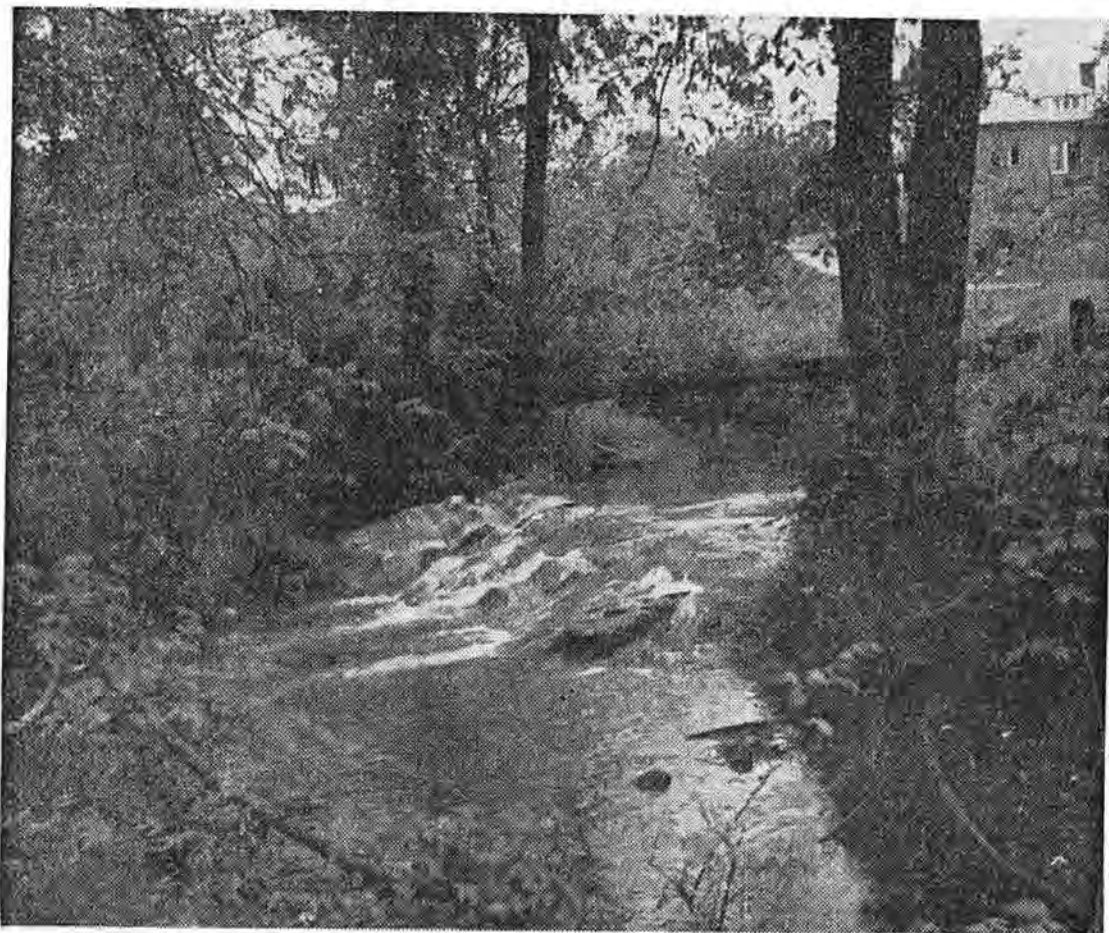
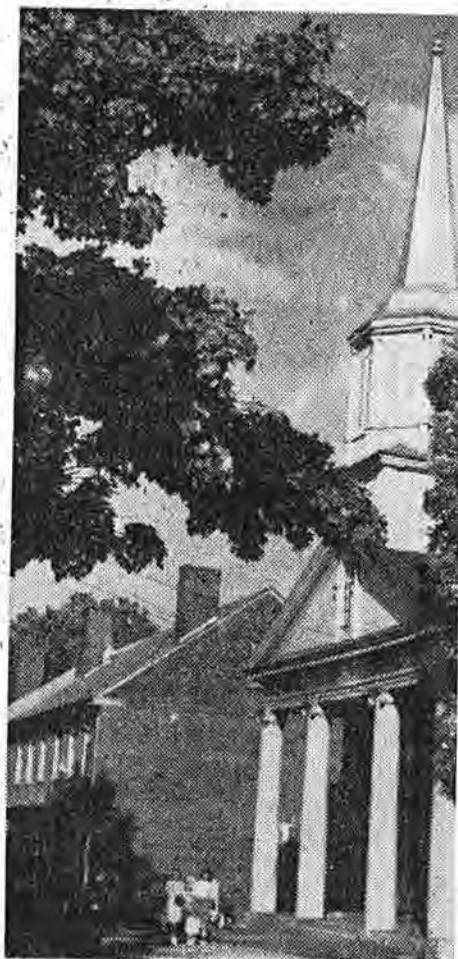


