



THE ORIGINAL SEAL  
OF THE MEMPHIS, CLARKSVILLE,  
AND LOUISVILLE RAILROAD

PRESENTED TO  
J. C. BRYANT, PROFESSOR OF EDUCATION  
WESTERN STATE COLLEGE

STILL IN USE BY THE  
LOUISVILLE AND NASHVILLE RAILROAD COMPANY  
IN CLARKSVILLE, TENNESSEE

IN PARTIAL FULFILLMENT  
OF THE REQUIREMENTS FOR THE COURSE  
EDUCATION 500

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## I. DEFINITION OF THE PROBLEM

### GENERAL STATEMENT

IT IS THE PURPOSE OF THIS STUDY TO RECORD A HISTORY OF THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD IN MONTGOMERY COUNTY, TENNESSEE.

SUB-PROBLEMS. TO PROSECUTE THIS STUDY, IT IS NECESSARY TO DEVELOP THE FOLLOWING SUB-PROBLEMS:

1. TO INVESTIGATE THE EARLY HISTORY OF THE RAILROAD MOVEMENT IN TENNESSEE.
2. THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD: BEFORE THE CIVIL WAR.
3. THE RECEIVERSHIP AND SALE OF THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD.

### BASIC ASSUMPTIONS

IN ORDER TO CLARIFY THE PROBLEM AND CARRY ON A RELIABLE RESEARCH PROJECT, IT IS NECESSARY TO MAKE THE FOLLOWING ASSUMPTIONS:

1. A HISTORY OF THE RAILROAD MOVEMENT IS OF IMPORTANCE TO HISTORIANS AND ECONOMISTS.
2. THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD, AS ITS FIRST RAILROAD, WAS OF VAST IMPORTANCE TO CLARKSVILLE AND MONTGOMERY COUNTY, TENNESSEE.
3. THE FORERUNNER OF THE PRESENT DAY RAILROADS IN MONTGOMERY COUNTY WAS THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD.
4. THE SUCCESSOR TO THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD IS OF GREAT IMPORTANCE TO CLARKSVILLE AND MONTGOMERY COUNTY AT THE PRESENT TIME.



## IMPORTANCE OF THE STUDY

THIS STUDY IS OF IMPORTANCE BECAUSE IT ADDS TO THE EXISTING KNOWLEDGE OF THE HISTORY OF CLARKSVILLE AND MONTGOMERY COUNTY, TENNESSEE. IT IS IMPORTANT AS BASIC RESEARCH UPON WHICH FURTHER STUDIES MAY DRAW INFORMATION.

## LIMITATIONS

THIS STUDY IS LIMITED TO THE CHARTERING, OPERATION, AND SALE OF THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD IN MONTGOMERY COUNTY, TENNESSEE, AND THE EVENTS WHICH LED UP TO THE CHARTER.

## METHODS AND PROCEDURES

THE PROCEDURES USED WERE THOSE OF COMPILING DATA FROM THE EARLY NEWSPAPERS OF CLARKSVILLE, TENNESSEE, AND OF EXAMINING THE MINUTES OF THE MONTGOMERY COUNTY COURT AND THE DEED RECORDS OF THAT COUNTY. RESEARCH WAS MADE INTO THE MATERIALS AT THE TENNESSEE STATE LIBRARY AND ARCHIVES AT NASHVILLE, TENNESSEE, THE AUSTIN PEAY STATE COLLEGE LIBRARY, AND THE CLARKSVILLE CITY LIBRARY. THE DATA WERE GATHERED FROM NEWSPAPERS, COURT RECORDS, TENNESSEE STATE RECORDS, BOOKS, UNPUBLISHED MANUSCRIPTS, AND PAMPHLETS. THE MATERIALS WERE SIFTED AND ORGANIZED INTO A NARRATIVE RECORD, USING THE HISTORICAL METHOD AS THE BASIC TYPE OF RESEARCH.

## SURVEY OF THE RELATED LITERATURE

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ONLY FRAGMENTARY INFORMATION ABOUT THE SUBJECT WAS OBSERVED IN THE PROCESS OF RESEARCH. IT IS EVIDENT THAT NO PREVIOUS EFFORT HAS BEEN MADE TO COMPILE A HISTORY OF THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD AS IT PERTAINS TO MONTGOMERY COUNTY, TENNESSEE.

## ORGANIZATION OF MATERIAL

THIS STUDY IS DIVIDED INTO FIVE DIVISIONS. DIVISION ONE DEALS WITH THE DEFINITION OF THE PROBLEM AND RELATED MATERIALS. THE SECOND DIVISION GIVES THE EARLY HISTORY OF THE RAILROAD MOVEMENT IN TENNESSEE. DIVISION THREE TAKES UP THE CHARTERING AND OPERATION OF THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD. THE FOURTH DIVISION TELLS OF THE RECEIVERSHIP OF THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD, AND ITS EVENTUAL SALE TO THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY. DIVISION FIVE SURVEYS THE STUDY AND SUMMARIZES THE CONCLUSIONS RELATING TO THE STUDY.

