The Carlisle Mercury

ESTABLISHED 1867

Printed and Published Every Thursday At Carlisle, Kentucky

Second class postage paid at Carlisle, Kentucky

WARREN R. FISHER JR. ..... Editor-Publisher
(Mrs.) Katherine T. Fisher ..... Associate Editor
SUBSCRIPTION RATES PER YEAR

Phone 98

Subscription Rate in Kentucky, $2.50 a Year, Plus Tax
Rate Anywhere Else $3.00 a Year

What does your community mean to you?

Once or twice in a lifetime, the people of a community have an opportunity to give of themselves—of their time—and of their money. History has recorded that in the early days of Nicholas County and Carlisle a National Highway was within arms reach of its County seat, and it was located two and one-half miles away; due mainly to a difference in numerous industries commenced only to be allowed to breathe and falter, then die, and a tobacco market to leave for reasons which are rather vague in the minds of the present generation. Now we have what appears to be a chance of a lifetime, a golden opportunity, a means to re-capture some of the opportunities, so that history will record the growth and expansion of Nicholas County and Carlisle.

Many citizens have enthusiastically endorsed the development of the new lake project located in Nicholas County on what will be a newly constructed rural secondary road leading from the north city limits of Carlisle to U.S. Highway 68. Plans include the reservation of ground for a possible industrial site; out-door movie theatre; motels; community lodge and cottages for tourists; a golf course; a boat dock with fishing facilities for everyone; a swimming beach at a lake which will be much more enjoyable than a swimming pool; tennis courts; restaurants; stores; fishing stations, etc. History should record that this development caused the city of Carlisle to out-grow its present boundaries to encompass all of the area between the present western city limits to State Highway 32 on the south; U.S. Highway 68 on the west; the Hickory Ridge Road and Stoney Creek Road on the north, and State Highway 32 on the east. A dream you say—Yes, but it is within the realm of possibility and it requires your individual help.

What have you as a citizen of this community done to help this dream come true? — You can buy shares of stock, not in excess of two to any one person, in a non-profit Development Corporation where you can have a voice in the development. You can purchase lake side lots or you can purchase lots removed from the waters' edge or you can purchase lots on which to build a private home or future business.

As of today (Sept. 28) the Nicholas County Development Corporation has been able to acquire more than 500 acres of ground out of a goal of 750 acres upon which the start of this long range program will be made. Of necessity, the purchasers of the first lots in this development are being sold a boundary of land at a price that is below the figure being charged for similar land in other counties in the belief that the people who backed the project should be entitled to a choice selection of ground. We have been advised that there are only **25 more lots to be sold at a figure of $1,000 each** as the money thus required will be sufficient to insure the purchase of the remaining property.

Thus the time has arrived, if you haven't participated either in the purchase of shares in the non-profit Development Corporation or purchased land, then weigh the facts carefully and after realizing the tremendous potential opportunity, contact any of the officers of the Development Corporation and join with them and us in making this dream come true.

AFFAIRS AT A FAIR

rare and valuable antique and hope to read every word of it.

—yep—

Giving Daddy a Hand.

Instead of being mother's helper these two little brothers became "father's helpers"—one of those cold mornings recently. Like other farmers all over the county, Daddy and his landlord up on Concord road were working early and late to get the tobacco in the barn before frost. A small bit near the house was left because it was not ripe enough for the knife. The little boys took it for granted that this tobacco had been left for them to cut, so naturally they got their tools and went ahead with the job. I do not know the end of the story, but imagine the men were horrified when they returned from their day's work and found the wheelbarrow neatly stacked with half-ripe tobacco ready to hang. Likely, there were visions of another kind of "hanging" also! The little tots were trying to help.

—yep—

Memories of Bygone Days.

The scheduled auction of a cottage and furnishings belonging to the estate of the late Mrs. Jessie Kennedy Dale to take place on Dorsey avenue this coming Saturday brings memories of long ago. When our family moved to town late in 1900 the Kennedy family lived in a large house on the site of the present Billy Vaughn home (it burned). We had moved next door where the Clark's now live and before that memorable day was over we had met most, if not all, of the Kennedys.

I do not remember about the father but the mother stands out in memory as having been a very beautiful woman with ringlets of snow-white hair framing a rather wan face.