Sunday April 19, 1953

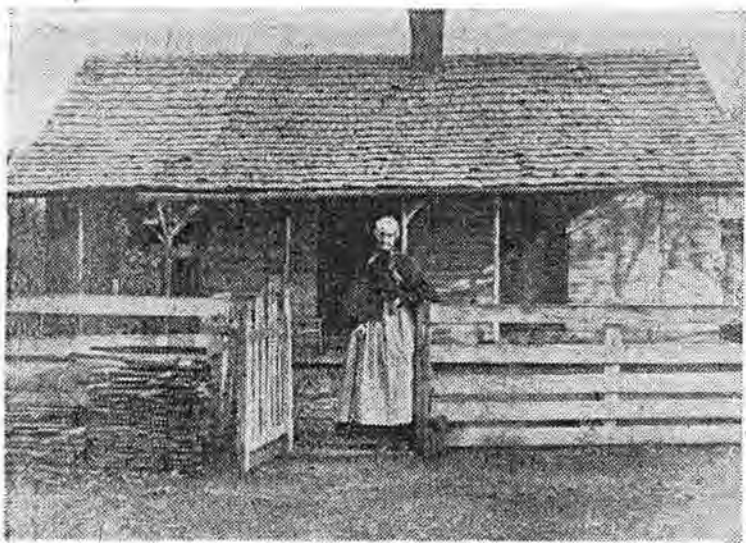
# Historical Sites In Area Marked



**BOONES CREEK FALLS** — Falls on Boones Creek where Daniel Boone hid from Indians.



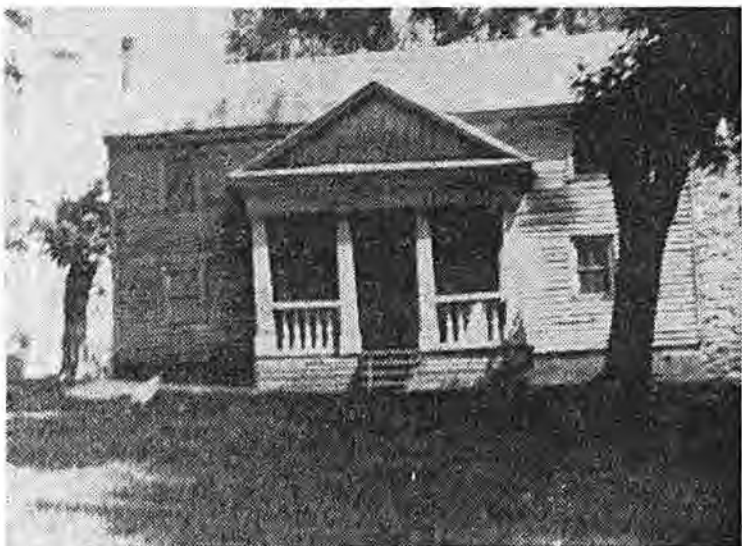
**METHODIST CHURCH,**  
Built In 1845



**DARLING JONES LOG CABIN** — Picture taken in 1898. Serves as Girl Scout Lodge, Oakland Avenue.



**JACOB BROWN TREE** — This mighty black oak on Cherokee Creek still stands today. It was here on March 25, 1775, Jacob Brown purchased two tracts of land from the Cherokee Indians.