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MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD  
A HISTORY -- 1673-  
MONTGOMERY COUNTY SOCIETY, INC., 1933



## II. EARLY HISTORY OF THE RAILROAD MOVEMENT IN TENNESSEE

THE PROBLEM OF INTERNAL TRANSPORTATION IN THE STATE OF TENNESSEE HAD BEEN A GRAVE AND MUCH DISCUSSED PROBLEM IN THE EARLY NINETEENTH CENTURY. THERE WERE ARGUMENTS FOR AND AGAINST FEDERAL AID TO INTERNAL IMPROVEMENTS, AND FOR STATE AID TO INTERNAL IMPROVEMENTS.

IN JANUARY OF 1830, THE FIRST SIGNIFICANT APPROPRIATION BY TENNESSEE FOR INTERNAL IMPROVEMENTS WAS PASSED BY THE STATE SENATE.<sup>1</sup>

THIS HOPE OF STATE AID TRIGGERED THE RAILROAD MOVEMENT IN THE STATE, ONLY A YEAR AFTER THE FIRST LOCOMOTIVE WAS IMPORTED INTO THIS COUNTRY FROM ENGLAND. AMONG THE FIRST THREE RAILROAD COMPANIES TO BE CHARTERED WAS THE CLARKSVILLE AND RUSSELVILLE RAILROAD WHEN, ON DECEMBER 8, 1831, THE STATE LEGISLATURE PROVIDED FOR ITS INCORPORATION.<sup>2</sup>

THIS CHARTER WAS FORFEITED WHEN THE INCORPORATORS WERE UN-

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<sup>1</sup> STANLEY JOHN FOLNSBEE, SECTIONALISM AND INTERNAL IMPROVEMENTS IN TENNESSEE, 1796-1845 (KNOXVILLE: EAST TENNESSEE HISTORICAL SOCIETY, 1939), P. 79.

<sup>2</sup> PHILIP M. HAMER (ED.), TENNESSEE, A HISTORY -- 1673-1932 (NEW YORK: AMERICAN HISTORICAL SOCIETY, INC., 1933), VOL. I, P. 400.

<sup>3</sup> IBID., P. 407.

ABLE TO RAISE THE REQUIRED AMOUNT OF CAPITAL.

ON JANUARY 1, 1850, THERE WAS NOT A SINGLE MILE OF RAILROAD IN OPERATION IN TENNESSEE, WHILE IN NEIGHBORING STATES THE FOLLOWING MILEAGES WERE IN OPERATION: KENTUCKY--24; MISSISSIPPI--98; ALABAMA--111; GEORGIA--631. SUCH AN ENTERPRISE.

INTEREST WAS REVIVED IN THE RAILROADS WITH THE RE- THE LEGISLATURE OF 1835-36 PROVIDED FOR A SYSTEM OF SUBSCRIPTION OF WORK ON THE WESTERN AND ATLANTA RAILROAD IN INTERNAL IMPROVEMENTS IN THE STATE AND GAVE INCORPORATION GEORGIA, WITH THE PROSPECT OF A TERMINUS IN CHATTANOOGA. RIGHTS TO SEVERAL RAILROADS INCLUDING THE CLARKSVILLE AND THE MEMPHIS <sup>4</sup> RAILROAD CONVENTION OF 1845 ALSO SERVED TO RENEW RUSSELVILLE. THIS COMPANY FAILED (AS DID MOST OF THE OTHERS) INTEREST.

TO SECURE EVEN TWO-THIRDS OF THE REQUIRED CAPITAL, THE OTHER A MOVE WAS MADE IN THE LEGISLATURE OF 1849-50 TO ONE-THIRD TO BE SUBSCRIBED BY THE STATE.

SECURE THE ENACTMENT OF A GENERAL STATE AID LAW TO THE RAIL- 8 A MOVEMENT WAS INSTITUTED IN AUGUST OF 1836 TO HAVE ROADS. THE BILL FAILED, BUT IN THE SUCCEEDING LEGISLATURE THE STATE PAY THE WHOLE COST OF A SYSTEM OF INTERNAL IM- IT MET WITH APPROVAL AND WAS PASSED ON FEBRUARY 11, 1852. PROVEMENTS. THE SUCCESS OF THE ERIE CANAL BUILT BY THE STATE THE ACT AUTHORIZED AID TO THE FOLLOWING COMPANIES: THE EAST OF NEW YORK WAS REFERRED TO IN THIS ARGUMENT. IT WAS PROPOSED TENNESSEE AND VIRGINIA; THE CHATTANOOGA, HARRISON, GEORGE- THAT THE STATE COULD RETIRE BONDS IN TWENTY YEARS TO PAY FOR TOWN AND CHARLESTON; THE NASHVILLE AND NORTHWESTERN; THE THIS, AND FOR THE FIFTEEN MILLION DOLLAR INVESTMENT, MAKE THE LOUISVILLE AND NASHVILLE; THE SOUTHWESTERN; THE McMINNVILLE PEOPLE OF THE STATE ONE HUNDRED AND FIFTY MILLION DOLLARS AND WINCHESTER; THE MEMPHIS AND CHARLESTON; THE NASHVILLE AND RICHER. <sup>5</sup>

SOUTHERN, THE MOBILE AND OHIO; THE NASHVILLE AND MEMPHIS; THE THE PANIC OF 1837 VIRTUALLY STOPPED ALL FORWARD MOVE- NASHVILLE AND CINCINNATI; THE EAST TENNESSEE AND GEORGIA; MENT ON THE RAILROAD PROJECTS AND CAUSED THE PEOPLE OF THE THE CLARKSVILLE AND LOUISVILLE; AND THE WINCHESTER STATE TO LOOK WITH DISFAVOR ON THE PROJECT FOR MANY YEARS.