John, the older son, had employment on the freight train. Soon tragedy claimed his young life when he was caught between two cars. Also the family had lost one of their twin daughters and close friends said "Miss Sal" had never seemed quite the same. There were other children—Tom, Bob, Julia—and Jessie a teenager—and don't you forget that my parents saw to it that I called her "Miss Jessie!"

I shall never forget that fine-looking young man, A. A. Dale, who came courting her. He owned a rubber tired buggy and a spirited young horse that were the envy of all the youth of that day.

Not to be outdone, William "Bill" Banta, soon raised the dust through Dorseyville in a rubber-tired buggy—with red wheels — and another spirited horse, stopped about two blocks south of the Kennedys for a young — Frankie Ginn, whom he married and lost, then he married her sister who proved a devoted mother to his little girl.

Such happenings bring a deluge of memories never to be forgotten.

Yaps—all . . .

20 YEARS AGO and 40 YEARS AGO

Youth hurt in football practice; Furlong farm sold to Jno. J. Larkin

Thursday, September 25, 1941

Billy Tolliver, 15, suffered a fracture of the left arm Wednesday afternoon while practicing with the Musketeers at the city play ground.

Approximately 1,000 pounds of jimpson weed has been delivered to a local produce house in the last few weeks. The weed is being purchased to make a drug that was formerly imported.

Mrs. Sallie A. Hopkins of North Broadway was taken to the hospital at 9 o'clock Friday night, after she fell down a flight of steps at her home and struck the back of her head. Several stitches were necessary to close the wounds. Although her injury is very painful, it is not considered serious.

The local stock market reported a steady sale Tuesday with 1583 head of livestock.

Judge and Mrs. D. M. Curry celebrated their golden wedding anniversary Sunday with a picnic at the Johnson's Mill. They were married in 1891 in Paris, Ky. Mrs. Curry was formerly Miss Mary A. Hearn of Paris.

The Lyric Theatre has erected an electric sign in front of the building.

BORN—Mr. and Mrs. Davis Shipp of Lancaster a son, John Lee, on September 9th. This is the fourth child and second son. Mr. and Mrs. Shipp lived in Carlisle several years.

MARRIED—Miss Louise Burris and J. C. Booth, at 8 o'clock Tuesday night at the home of the officiating minister, the Rev. Rhodes Thompson, on Main street in Paris.

DIED—Geneva Bishop Duncan, age 17, daughter of Mr. and Mrs. Wallace Duncan, died Wednesday morning at her home near East Union.

Thursday, September 29, 1921

Jno. J. Larkin purchases the farm belonging to the estate of Martin Furlong at $60 per acre.

BORN—To Mr. and Mrs. J. Roy Smith, of Ecninence, on September 20, a daughter.

MARRIED — Miss Nannie Lynam, 36, and A. B. Workman, 68, both of the County, at the county clerk's office Wednesday. — Miss Chlorine Howe Baldwin and Cassius Shelton Thompson, Friday, September 16.

DIED—Carl, two weeks old son of Mr. and Mrs. Alvin Lynam, at their home near town early Monday morning. — Mrs. D. C. Yates, formerly of this county, at her home in Fayette county Monday night. — Frank Ingels, 74, at his home on the Maysville and Lexington Road, Sunday morning.

A LITTLE YAPPIN'

By Nellie Crump

When Boys Grow Up.

The story of a little boy's love for two new playmates was told to me this week. It is said that when the Rev. Clarence Hamm and family transferred from Ohio to the Pilgrim Holiness church here a few weeks ago there was no room in the moving van for all the toys and wheels belonging to the four children, so several things, including the tricycle, were left with Ohio friends for the present. Came Sunday, little Billy Snapp learned of the tragedy. With heavy heart he went home, got his own tricycle, took it to the church and presented it to the children, because "he is a big boy now."

—yep—

Yapper Honored by Friend.

I am highly honored by receiving my winter's supply of good reading material. Yep, likely it will take well into 19-62, so I have already dived in. Knowing my weakness for "stories of long ago," a lady (and I mean 1-a-d-y) who is always on the lookout for ways to help another, brought me an old Collins History of Kentucky. I did not begin reading on page one because, it and several others are not present. I began with the story of Nicholas county and found it hard to lay the book down. I feel deeply honored to be trusted with such a rare and valuable treasure.