**HOME OF COLONEL TIPTON** — The home of Colonel John Tipton on Sinking Creek in Washington County was built 1783-85. It is the site of the battle of the State of Franklin Feb. 29, 1788 when besieged by forces led by General John Sevier. Later the home of Landon Carter Haynes, famous confederate senator.



**JEREMIAH DUNGAN MILL** — 1778

JACOB  
BROWN  
TREE

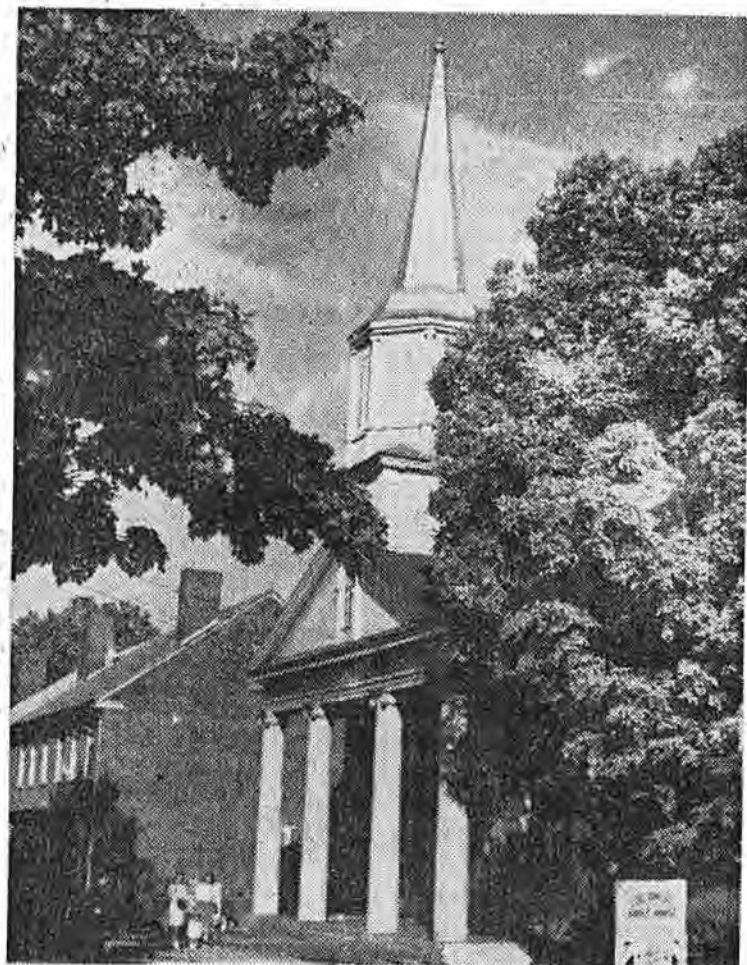
WILSON  
MOVIES



# Area Marked By Washington Cou



Boone hid from



**METHODIST CHURCH, Jonesboro**  
Built In 1845



**BOON TREE S**



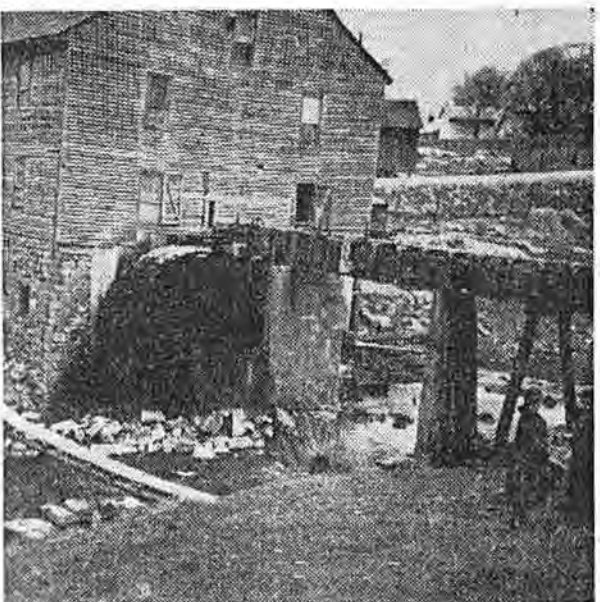
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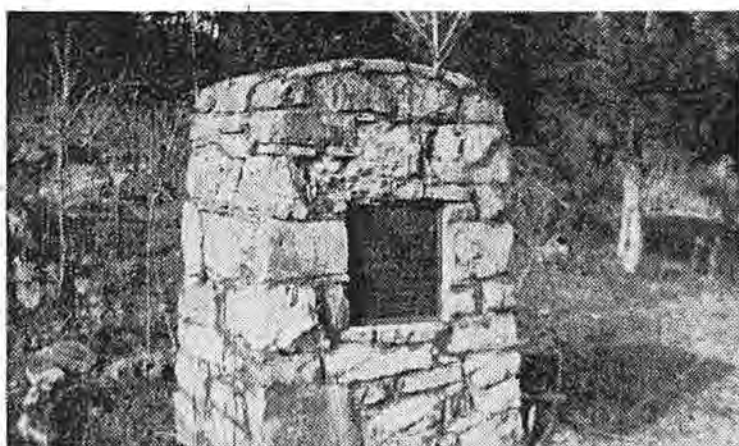
**JACKSON BOARDED HERE** — Christopher Taylor house  
where Andrew Jackson boarded in 1788. It was built in 1777.



**DANIEL BOONE**  
carved on this tr  
CILLED A BARR o



**JEREMIAH DUNGAN MILL** — 1778



**WILLIAM BEAN CABIN MONUMENT** — This monument  
was placed in 1924 by John Sevier Chapter, DAR. It was  
moved in 1952 90 feet northwest of original site by TVA.

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# ed By Washington County APTA



**CHURCH, Jonesboro**  
t In 1845



**BOON TREE SITE**



**JACKSON BOARDED HERE** — Christopher Taylor house where Andrew Jackson boarded in 1788. It was built in 1777.



**DANIEL BOONE TREE** — The following inscription was carved on this tree, which fell about 1917-18, "D. Boon CILED A BARR on Tree in the yEAR 1760."



**WILLIAM BEAN CABIN MONUMENT** — This monument was placed in 1924 by John Sevier Chapter, DAR. It was moved in 1952 90 feet northwest of original site by TVA.

Mrs. John Scott of Washington College and Mrs. W. F. Rogers of Johnson City have been named co-chairmen of the Washington County Chapter of the Association for the Preservation of Tennessee Antiquities.

Other leaders are Mrs. W. J. Wilkinson, secretary; Mrs. John Wood, Jr., treasurer.

In line with the current observance of Tennessee Week, members of the organization have placed arrows on the historical sites and landmarks in the area, although no homes will be opened for visitation, this year.