<sup>4</sup> IBID., P. 410.

<sup>5</sup> IBID., P. 411.

<sup>7</sup> IBID., P. 422. <sup>8</sup> IBID., P. 423.



ON JANUARY 1, 1850, THERE WAS NOT A SINGLE MILE OF RAILROAD IN OPERATION IN TENNESSEE, WHILE IN NEIGHBORING STATES THE FOLLOWING MILEAGES WERE IN OPERATION: KENTUCKY--28; MISSISSIPPI--98; ALABAMA--111; GEORGIA--631.<sup>6</sup>

INTEREST WAS REVIVED IN THE RAILROADS WITH THE RESUMPTION OF WORK ON THE WESTERN AND ATLANTA RAILROAD IN GEORGIA, WITH THE PROSPECT OF A TERMINUS IN CHATTANOOGA.<sup>7</sup> THE MEMPHIS RAILROAD CONVENTION OF 1845 ALSO SERVED TO RENEW INTEREST.

A MOVE WAS MADE IN THE LEGISLATURE OF 1849-50 TO SECURE THE ENACTMENT OF A GENERAL STATE AID LAW TO THE RAILROADS.<sup>8</sup> THE BILL FAILED, BUT IN THE SUCCEEDING LEGISLATURE IT MET WITH APPROVAL AND WAS PASSED OF FEBRUARY 11, 1852. THE ACT AUTHORIZED AID TO THE FOLLOWING COMPANIES: THE EAST TENNESSEE AND VIRGINIA; THE CHATTANOOGA, HARRISON, GEORGETOWN AND CHARLESTON; THE NASHVILLE AND NORTHWESTERN; THE LOUISVILLE AND NASHVILLE; THE SOUTHWESTERN; THE MCMINNVILLE AND MANCHESTER; THE MEMPHIS AND CHARLESTON; THE NASHVILLE AND SOUTHERN; THE MOBILE AND OHIO; THE NASHVILLE AND MEMPHIS; THE NASHVILLE AND CINCINNATI; THE EAST TENNESSEE AND GEORGIA; THE MEMPHIS, CLARKSVILLE AND LOUISVILLE; AND THE WINCHESTER AND ALABAMA.

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<sup>6</sup> IBID., P. 421.

<sup>7</sup> IBID., P. 422.

<sup>8</sup> IBID., P. 423.

THE ACT PROVIDED THAT WHEN THE COMPANY SHOULD HAVE GRADED AND BRIDGED AND PREPARED FOR IRON RAILS, AND HAVE READY TO PUT DOWN TIMBERS FOR THE RAILS ON A THIRTY MILE SECTION FROM EITHER TERMINUS, THE GOVERNOR WOULD ISSUE THE STATE'S SIX PER CENT BONDS IN AMOUNT NOT TO EXCEED \$8000.00 PER MILE ( INCREASED TO \$10,000.00 IN SOME CASES IN 1854.)

WHEN THE ROADS FOUND IT IMPOSSIBLE TO BUILD BRIDGES WITHOUT STATE AID, THE STATE ADOPTED THE POLICY OF LENDING MONEY FOR THAT PURPOSE.<sup>9</sup>

SUMMARY OF THE CHARTER WAS GIVEN AS "... THE CONSTRUCTION,

THE RAILROAD MOVEMENT IN TENNESSEE CAME JUST AFTER THE MOVEMENT STARTED IN THE WHOLE EASTERN SEABOARD OF THE UNITED STATES. THE DEVELOPMENT WAS SLOWER THAN IN SOME PLACES BECAUSE OF LIMITED CAPITAL. THAT PROGRESS WHICH HAD BEEN MADE WAS SLOWED BY THE PANIC OF 1837.

FINALLY, IN 1850, AFTER A LIBERAL STATE AID LAW WAS PASSED, THE MOVEMENT GAINED MOMENTUM. BE BUILT FROM

TO SOME POINT OF INTERSECTION.

<sup>9</sup> IBID., P. 425.

FOR FULL TEXT, SEE APPENDIX A.



...DOLLARS, WITH POWER TO INCREASE TO FOUR MILLION. THE  
 SHARES WERE TO BE ONE HUNDRED DOLLARS EACH. THE NUMBER OF  
 SHARES PER VOTE IN THE COMPANY WAS ALSO EXPLICITLY SET OUT IN  
 THE CHARTER. III. THE MEMPHIS, CLARKSVILLE,  
 AND LOUISVILLE RAILROAD  
 BEFORE THE CIVIL WAR  
 DESCRIBED, THE CORPORATION WAS ALLOWED TO ORGANIZE  
 AND ELECT A BOARD OF DIRECTORS, WHO WOULD ELECT OFFICERS.

THE COMPANY WAS GIVEN THE RIGHT TO CONSTRUCT THE RAIL-  
 ROAD ALONG ANY PUBLIC ROAD OR WATER COURSE, PROVIDED THAT THE  
 RECEIVED ITS CHARTER ON FEBRUARY 11, 1852, BY AN ACT OF  
 THE GENERAL ASSEMBLY OF THE STATE OF TENNESSEE. THE  
 PURPOSE OF THE CHARTER WAS GIVEN AS "... THE CONSTRUCTION,  
 USE AND MAINTENANCE OF A RAILROAD FROM MEMPHIS IN

TENNESSEE THROUGH CLARKSVILLE TO LOUISVILLE, OR TO  
 SOME SUITABLE POINT WHERE THE RAILROAD SHALL INTERSECT  
 THE NASHVILLE AND LOUISVILLE RAILROAD IN THE STATE OF  
 KENTUCKY.