BOURBON
DRIVE-IN THEATRE
Paris, Ky.
Rt. 68, at Jackstown Rd.

Thurs. Fri.
Tennessee Williams
"THE FUGITIVE KIND"
Starring Marlon Brando
and Joanne Woodward
ALSO "DADDY-O"

SATURDAY
Robert Mitchum in
"THE NIGHT FIGHTERS"
Also Jerry Lewis in
"VISIT TO A SMALL PLANET"

SUN.-MON. & TUES.
In Gorgeous Color
"CIRCUS STARS"
Also Elizabeth Taylor
Montgomery Clift
Katherine Hepburn in
"SUDDENLY LAST SUMMER"

WED.-THURS.-FRI.
1st Run Starring
James Cagney
"THE GALLANT HOURS"
Also "THE MUSIC BOX KID"

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Electric HEAT Before WINTER

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Washington Reports
BY YOUR CONGRESSMAN
JOHN WATTS

As this newsletter is being readied for circulation, the 16th General Assembly of the United Nations is opening its session to a "packed house." The resolution of the problem posed by

(Continued on page 3)

TEAMWORK GETS THINGS DONE!

Industrial development is a "must" to assure attractive futures for Kentucky's youth, and KU is proud to be part of any team that works to attract new industry.

YOU are part of the team. Everything you do to make your community a better place to live, is important in attracting industry to your area.

YOUR LOCAL KU EVOPLE are part of the team. KU considers it part of their job to share in all your programs for community betterment —for preparing desirable industrial sites—and for accumulating facts and figures about your area.

KU AS A COMPANY is part of the team. It employs people to work full-time with the state "Team"—as the Kentucky Chamber of Commerce Industrial Development group has come to be known.

Records of Kentucky's Economic Development Department show the results have been excellent.

In the 13 years 1948-1960

- 690 new industries have come into the state
- 67,679 additional workers have been employed by them
- Their annual payrolls total $260 millions

And, indirectly, according to competent studies, these industrial newcomers

- Support 47,000 other workers
- Account for 40,200 new homes
- Brought about the opening of 2,900 new retail establishments

KU IS ITS PEOPLE. If you are interested in attracting industry to your community, talk to your local KU people. The company is anxious to cooperate with you through them, and at the state "Team" level.

Industrial development is another big reason why you get more than kilowatt hours when you take KU service.

Don Buchanan, Kentucky Utilities' Director of Industrial Development, is an active member of the 12-man Kentucky Chamber of Commerce Industrial Development group—the "Kentucky Team."

Get to know your local KU people and you'll know KU

KU SYMBOL OF SERVICE

AN INVESTOR-OWNED ELECTRIC COMPANY
KENTUCKY UTILITIES COMPANY

WASHINGTON NEWSletter
(Continued from page 2)

Secretary General Dag Hammarskjold's untimely death in an airplane accident in the troubled Congo is the concern of every nation and individual in the civilized world.

In some ways, the circumstances of the accident symbolize the situation facing the UN today, a situation which has become increasingly more difficult since it really began over a year ago with the UN debate on the American U-2 incident.

Mr. Hammarskjold met his death while trying to bring some semblance of democratic order out of the chaos that has marked the short history of the Congolese Republic since its birth last year. Over that crisis, the East-West conflict deepened and intensified. The former Secretary General's handling of the crisis spurred Russian demands for his replacement by a "troika", a three-member Secretariat composed of a representative from Eastern, Western, and non-aligned blocs of nations. Undoubtedly, the Swedish statesman's death will—in deed, already has—occasion a renewal of this Soviet demand. And even if it is not met—a question in serious doubt—it will be a tough problem for as long as Russia and her satellites wish to make it one.

One newspaper, commenting on the unfortunate accident, said that it marks the end of an era in UN history, an era which began with the UN in 1945 and has continued to be an era when the United States and her western allies had most, if not all, of the decisions of that body to their advantage. Certainly, the realization of this state of affairs prompted Khrushchev to propose his "troika" and it was an unfortunate coincidence that his target happened to be a statesman; diplomat, and gentleman of Mr. Hammarskjold's stature. For not even the most partial of the unaligned countries in the UN, not even the most biased of the many prejudiced observers, could have refrained from crediting Dag Hammarskjold with keeping the UN functioning in its most difficult hours.