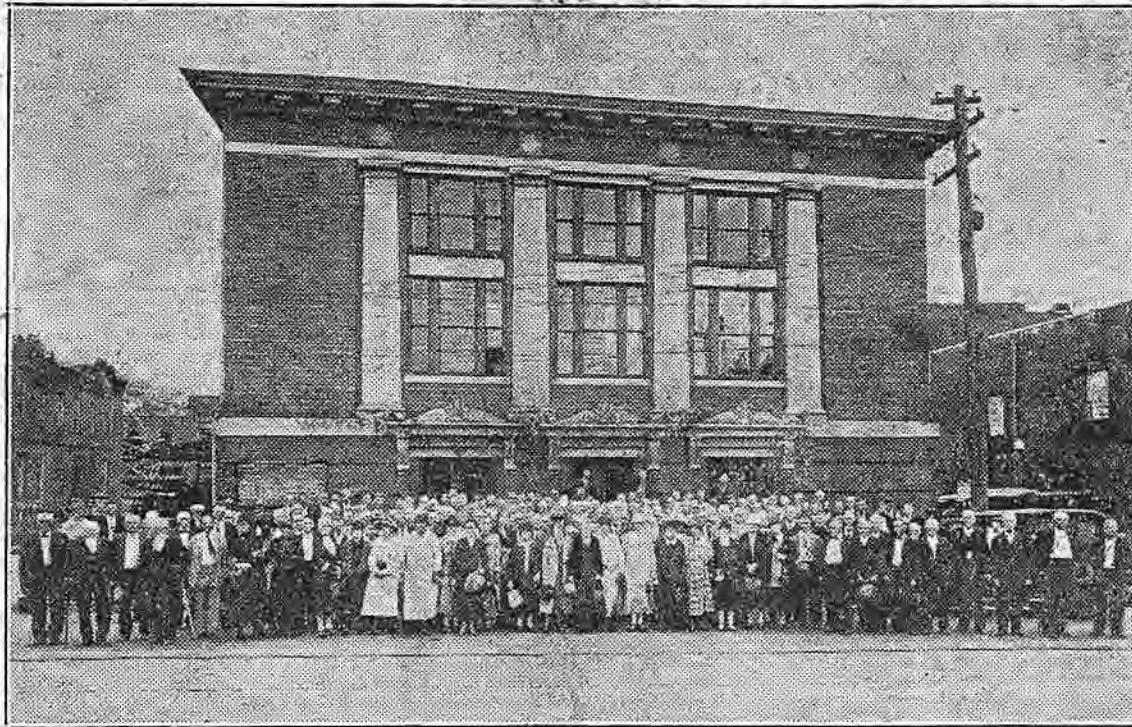
Mrs. L. W. McCown is tour chairman. Further information and tour guides may be secured from the Chamber of Commerce.

An organizational meeting of the Washington County chapter was held Wednesday, and persons interested in joining are asked to contact Mrs. Rogers or Mrs. Scott.

On this page are shown historical sites of Washington County. (Photographs by courtesy of Mary Hardin McCown, Johnson City, Tennessee)

MEMPHIS, TENNESSEE, SUNDAY, AUGUST 26, 1928.

**"Boys and Girls Of Yesterday" Who Saw The Circus 50 Years Ago**



Over four hundred men and women of this section were guests of The Chronicle and Staff-News recently at a "circus party," given through courtesy of John Robinson's circus. They had seen the same circus more than fifty years ago. In the picture they are shown in front of the newspaper offices receiving badges which entitled them to admission to the Big Top, as guests of the newspapers and the circus.

—Photo by Burr Harrison.



# Johnson City Young But Growth Is Rapid

*Eyes of Industrial World On Johnson City As Center of Region of Natural Wealth to Be Developed; Scenic Beauty of Appalachians Attracts Thousands; Romantic History Is Woven Into City Building.*

Johnson City as a town and city is the result of the westward trend of civilization, although in age, as a Southern city, it is comparatively young. Although more than 125 years have elapsed since the first dwelling house was erected in this vicinity, the beginning of the place as a settlement, a town and then a city, is yet within the memory of living man; for only about seventy years ago, the first business house was put up.

## The Pioneer

The first step in the reclamation from wilderness was taken by Tipton Jobe, about 1785, when he "entered" a large tract of land embracing what is now the main business section of Johnson City, securing a grant from State of North Carolina and paying for his land the princely sum of 50 shillings for every 100 acres, or at the rate of about 12 cents an acre. Tennessee was then not in existence; the present state was Washington County, North Carolina, which extended from the Appalachian range to the Mississippi river. It later became the State of Franklin, the Tennessee government, and then Tennessee.

Only a short time before the advent of Mr. Jobe, this section of the country was the frontier between "civilization" and the unexplored wilderness, whose only known inhabitants were Indians. The known history of this immediate vicinity begins with the exploring trips of Daniel Boone and John Finley, who took in a section of the mountainous territory between the Yadkin Valley, in Western North Carolina, across upper East Tennessee and into Southeastern Kentucky. His trail from Boone, Trade, Butler, Elizabethton, Austin Springs, Boone's Creek, on through Hawkins County, to Kentucky, has been marked; and indications are that he came through the valleys and western slopes of the great Allegheny range, crossing the territory now occupied by Johnson City.