THE CHARTER WAS TO BE CONFERRED FOR A PERIOD OF NINETY-  
 IT WAS EMPOWERED TO UNITE WITH ANY COMPANY  
 CHARTERED BY THE STATE OF KENTUCKY TO BE BUILT FROM  
 LOUISVILLE TO SOME POINT OF INTERSECTION.

THE CAPITAL STOCK OF THE COMPANY WAS SET AT  
 THREE  
 RAILROAD AND THE NASHVILLE AND MEMPHIS RAILROAD (LATER

AT ANY POINT OR POINTS BETWEEN CLARKSVILLE

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FOR FULL TEXT, SEE APPENDIX A.

THE PROGRESS APPEARS TO HAVE BEEN SLOW TOWARD THE FUL-

PROVISIONS OF THE CHARTER. IT WAS NEARLY

MILLION DOLLARS, WITH POWER TO INCREASE TO FOUR MILLION. AN AD-  
SHARES WERE TO BE ONE HUNDRED DOLLARS EACH. THE NUMBER OF RAIL-  
SHARES PER VOTE IN THE COMPANY WAS ALSO EXPLICITLY SET OUT IN  
THE CHARTER. WHEN FIFTY THOUSAND DOLLARS WORTH OF STOCK WAS  
SUBSCRIBED, THE CORPORATION WAS TO BE ALLOWED TO ORGANIZE  
AND ELECT A BOARD OF DIRECTORS, WHO WOULD ELECT OFFICERS.

THE COMPANY WAS GIVEN THE RIGHT TO CONSTRUCT THE RAIL-  
ROAD ALONG ANY PUBLIC ROAD OR WATER COURSE, PROVIDED THAT THE  
RAILROAD AND TURNPIKE COMPANIES COULD COME TO TERMS BY THE  
TURNPIKE COMPANY SUBSCRIBING TO STOCK IN THE RAILROAD COMPANY  
FOR THE AMOUNT OF ITS CLAIM. AND NASHVILLE ROAD FROM BOWLING

GREEN. THE COMPANY WAS GIVEN TEN YEARS TO FINISH THE RAIL-  
ROAD AND FIVE YEARS TO FINISH THAT PORTION FROM CLARKSVILLE  
TO THE KENTUCKY LINE OR JUNCTION WITH THE LOUISVILLE AND  
NASHVILLE RAILROAD. AND RIVER WILL BE LET HEREAFTER. THE ROAD

WILL BE. THE CHARTER WAS TO BE CONFERRED FOR A PERIOD OF NINETY-  
NINE YEARS WHENEVER THE PORTION OF THE RAILROAD FROM CLARKS-  
VILLE TO THE KENTUCKY LINE SHOULD BE COMPLETED. THE OFFICE OF

THE COMPANY. IN SECTION ELEVEN OF THE ACT OF CHARTER, THE COMPANY  
WAS GIVEN THE RIGHT TO INTERSECT AND UNITE WITH THE NORTH-  
WESTERN RAILROAD AND THE NASHVILLE AND MEMPHIS RAILROAD (LATER  
THE MEMPHIS AND OHIO) AT ANY POINT OR POINTS BETWEEN CLARKSVILLE  
AND MEMPHIS. ARTICLE IN THE CLARKSVILLE JEFFERSONIAN, JAN-

THE PROGRESS APPEARS TO HAVE BEEN SLOW TOWARD THE FUL-  
FILLMENT OF THE PROVISIONS OF THE CHARTER. IT WAS NEARLY



FOUR YEARS AFTER THE ACT PASSED THE LEGISLATURE BEFORE AN ADVERTISEMENT WAS MADE FOR BIDS ON THE CONSTRUCTION OF THE RAILROAD. THE FIRST ADVERTISEMENT FOR BIDS APPEARED IN THE CLARKSVILLE JEFFERSONIAN ON JANUARY 23, 1856:<sup>11</sup>

TO RAILROAD CONTRACTORS

MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD.

THE BOARD OF THE ABOVE COMPANY INVITE BIDS FOR THE CONSTRUCTION OF THEIR ROAD FROM THE KENTUCKY STATE LINE TO THE CUMBERLAND RIVER AT CLARKSVILLE.

THIS ROAD WILL INTERSECT AT THE KENTUCKY STATE LINE THE BRANCH OF THE LOUISVILLE AND NASHVILLE ROAD FROM BOWLING GREEN, KENTUCKY, AND THE MEMPHIS AND OHIO ROAD AT THE TENNESSEE RIVER.

OTHER SECTIONS AS WELL AS THE BUILDING OF THE BRIDGE ACROSS THE CUMBERLAND RIVER WILL BE LET HEREAFTER. THE ROAD WILL BE LET IN SECTIONS OF ONE OR MORE MILES TO SUIT CONTRACTORS.

MAPS, PROFILES AND PLANS CAN BE SEEN AT THE OFFICE OF THE COMPANY IN CLARKSVILLE OR ENQUIRY MADE OF THE UNDERSIGNED.

