. Norcross followed with a general store. About this time John Thrasher returned. He had heard that the place was looking up, and he resolved to give it another trial. Mr. Norcross started a saw-mill, and had all that he could do sawing cross ties and string timbers for the State road. It was not many months before he built a house for himself on the site of the present Air Line depot.

Even at that early day trade was brisk. The inhabitants could not support the stores, but wagons came from every direction bringing all the prod-

ucts of tile soil, which were bartered for the common necessities of life. As

early as 1842 a real estate auction was held, and the auctioneer, Mr. Fred.

Arms, sold three subdivisions of the famous Mitchell lot to Mr. David Dough-

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erty, Mr. Wash. Collier and himself. The lot purchased by Mr. Collier, at the northeast junction of Fine and Decatur streets with Peachtree, is still owned by that gentleman.

At the period described in this chapter the handful of settlers at "Terminus" managed to dwell together in peace and harmony.

In the nature of

things there could be little competition, little rivalry among them, and it was to their interest to stand by each other. Their wants were few and simple, and what one man lacked was willingly supplied by his neighbor. Yet these people, homogeneous as they were, did not all come from the same locality.

They were from different parts of the State, and from other States, but in all essential characteristics they were Georgians. While treating this branch of our subject it may not be out of place to quote from that admirable work, "The Commonwealth of Georgia." Speaking of the origin and characteristics of our white population, the author says:

II Several centuries ago the revolutions of European governments, the religious reformations and persecutions, and wholesale proscriptions and expa-

triations of large communities of people, resulted in the crystallization of kindred elements of blood, religious beliefs and political creeds, through the medium of common sympathy and a common cause into certain definite types of civilization. Among these consolidation:; of certain offshoots of the same original, none has resulted in a more homogeneous compound than that of the Anglo-Saxon. Without going into the history of this race, it being unnecessary to our purpose, it is sufficient to point with the just pride of an individual member. to the' achievements in art, science, philosophy, literature, morals, territorial development, and last, though not least, in fulfilling the scriptural injunction, 'to increase, multiply and replenish the earth,' that have characterized the history of the English race since the days of the Norman Conquest.

To this great race Georgia owes her origin as a commonwealth and as a people. With a moderate admixture of Scotch and Irish immigrants. the colony of Georgia began its career in the year 1732. Fresh installments of colonists in limited numbers, followed the first brave settlers under General Oglethorpe, the social character and standing increasing, perhaps, with successive arrivals. In the mean time, as the natural advantages of the infant colony became manifest, immigrants from the older colonies. eastward-Virginia and the Carolinas-began to arrive within the borders of Georgia, whose territory then stretched westward to the *Mississippi River*. Immediately following the American Revolution, which resulted in the separation of the original colonies. from Old England, the movement of population became more and more decided, until it finally became a tidal wave of restless immigrants seeking homes. in the then West. In obedience to natural laws, this movement followed, more or less closely, the parallels of latitude. Georgia was then the extreme southwestern State of the Federal Union. There being no mountain chains.

or other impediments to the easy progress of the pioneer between Georgia and the States east and northeast, a larger percentage of inter-State immigration than would have otherwise occurred, was diverted from the lines of latitude, and the State became the new home of thousands of the hardy sons of Maryland, Virginia and the Carolinas. The original colonial population of these States differed little from that of Georgia, being, perhaps, of a little higher social origin. The infusion was a decided benefit. The aristocratic blood of Maryland and Virginia, and the impulsive, independent, liberty-loving stream from the Carolinas, mingled harmoniously with the more recent stream from the old country, and readily combined to form the life-blood of the typical Georgian. We say typical; yet the population of the mountain section of the State appears radically different from that of the coast region. This difference, however, is due more to the results of culture and leisure' that comparative wealth renders possible, than to any inherent or original differences. The population of Northeast Georgia is largely made up of immigrants and their descendants from the mountain regions of the States lying eastward. These, in their turn, had an unusual sprinkling of Scotch blood, due to another natural law that impels emigrants from an older country to seek the counterpart of their own familiar mountains, dales or plains, as the case may be, in the El Dorado of their future. The rough, hardy Scotch, inured to hardship, accustomed to their cold mountain springs and clear streams of water, upon landing on the coast regions of the Old Dominion and the Old North State, would naturally seek the Piedmont region. From thence, along the valleys, they

have crossed over into Georgia, still finding a congenial home and a thousand reminders of bonny Scotland. Thus the people of Northeast Georgia are largely of Scotch descent, as is otherwise indicated by the prevalence of the prefix, 'Mac.'