The whole world mourns the late Secretary, and all of us are grateful to him for the legacy he left the UN. It is up to the free world to maintain the order he brought out of the chaos and to invest his successor with a respect for what he was and what he did. The United States, her allies and her friends face the difficult task of convincing and persuading the so-called "neutral" nations of this. These are the countries who have benefited considerably from the foreign aid and assistance we have given them. If any debts—of honor, unspoken promise, or otherwise —accrued to this aid, it is time to spare no effort in calling for repayment.

VISITORS FROM THE DISTRICT

Warren R. Haynes, Georgetown.

TODAY'S THOUGHT FROM THE PAST

The value of a sentiment is the amount of sacrifice you are prepared to make for it." John Galsworthy, 1867-1933.

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100 YEARS AGO

By Lon K. Savage

Brig. Gen. Stonewall Jackson, already something of a hero in the Confederate army, received a pleasant surprise 100 years ago this week while riding by the train station at Fairfax Courthouse, some 10 miles southeast of Washington.

As Jackson watched, a one-car train pulled in, and a tall, slender, dignified man descended from the car. Troops in the area suddenly began cheering. To Jackson's amazement, it was Jefferson Davis, president of the Confederacy, visiting his troops almost within sight of the capital of the United States.

It was a time for decision for Davis and the South. In Washington, Davis' young, former friend, Gen. George B. McClellan, was rebuilding the United States army that had been so badly beaten at Bull Run, and, each day saw McClellan's strength grow. At the same time, the Confederate army under Gens. Joseph E. Johnston and P. G. T. Beauregard that had whipped the Yankees at Bull Run was growing little or not at all. Winter was coming on, and the possibility for going on the offensive would soon end. The question: Should the South attack Washington?

Council of War

On his first night at Fairfax Courthouse, Davis called a council of war. Johnston, Beauregard and Maj. Gen. Gustavus W. Smith—who had resigned as New York's street commissioner that same month—attended.

Surprisingly, it was Smith who led the discussion. Could not Davis strip other points of battle to the minimum, "even risking defeat at all points," to built up Johnston's army for a move on Washington, Smith asked.

He elaborated on the plan. The Southerners could cross the Potomac river, occupy Baltimore, cut off Washington and force the Union to abandon its capital, then whip McClellan when and if he came out in the open to fight.

Impossible Task

The proposition was bold, and it was one that Davis had considered seriously before coming to Fairfax. He had many questions, many doubts.

How many men would it take? At least fifty-thousand, the three generals said—preferably sixty-thousand. At the time, there were scarcely forty-thousand Confederate troops in northern Virginia. And even sixty-thousand would face a mighty task, with McClellan's army reported at 150,000 and with inadequate armament in the South to equip such an invading force.

And so Davis made his decision that the Confederacy could wage no major offensive that fall against the Union. It was a decision forced partly by necessity, partly by Davis' controversial policy to keep his forces scattered on every front.

The decision made, Davis returned to Richmond, deeply discouraged.

Next week: Sherman takes command in Kentucky.

FRIDAY
A New World of Worth from Chevrolet for '62!

'62 Impala Sport Coupe—with a roof line that looks like a convertible's

'62 CHEVROLET Rich new styling with Jet-smooth ride!

Here's everything a car fancier could want. Fresh-minted style that comes to a climax in the sportiest sport coupe you've seen yet. A road-gentling Jet-smooth ride. A new choice of V8 skedaddle. Rich Body by Fisher interiors. Beauty that's specially built to stay beautiful. Here in '62 is more than ever to please you from the make that pleases most people.

It's like owning an expensive car without the expense. Check it over from its clean-thrusting prow to its rakish rear deck. Then—head for the open highway. That unsittin'-on-satin feeling you get is Chevrolet's famous Jet-smooth ride at work. The standard six and V8 are triggered to do special things on regular gas, and for real hair-trigger reflexes you have a choice of four optional-at-extra-cost V8's with output all the way up to 409 hp. New steel front fender underskirts guard against corrosion. Even the heater and defroster come as standard equipment this year. This is the kind of car that will make you feel luxurious all over, and your Chevrolet dealer will be only too happy to show you how easy it is to have one of your own.