W. B. MUNFORD, PRESIDENT  
MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD

AN EDITORIAL IN THE SAME EDITION ADMONISHED THE

<sup>11</sup> ADVERTISEMENT IN THE CLARKSVILLE JEFFERSONIAN, JANUARY 23, 1856.

<sup>12</sup> THE CLARKSVILLE JEFFERSONIAN, JANUARY 23, 1856.



DIRECTORS OF THE MEMPHIS, CLARKSVILLE AND LOUISVILLE RAILROAD TO MAKE HASTE AND COMMENCE THE ROAD BEFORE THE EXPIRATION DATE OF THE PROVISIONAL CHARTER. IMPATIENCE OF THE PEOPLE OF THE COMMUNITY WAS EXPRESSED AT THE SLOW PROGRESS MADE IN SOME CONCRETE BEGINNING OF THE CONSTRUCTION.

IN ENSUING EDITIONS, SEVERAL LETTERS TO THE EDITOR OF THE CLARKSVILLE JEFFERSONIAN SHOWED DISSATISFACTION WITH THE PROGRESS MADE.

FINALLY ON APRIL 30, 1856, THE ANNOUNCEMENT WAS MADE BY THE JEFFERSONIAN THAT THIRTY MILES OF THE RAILROAD HAD BEEN "PUT TO CONTRACT." MESSRS CHAPLAIN, HOLMAN AND COMPANY WERE THE SUCCESSFUL BIDDERS AND EXPRESSED THE HOPE THAT THEY WOULD HAVE THE THIRTY MILES READY FOR THE RAILS BY JANUARY, 1858.<sup>13</sup> IN THIS SAME ISSUE OF THE JEFFERSONIAN, THERE WAS A CALL FOR A MEETING OF THE STOCKHOLDERS TO VOTE ON ALTERNATE ROUTES FOR THE ROAD.<sup>14</sup>

ON MAY 14, 1856, THE FOLLOWING ADVERTISEMENT APPEARED IN THE CLARKSVILLE JEFFERSONIAN:

<sup>15</sup> TO THE PRESIDENT AND DIRECTORS OF THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD COMPANY: GENTLEMEN: IN OBEDIENCE TO YOUR INSTRUCTIONS, I HAVE MADE AN ESTIMATE OF THE RELATIVE COST OF THE "UPPER AND LOWER ROUTES."

<sup>13</sup> IBID. APRIL 30, 1856.

<sup>14</sup> IBID.

<sup>15</sup> IBID. MAY 14, 1856.



MY FIRST ESTIMATE EMBRACED TRESTLE WORK ON BOTH LINES, AND WAS BASED UPON THE PRICES FIRST FIXED BY YOUR FORMER ENGINEER, G. B. PICKETT. MY PRESENT ESTIMATE IS MADE UPON THE SUPPOSITION THAT NO TRESTLE, OR TEMPORARY WORK WILL BE BUILT ON EITHER.

DIFFERENCE IN COST IN FAVOR OF THE LOWER ROUTE \$15,000.

THE LINES MEASURE THE SAME LENGTH FROM POINT OF DIVERGENCE TO POINT OF INTERSECTION, EACH BEING TEN MILES IN LENGTH.

THE LOWER LINE CONTAINS ONE AND THREE-FOURTHS MILES OF 60 FEET GRADE, AND EIGHT AND ONE-FOURTH MILES LEVEL GRADE.

THE UPPER LINE CONTAINS SEVEN MILES, 60 TO 68 FEET GRADE AND THREE MILES OF LEVEL GRADE.

THE CURVATURE ON EACH WOULD BE ABOUT EQUAL.

RESPECTFULLY SUBMITTED,

G. B. FLEECE

W. B. MUNFORD, PRESIDENT

W. P. HUME, SECRETARY

CLARKSVILLE, MAY 12TH, 1856.

THE BOARD OF M., C. & L. R.R. CO. MET. PRESENT, W. B. MUNFORD, PRES'T., R. M. HOUSE, J. C. JOHNSON, L. BRADLEY, W. M. STEWART, GEO. STACKER, J. COBB, GEO. H. WARFIELD, W. BROADUS, JOSHUA ELDER AND W. P. HUME.

THE FOLLOWING RESOLUTION WAS UNANIMOUSLY ADOPTED, VIZ:  
RESOLVED, THAT THE PRESENT EXCITEMENT IN THIS COMMUNITY RELATIVE TO LOCATING THE RAILROAD ON WHAT IS TERMED THE UPPER AND LOWER ROUTES DEMANDS AT THE HANDS OF THE DIRECTORS A PUBLICATION OF THE RESOLUTION PASSED 22D MARCH, 1856, TOUCHING THIS LOCATING QUESTION, FEELING WELL ASSURED THAT THE COURSE WILL DO MUCH TO ALLAY THE PRESENT EXCITEMENT IN THE MINDS OF ALL UNPREJUDICED AND SENSIBLE MEN; AND THAT WE HEARTILY APPROVE OF THE CALL FOR A MEETING OF THE STOCKHOLDERS TO HEAR THE FACTS FOR THEMSELVES. WE WILL SIMPLY SAY FURTHER THAT THE CIRCULAR INVITING THE STOCKHOLDERS TO MEET ON THE 17TH INST., TO HEAR THE DISCUSSION, CONTAINS POSITIONS WHICH WE DO NOT ADMIT, AND WHICH WILL BE FULLY DISCUSSED.