## Unwritten History

The unwritten history of this point would no doubt be more than romantic. Mounds have been discovered near Johnson City, containing crude implements and utensils of clay and stone, with markings unmistakably Indians; and in numerous sections on the mountain sides surrounding the city can yet be found the Indian arrow heads, axes and clubs, cut from hard flint in some yet unexplained way. There have been many interesting speculations as to how these arrow heads were fastened on the shaft with relation to the feathering on the butt of the arrow. If parallel to the feathering the arrows were for hunting; since the arrow head would be perpendicular, so that it could penetrate between the ribs of a four footed animal; if perpendicular, they were war arrows arranged to enter between the ribs of man.

## Town Begins

But modern history begins with the "Jobe rant" more than a century and a quarter ago. For about 70 years, that was all. In 1853, the first store was established by Henry Johnson, on the western corner of what is now Market street and the Southern Railway. This was a general store handling everything from millinery to hardware, and was one of the welcome stations on the old stage road, traversing what is now Market street, and being a link in the highway from Washington to Knoxville, and beyond.

No long delay ensued between the establishment of the first store and the gradual growth of the settlement. The next year, the home and store

It is said, too, that some young men of jovial trend would slip into the "post office" at times when a crowd would be in the store and begin calling names of "those present," in a voice imitating that of Mr. Johnson, the postmaster. But they usually proceeded only a short way with their pest, for the postmaster's threat to "have the law on you" had the desired effect of routing the jokers.

During the war, and it is said on account of a political fight, the name of the village was changed for a short time to "Haynesville," but was soon restored to "Johnson's Depot." The term "Johnson's Tank" is used in local sketches, but has no official sanction. The name was used descriptively by railroad employes, referring to the plant where the engines could get water, and was later applied by citizens of Jonesboro, when rivalry in the size of the two towns began to become heated.

## Rivalry With Jonesboro

As it is well known, Jonesboro is the oldest town west of the mountains and for years enjoyed the distinction of being the metropolis of the southwestern part of the United States; being the original capital of the state of Tennessee. Between 1880 and 1890, when the population of Johnson City began to approach that of Jonesboro, intense rivalry sprang up between the two. This is illustrated by an incident reported to have occurred in the passenger station at Johnson City when a Johnson City citizen said to the ticket agent, handing him a coin: "I want to go to Jonesboro. The ticket agent replied sarcastically, "You're a dad-gummed liar; you have to go to Jonesboro, or you wouldn't be going!"

But the population contest was short lived; for by 1900, Johnson City had doubled that of Jonesboro, and has been steadily increasing since. The national panic of 1893, doubly affected Johnson City. A few years previous the projected "Three C's" railroad through the city had caused an unprecedented "boom" here; and speculation building, business plans and platting reached fictitious proportions. Lots of land in the newly created "Carnegie Addition" doubled in value would have been ample for business property in the center of a thriving city. Many were sold on the streets of Johnson City from drawings only; deeds and money changing hands with as little ceremony as purchasing a bag of peanuts. Two large hotels were built; one the Carnegie Hotel near the present plant of the Empire Chair Company, and which was burned a few years ago; the other the "Carlyle Hotel," now the Franklin Apartments, on East Main Street, which was projected to be "right across the street" from the large passenger station of the trunk line railroad leading from the Great Lakes southward through Johnson City to the seaboard.

## The Panic

The collapse of the railroad project came almost simultaneously with the great national panic. Lots that had sold for \$3,000 and more became a liability to their owners, because accrued taxes on them exceeded the actual value of the property.



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#### Town Begins

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No long delay ensued between the establishment of the first store and the gradual growth of the settlement. The next year, the home and store of T. J. Faw was built a few hundred feet distant from the first one and on the side where is now built the new \$500,000 hotel. The bubbling springs of fresh cool water at this point were visited daily by travelers along the road and had formed one of the most delightful resting places on the route—considered quite differently at this time, when an electric pump is humming day and night to keep the unwelcome streams from flooding the basement being prepared for the large hotel building. Then followed other homes; the house of Mrs. Topplin, on what is now King street, between Roan and Boone; the P. P. C. Nelson home, a few hundred feet eastward, near Roan street; besides the Abram Hoss house, near the present freight station of the Southern Railway—but this was not then in Johnson City; it was "away out in the country;" then the Bowman Rankin, Reeves, Couder and many other pioneer builders whose names are not in the present directory. And then they followed faster; the town had grown from a settlement to a village.