" North west Georgia has received considerable accessions of population, by way of reflex, from East Tennessee, whose rich valleys extend into the northwestern counties of Georgia. Many of these were also of Scotch descent. The seacoast counties, on the other hand, received their principal accessions of population from a class who were blessed with more wealth and corresponding -culture-a class more strongly wedded to the traditions of England and France. Middle Georgia, the most densely populated section of the State, the western portion of Southeast Georgia, and the eastern portion of East Georgia, comprise a population whose characteristics are a mean between extremes. The average Middle Georgian is the average Georgian, and gives character to the people at large.

" Finally, as regards origin, the present white population of Georgia is pre-eminently of British extraction, being descended from the original English colonists and immigrants from the States eastward, themselves of equally pure English stock. The infusion of blood, foreign to English veins, has never

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been sufficient to make any decided impression on the original stock, except in very confined localities. If all the sources could be blended equally and

uniformly throughout the whole population, the result would be practically pure English, so slight would be the effect of other blood.

"The characteristics of the people of Georgia are not essentially different from those of the people of Virginia, from whence the most controlling influence in our civilization was derived. Middle Georgia, especially, is Virginian in modes of life, speech and manners. In common with her sister States of the Old South, the ruling class have been the wealthy slave-owners and others in full sympathy with them. Wealth furnishes facilities for mental and social culture and leisure for the study of politics.

Georgians are

noted for open hospitality, their kindly welcome to strangers, their chivalric devotion to the weaker sex, and their love of law and order. They also manifest a somewhat peculiar independence and conservatism of thought and action.

There has been but little of bossism in her politics, fanaticism in her religionist and morals, or communism among her laboring classes."

The settlers who had bravely undertaken to build a town in the woods.

possessed the characteristics above described, and much that is said concerning the origin of our population is applicable to them. It should be stated

however, that the State has received two noteworthy streams of immigration

one from Pennsylvania and one from New England. These immigrants at

once mingled with the great mass of our people, and their descendants became

typical Georgians.

From 1844 to 1850 quite a number of settlers came in. Among some of

the best known were Jonas Smith, Allen E. Johnson, I. O. McDaniel, A. W.

Mitchell Eli Hulsey, Terence Doonan, L. C. Simpson, John Collier, George

Y. Collier, Dr. Joseph Thompson, Reuben Cone; J. A. Hayden, Edwin Payne

James Loyd, Dr. N. L. Angier, William Herring, Edward Holland, John A.

Diane, William G. Forsyth, Thomas Kile, Jacob Johnson, Rev. Joseph Baker

A. K. Seago; John R. Wallace, John Silvey, S. B. Hoyt, Dr. J. F. Alexander, Haas and, Levi, Rev. David G. Daniel, John Weaver, Joseph Meade, A. W. Walton, Richard Peters, L. P. Grant, Thomas G. Healy, Thomas G. Crusselle Moses Formwalt, Benjamin F. Bomar, Z. A. Rice. and Messrs. Mann, Davis, Morgan, Trout, Roark, Bell, Humphries, Wheat, Haynes and Crew. Besides there were H. C. Holcombe, C. R. Hanleiter, Dr. W. H. Femerden, R. W. Ballard, E. Lawshead James A. Collins., L. C. Simpson, was the first lawyer, and S. B. Hoyt and John T. Wilson studied law in his office.

Mr. Jonathan Norcross, in giving his recollections of these early years to the writer, said that when he settled in the place, in 1844, he found about a dozen families. 'Some eight or ten acres 'of ground 'had 'been cleared, besides the public square of five acres, donated by Mitchell for railroad purposes.