WE ADD HERETO, THE COST OF THE TWO ROUTES, BASED ON SOLID AND PERMANENT WORK, WITH NO TRESTLE WORK ON EITHER LINE, AS REPORTED BY OUR ENGINEER, WHOSE ACTS WE ENDORSE, (THIS UPPER ROUTE NEVER WAS SURVEYED BY ADAMS PICKETT OR ANY OTHER EXCEPT MR. G. B. FLEECE.)

RESOLUTION OF 22ND MARCH, 1856.

RESOLVED, THAT WE WILL CAUSE FULLY TO BE EXAMINED THE UPPER ROUTE, ABOVE THE TOWN OF CLARKSVILLE, AND IF THE ROUTE SHALL APPEAR PRACTICABLE, BUT COST MORE, WE WILL SUBMIT THE SAME TO THE VOTE OF THE STOCKHOLDERS, AND CLARKSVILLE AND



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PARIS HAVING BEEN AGREED ON AS POINTS IN THE ROAD, WE WILL LOCATE THE ROAD FROM CLARKSVILLE TO THE CROSSING OF THE TENNESSEE RIVER, OFFERING THE SHORTEST, CHEAPEST AND BEST ROUTE FOR A THROUGH ROUTE BETWEEN THESE POINTS, AND THAT WE WILL NOTIFY THE M. & O. R.R. COMPANY OF THIS OUR DETERMINATION, SHOWING TO THEM THAT WE DESIRE ONLY JUSTICE AND THAT WE WILL SUBMIT ON NO OTHER BASIS.

EVEN THOUGH IT APPEARED FROM LETTERS TO THE EDITORS IN THE JEFFERSONIAN THAT THERE WAS MUCH OPPOSITION TO ONE ROUTE OR THE OTHER WHICH WAS PROPOSED BY THE RAILROAD WE FIND THAT THE STOCKHOLDERS RE-ELECTED THE SAME DIRECTORS WITH ONLY ONE EXCEPTION AND VOTED TO LEAVE THE SELECTION OF THE ROUTE TO THE BOARD OF DIRECTORS.

THE GREAT DAY FINALLY ARRIVED AND WAS HERALDED IN THE NEWSPAPERS ON JUNE 25, 1856.

WE ARE EXCEEDINGLY GRATIFIED THAT WE ARE ABLE TO ANNOUNCE TO OUR READERS THAT THE GROUND HAS BEEN BROKEN UPON THE M. C. & L. R.R., THE CONTRACTORS AND LABORERS ARE UPON THE LINE, AND THE GREAT ENTERPRISE, WHICH FOR FOUR YEARS PAST HAS BEEN THE GREAT AND ABSORBING QUESTION AMONG OUR PEOPLE IS AT LAST UNDER WAY.

ON MONDAY, JUNE 23, 1856, PRESIDENT MUNFORD OF THE M. C. & L. BROKE GROUND AFTER TOASTS IN CHAMPAGNE AND APPROPRIATE SPEECHES.

EVIDENTLY SOME PROGRESS WAS MADE IN THE CONSTRUCTION OF THE RAILROAD AS AN ADVERTISEMENT WAS PLACED IN THE NEWSPAPER ON FEB. 18, 1857, CALLING FOR A PAYMENT OF 5% OF THE

<sup>16</sup> THE CLARKSVILLE JEFFERSONIAN, MAY 28, 1856, P. 2.

<sup>17</sup> IBID. JUNE 25, 1856. <sup>18</sup> IBID. FEB. 18, 1857, P. 3.



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SUBSCRIBED STOCK OF THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD. BECAUSE OF A FAVORABLE REPORT ON THE CONDITION OF THE C. O. FAXON, EDITOR OF THE CLARKSVILLE JEFFERSONIAN, COMMENTED ON THE SAME DATE: WHICH WOULD TEND TO LEND CONFIDENCE

AS FAR AS WE CAN LEARN THE M. C. & L. RAILROAD IS PROGRESSING AS FAST AS COULD BE EXPECTED. THE CHIEF ENGINEER INFORMS US THAT THERE ARE 350 HANDS AT WORK ON IT IN THE VICINITY OF THIS PLACE. THE ROAD IS NOW UNDER THE SUPERINTENDENCE OF NEW CONTRACTORS AND BIDS FAIR TO DO MUCH BETTER IN THE FUTURE THAN IT HAS IN THE PAST.

THE CONDITION OF THE MONEY MARKET AT THE TIME MIGHT BE INDICATED BY THE PURCHASE PRICE OF MONTGOMERY COUNTY AND CITY OF CLARKSVILLE BONDS SOLD BY THE M. C. & L. RAILROAD (RAILROAD BONDS WERE A DRUG ON THE MARKET AT THE TIME, AND BUYERS COULD NOT BE FOUND FOR THEM.) THE CITY BONDS SOLD FOR AN AVERAGE OF 69 3/4¢ AND THE COUNTY BONDS FOR 71¢.

CITIZENS OF CLARKSVILLE OBVIOUSLY MADE AN ATTEMPT TO STRENGTHEN THE BOND MARKET FOR CITY BONDS BY PURCHASING \$300,000 WORTH OF CLARKSVILLE CITY BONDS FROM THE LOUISVILLE AND NASHVILLE RAILROAD.