The railroad came through this section of the state—the old East Tennessee and Virginia Railroad; afterwards merged with another and becoming the East Tennessee Virginia and Georgia; with its old stacked locomotives and link-and-pin couplers between the cars.

#### First Post-Office

The postoffice was at first "Blue Plum," also away out in the country, on Sinking Creek, about two miles south of the present city. It was brought to the center of the village by Henry Johnson, founder of the town, and who built and presented to the railroad a depot, near what is now the Windsor Hotel annex. It was then called "Johnson's Depot." Mr. Johnson became the first postmaster, using a portion of his store as the postoffice. When the mail arrived he would retire behind the screen, open the bag and call off the addresses of the letters, presenting them to those of the waiting villagers in the store who answered "Hers" to the call of their names.

an unprecedented boom here, and speculation building, business plans and platting reached fictitious proportions. Lots of land in the newly created "Carnegie Addition" doubled in value would have been ample for business property in the center of a thriving city. Many were sold on the streets of Johnson City from drawings only; deeds and money changing hands with as little ceremony as purchasing a bag of peanuts. Two large hotels were built; one the Carnegie Hotel near the present plant of the Empire Chair Company, and which was burned a few years ago; the other the "Carlyle Hotel," now the Franklin Apartments, on East Main Street, which was projected to be "right across the street" from the large passenger station of the trunk line railroad leading from the Great Lakes southward through Johnson City to the seaboard.

#### The Panic

The collapse of the railroad project came almost simultaneously with the great national panic. Lots that had sold for \$3,000 and more became a liability to their owners, because accrued taxes on them exceeded the actual value of the property. Many were summarily abandoned; others were given away; and the "Carnegie Addition" became the city's public pasture for herds of lowing kine.

The "boom" affected the city both adversely and as a help; adversely, because values generally dropped to levels below what they should have been, but psychologically a help; by acting as a deterrent to similar future ventures.

For several years, the town practically stood still, both in population and business. Shortly after 1900, however, business development began to manifest itself; manufacturing and industrial establishments recognized that advantageous location of the city; the C., C. and O. railroad was built; and by 1910 the town had grown to a thriving place of more than 8,000 inhabitants.

#### Going Forward

During the World War, the city faltered, in general, as other towns of this section; with the exception that in this immediate vicinity, very little drafting was necessary to fill up the country's quota, since voluntary enlistment was large.

Following the great war, Johnson City people co-operated to a wonderful extent, to keep the city's business going; and maintained at least an even keel, while depression was evient in other parts of the country. When the 1920 census was announced Johnson City had in size attained the proportions befitting its name; it was a city. The 10,000 mark had been passed; and the official figures of 12,442 in 1920 did not include the National Soldiers' Home nor the considerable settlement adjacent, which physically, are parts of Johnson City, and an interlww census of 1924 showed over 20,000.

And now, Johnson City has become the sixth city in Tennessee, in size; an industrial and commercial center of upper East Tennessee, with a varied list of industries which should avoid any serious effect on the city financially, in the event of depression in any particular commodity; the "Gateway of the Appalachians," and with the slogan giving every promise of fulfillment, "50,000 by 1930."

## GIGANTIC PARADE TO BE HELD

(Continued from Page One)