Five commissioners had been elected under an act of the Legislature, but they

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exercised little authority, except to levy a light road tax. The four main -streets, Marietta, Peachtree, Decatur and Whitehall, were laid out and named by the original landowners, Reuben Cone, Ammi Williams and Samuel Mitchell, none of whom were then residents of the place. Most of the people at that time were unemployed railroad hands, and as there were several dram-shops and gambling-rooms in the village, considerable disorder prevailed for some five or six years.

The famous insurrection occurred at the end of this disorderly period. In

1850 the population had increased to about 3,000, and there were some fifty stores, nearly all of which dealt in whisky. In the latter part of that year Mr. Norcross was nominated by a citizens' meeting as a candidate for mayor. His opponent was L. C. Simpson, the lawyer. The two parties assumed the names of the "Moral Party" and the "Rowdy Party;" the latter party supporting Simpson. The campaign was heated, and there was great excitement. Norcross treated his supporters to apples and confectionery, while his opponent treated his friends to whisky and other strong beverages. The "Moral Party" carried the day for the first time, although the city charter had been granted as far back as 1847.

Mayor Norcross found his hands full. He was not only mayor, but chief of police and superintendent of the streets. He held a mayor's court and tried all violators of the municipal laws. The first offender brought before the new mayor was a burly fellow, who had probably committed his offense to try the grit of the new official. The city government then had its headquarters in a room over the place now occupied by the large dry goods store of Mr. John Keely. The room was crowded with spectators. The prisoner stood his trial very quietly, but as soon as it was over, and a fine was imposed, he drew a keen blade of polished steel, fifteen or twenty inches long, and swore that he would make mince-meat of any man who dared to touch him. He commenced slashing in every direction, and the crowd plunged down the narrow-stairway like a drove of frightened mules. The mayor was sitting in an old-fashioned splint-bottomed chair when the disturbance started, but he quickly arose and seized his chair as a weapon of defense. Among the spectators who stood their ground were Allen E. Johnson, then sheriff of the county; C. H. Strong, now clerk of Fulton Superior Court; William McConnell; and Benjamin N. Williford, marshal and deputy marshal of the city. All but the first

named are still living in Atlanta at present. Sheriff Johnson usually carried a stout hickory cane. With this he soon tapped the hand that held the glittering blade, knocking the weapon to the floor. Johnson and Strong then seized the offender and hustled him into the street, where he made his escape. This ended the fray for the night, for it was after dark when the trial took place.

A night or two thereafter the rowdy leader procured a small Cannon,

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which had been used at Decatur on the Fourth of July and other holidays. This they mounted on wheels in front of Mayor Norcross store, and then loaded it with dirt and grass and fired it off. They left it where it stood, and gave notice that the mayor must either resign and leave town, or they would blow up his store. The mayor at once called a secret meeting of the council, five in number, and a proclamation was issued calling upon the citizens to form a volunteer police to aid in securing the enforcement of the laws. The party of law and order responded, and over one hundred determined men met together at the corner of Marietta and Peachtree streets, armed and equipped for a fight. Most of them expected bloodshed, and the younger men were eager for the row to begin. The rowdy party also assembled in large numbers at a house on Decatur street, near where the Willingham building now stands.

By twelve o'clock that night the volunteer police was organized into

squads, commanded by leaders appointed by the mayor and council. One squad, the largest, was under the leadership of Mr. A. W. Mitchell, who is still living, a prominent and highly respected citizen of Atlanta. This squad was detailed to move upon the rowdy headquarters, and as soon as it commenced its march, the rowdy element began to scatter, and by the time Mitchell and his men had surrounded the house all had fled except fifteen or twenty. These were captured and conducted to the small wooden calaboose, which then stood on or near the site of P. & G. T. Dodd's warehouse and store. As the place would not hold all of the prisoners, only the leaders were locked up. The building was guarded until the next day, when they were brought before the mayor and council for trial, and fined to the extent permitted by the charter. As the backbone of the rowdy party was considered broken, none of the rioters were sent to jail at Decatur. There was then no county of Fulton, and no jail in Atlanta. After this no serious trouble occurred, although ugly threats were made against the mayor and council repeatedly for several years. But the rowdies had been taught a lesson, and from that day down to the present time, with the exception of the war period, there has never been an occasion when the city authorities did not preserve good order and peace without having to call for extra assistance.