BY OCTOBER OF 1857 DISCOUNTS WERE SO HIGH ON STATE BONDS THAT TWO BILLS WERE INTRODUCED IN THE LEGISLATURE TO DISCONTINUE AID TO INTERNAL IMPROVEMENTS WITHIN THE STATE. THIS OBVIOUSLY WOULD MEAN AN END TO THE MANY RAILROADS THEN ABUILDING, AND FINANCIAL DISASTER FOR THEIR BACKERS.

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19 IBID. 20 IBID. APRIL 15, 1857, P. 2.

21 IBID., SEPT. 23, 1857, P. 2.

22 IBID., OCT. 14, 1857.



THE BILLS FAILED, HOWEVER; AND THE CRISIS GRADUALLY PASSED, PROBABLY BECAUSE OF A FAVORABLE REPORT ON THE CONDITION OF THE RAILROADS IN TENNESSEE BY R.G. PAYNE, ROAD COMMISSIONER.<sup>23</sup> SOME EXCERPTS FROM THE REPORT WHICH WOULD TEND TO LEND CONFIDENCE INCLUDE:

"IT IS PROPER HERE TO STATE AS A FACT HIGHLY CREDIT-ABLE TO THE TENNESSEE COMPANIES, THAT THEY HAVE UNIFORMLY MET<sup>24</sup> THE INTEREST ON THEIR STATE DEBT."

"THE MEMPHIS, LOUISVILLE, AND CLARKSVILLE COMPANY HAVE MADE NO DETAILED REPORT; BUT I WILL HERE STATE THAT THIRTY MILES OF THEIR ROAD IS UNDER CONTRACT AND A HEAVY WORKING FORCE HAS BEEN ENGAGED ALONG THIS SECTION. THIS LINE WHEN FINISHED WILL GIVE A DIRECT CONNECTION BETWEEN MEMPHIS AND LOUISVILLE, AND THEREBY RECEIVES A LARGE AMOUNT OF THROUGH TRAVEL FROM BETWIXT<sup>25</sup> LOUISVILLE AND NEW ORLEANS AND OTHER INTERMEDIATE POINTS."

THE WORK STILL CONTINUED, BUT SLOWLY ON THE RAILROAD, AND IT WAS NECESSARY TO OBTAIN AN EXTENSION OF TWO YEARS TO<sup>26</sup> COMPLETE THE FIRST THIRTY MILES. THE BILL GRANTING THE EX-

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<sup>23</sup> R.G. PAYNE, ROAD COMMISSIONER, "REPORT ON THE CON-  
DITION OF THE RAILROADS IN TENNESSEE," APPENDIX TO SENATE AND  
HOUSE JOURNALS, TENNESSEE, 1857-58 (TENNESSEE STATE LIBRARY AND  
ARCHIVES, 1857-58), P. 37.

<sup>24</sup> IBID., P. 39.

<sup>25</sup> IBID., P. 41.

<sup>26</sup> THE CLARKSVILLE JEFFERSONIAN, JANUARY 20, 1858, P.2.



TENSION HAD PASSED ALL BUT THE LAST TWO READINGS IN THE STATE HOUSE OF REPRESENTATIVES WHEN REPORTED IN THE JEFFERSONIAN ON JANUARY 20, 1858.

A SAVING OF BOTH TIME AND MONEY WAS EFFECTED WHEN THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE AND THE NORTHWESTERN RAILROAD COMPANIES CONSOLIDATED THE TWO LINES UPON THE PART OF THE ROUTE THAT WAS COMMON TO BOTH ROADS LYING BETWEEN THE TOWNS OF PARIS AND TENNESSEE RIDGE, WHICH IS SOME EIGHT OR TEN MILES THIS SIDE OF THE TENNESSEE RIVER. MANY OTHER FORMAL AND INFORMAL CONSOLIDATIONS WERE MADE FOR THE PURPOSE OF REDUCING THE EXPENSE OF DUAL RAIL LINES BETWEEN TWO GIVEN POINTS. ANOTHER FACTOR THAT FAVORED THIS COOPERATION WAS THE AVAILABILITY OF STATE MONEY. THE RAILROAD COMPANIES APPROACHING THE TENNESSEE RIVER FROM EITHER SIDE EACH SECURED THE MAXIMUM STIPEND ALLOWED BY THE STATE FOR THE PURPOSE OF BUILDING A BRIDGE.

THE CLARKSVILLE JEFFERSONIAN REPORTED ON JULY 28, 1858, THAT THE MEMPHIS, CLARKSVILLE AND LOUISVILLE RAILROAD HAD ENTERED INTO A CONTRACT WITH McCOLLUM, SEYMOUR AND HAWLEY FOR A RAILROAD BRIDGE ACROSS THE CUMBERLAND RIVER AT CLARKSVILLE. PRESIDENT W. A. QUARLES OF THE MEMPHIS,

<sup>27</sup> IBID., APRIL 28, 1858, P. 2.

<sup>28</sup> IBID., JULY 28, 1858, P. 2.

<sup>29</sup> IBID., AUGUST 18, 1858, P. 2.