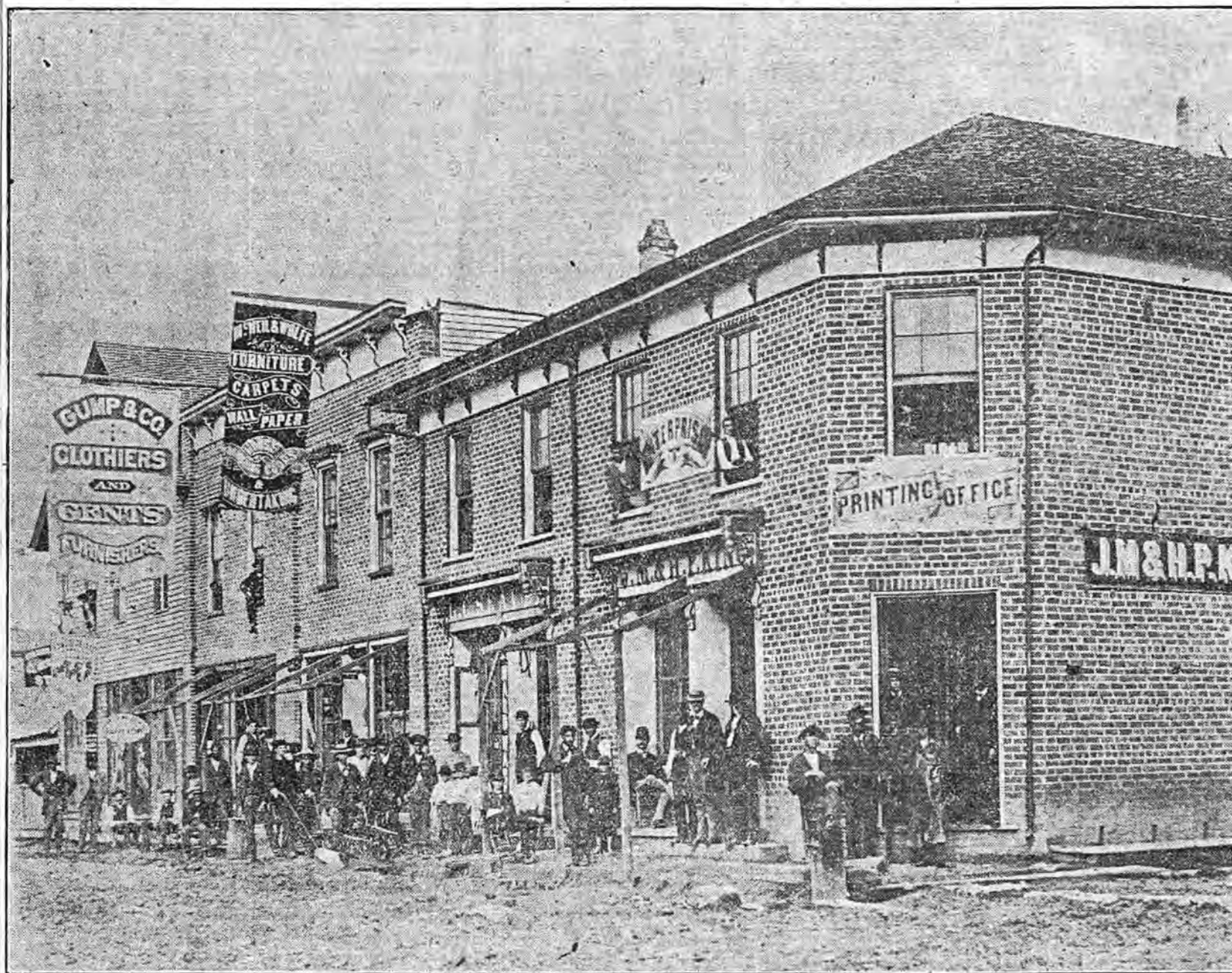
At seven-thirty o'clock, Sergeant Alvin C. York, super hero of the World War, will speak at the Capitol Theatre.

At nine o'clock, the Victory Ball will be held at the John Sevier Hotel this dance being open to the public by subscription, and not confined to Legionnaires and their invited guests.

It is indicated that the general invitation sent to neighboring cities and towns, and to all parts of this section, will be answered by hundreds who will be visitors in Johnson City on Wednesday.



# One Of The Forerunners Of The Present H. P. King Company's Emporium



A scene on Main street, Johnson City, Tenn., on a busy day, 'way back in the latter part of the other century, when J. M. and H. P. King operated a dry-goods store facing what is now Fountain Square. The store of J. M. and H. P. King, with the signs easily visible, occupied the first floor of the old building, with a printing shop on the second floor, where the Enterprise, the city's first paper, was published for several years.