CHEVROLET

Corvair Monza Club Coupe

Chevy II 500 4-Door Sedan

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See the '62 Chevrolets, the new Chevy II's and '62 Corvairs at your local authorized Chevrolet dealer's

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COMMONWEALTH OF KENTUCKY DEPARTMENT OF HIGHWAYS NOTICE TO CONTRACTORS

Sealed bids will be received by the Department of Highways at its office, Frankfort, Kentucky, until 10:00 A.M. Eastern Standard Time on the 13th day of October, 1961, at which time bids will be publicly opened and read for the improvement of:

BRIDGE PAINTING GROUP 3 (1961)

Rowan Co., MP 103-382-1 The Farmers-Sharkey Road (Ky. 801). Painting of Bridge over North Fork of Triplett Creek.' 0.319 mile north of jct. New US 60.

Nicholas Co., MP 91-10-B0 2 The Carlisle-Flemingsburg Road (Ky. 32). Painting of Bridge over L & N Railroad and Scrub Grass Creek, 4.9 miles from W.C.L. of Carlisle.

Morgan Co., MP 88-78-3 The West Liberty-Salyersville Road (US 460). Painting of Bridge over Licking River, 6.037 miles southeast from jct. Ky. 7 in West Liberty.

Morgan Co., MP 88-138-1 The West Liberty-Frenchburg Road (US 460). Painting of Bridge over Licking River, 0.513 mile south of jct. Ky. 7 in West Liberty.

Bath Co., MP 64-4-2 The Salt Lick-Frenchburg Road (Ky. 211). Painting of Bridge over Salt Lick Creek, 0.9 mile south of jct. US 60 at Salt Lick.

Bath Co., MP 64-224-1 The East Fork Road (Ky. 1325). Painting of Bridge over East Fork of Flat Creek, approximately 0.50 mile south of jct. Ky. 11 at Fleming County Line.

Fleming Co., MP 35-190-1 The Flemingsburg - Moorefield Road (Ky. 57). Painting of Bridge over Fleming Creek, 4.51 miles from jct. Ky. 32.

Fleming Co., MP 35-450-1 The Tilton-Baldhill-Smith Road. Painting of Bridge over Allison Creek, approximately 1.7 miles north of jct. Ky. 156 at Baldhill.

Carter Co., MP 22-68-5 The Grayson-Sandy Hook Road (Ky. 7). Painting of Bridge over Little Sandy River, approximately 550 feet south of C & O Railroad Tracks at Leon.

PRE-QUALIFICATION REQUIREMENTS WILL BE WAIVED ON PROJECTS CARRYING THIS SYMBOL *.

The attention of prospective bidders is called to the prequalification requirements necessary for securing certificate of eligibility, the special provisions covering subletting or assigning the contract and the Department's regulation which prohibits the issuance of proposals after 9:00 A.M. EASTERN STANDARD TIME on the day of the opening of bids.

NOTE: A CHARGE OF $2.00 WILL BE MADE FOR EACH PROPOSAL. REMITTANCE MUST ACCOMPANY REQUEST FOR PROPOSAL FORMS. REFUNDS WILL NOT BE MADE FOR ANY REASON.

Further information, bidding proposals, et cetera, will be furnished upon application to the Frankfort Office. The right is reserved to reject any and all bids and to waive technicalities.

NOTE: **PLEASE DO NOT CALL DEPARTMENT OF HIGHWAYS FOR LISTS OF CONTRACTORS PURCHASING PROPOSALS. INTERESTED PERSONS MAY SECURE THIS INFORMATION BY CALLING IN PERSON AT THE DEPARTMENT OF HIGHWAYS, DIVISION OF DESIGN, FRANKFORT, KENTUCKY, WHERE THE LISTS WILL BE MADE AVAILABLE FOR THEIR EXAMINATION.**

DEPARTMENT OF HIGHWAYS
Frankfort, Kentucky
September 21, 1961 9-28-2tc

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