CLARKSVILLE, AND LOUISVILLE THEN ISSUED A CALL FOR FIVE PER CENT PAYMENT ON ALL CAPITAL STOCK, PAYABLE SEPTEMBER FIRST. 17

THE CITIZENS OF LOUISVILLE, KENTUCKY, EVIDENTLY BECOMING WORRIED ABOUT THE SLOW CONNECTION OF THAT CITY WITH MEMPHIS, PASSED A BOND ISSUE OF \$300,000 TO EXTEND THE RAILROAD FROM BOWLING GREEN TO THE KENTUCKY STATE LINE AT THE TERMINUS OF THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD. 30

REAL PROGRESS BEGAN ON THE RAILROAD AFTER THE ARRIVAL OF THE LOCOMOTIVE CLARKSVILLE, AND A SUBSTANTIAL SUPPLY OF RAIL (BY BOAT.) THE FOLLOWING ARTICLE APPEARED IN THE CLARKSVILLE NEWSPAPER:

THE LOCOMOTIVE FOR THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD HAS ARRIVED. THE GREATER PART OF OUR POPULATION HAVE LOOKED AT AND EXAMINED THE WONDER, AND ALL HAVE CONCLUDED THAT IT WILL DO. WE SHALL HEAR HIS SHRILL NEIGH IN A FEW DAYS WHEN HE WILL BE AT WORK LAYING THE TRACK, AND THEN WE SHALL SEE WHETHER HE BELONGS TO THE FIRST LINE, OR WHETHER HE IS ONLY SCRUB STOCK. THIS LOCOMOTIVE IS CALLED THE CLARKSVILLE. IT IS AN EXCELLENT PIECE OF WORK AND APPEARS TO BE PERFECT IN ALL ITS PARTS.

WE ARE ENABLED TO MAKE THE GRATIFYING ANNOUNCEMENT THAT THE IRON RAILS FOR OUR ROAD HAVE ARRIVED, AND THAT IMMENSE PILES OF IT ARE NOW LYING UPON THE RIVER BANK, NEAR THE RAILROAD, ALL READY TO BE LAID DOWN. WITHIN THE PRESENT WEEK, THE COMPANY HAVE HERE ABOUT SIX HUNDRED TONS OF RAILS-- ENOUGH TO COMPLETE SEVEN MILES OF THE ROAD, AND OTHER ARRIVALS ARE EXPECTED. WE NOW HAVE THE IRON, CROSS-TIES, LOCOMOTIVE, AND TRACK, AND IT IS ONLY NECESSARY TO PUT THEM TOGETHER, AND THAT WILL BE DONE IN A VERY SHORT TIME. 31

A REPORT FROM THE PRESIDENT OF THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD. 32

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<sup>30</sup> IBID., NOVEMBER 10, 1858.

<sup>31</sup> IBID., MAY 18, 1859.

<sup>32</sup> IBID., JUNE 29, 1859.



VILLE, AND LOUISVILLE RAILROAD ATTEMPTED TO JUSTIFY THE LACK OF PROGRESS IN THE BUILDING OF THE ROAD BY POINTING OUT THE PRUDENCE OF DELAYING THE CONSTRUCTION OF THE MIDDLE SECTION OF A RAILROAD UNTIL THE TWO ENDS SHOULD MEET IT. HE EXPLAINED THAT THE COMPANY'S PRINCIPAL WOULD BE EXHAUSTED AND IT WOULD BE CALLED UPON TO PAY INTEREST BEFORE THE ROAD WAS

IN A POSITION TO BECOME PRODUCTIVE. THE TREASURER'S REPORT AT THE TIME SHOWED ASSETS OF \$1,506,800.00 FOR THE MEMPHIS,

CLARKSVILLE, AND LOUISVILLE RAILROAD. CLARKSVILLE, AND LOUISVILLE RAILROAD WILL BE DISCONTINUED AFTER MONDAY, DECEMBER 31, 1859. THE RAILROAD FINALLY BEGAN OPERATION ON OCTOBER 1, 1859, RUNNING FROM CLARKSVILLE TO TAIT'S STATION ON THE

KENTUCKY STATE LINE, A DISTANCE OF THIRTEEN MILES. IT WAS ANNOUNCED THAT TRAINS WOULD RUN ON SUNDAYS FOR THE CONVENIENCE OF THOSE WISHING TO ATTEND CHURCH IN THE CITY, AND WAS ALSO ANNOUNCED THAT THE TRAIN WOULD MAKE TWO ROUND TRIPS TO THE STATE LINE EACH DAY.

THE FOLLOWING ADVERTISEMENT APPEARED IN THE NEWSPAPER GIVING A FULL SCHEDULE OF TRAINS:

#### RAILROAD NOTICE

THE BOAT WAS MORE COMFORTABLE THAN THE RAILROAD. THIS ADVERTISEMENT APPEARED IN THE NEWS- PAPER GIVING A FULL SCHEDULE OF TRAINS: TRAINS ON THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD WILL RUN AS FOLLOWS ON AND AFTER MONDAY, OCTOBER 31ST, 1859. MORNING TRAIN LEAVES CLARKSVILLE, 4:00 A.M., CONNECTING WITH EDGEFIELD AND KENTUCKY ROAD AT 6:45 A.M., AND ARRIVING AT NASHVILLE AT 9:30 A.M. RETURNING FROM

33 THE CLARKSVILLE JEFFERSONIAN, OCTOBER 5, 1859.

34 IBID., NOVEMBER 2, (3RD), 1859.



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19

NASHVILLE -- TRAIN ON EDGEFIELD AND KENTUCKY ROAD LEAVES  
NASHVILLE AT 2:30 P.M., CONNECTING WITH MEMPHIS, CLARKSVILLE,  
AND LOUISVILLE RAILROAD AT 7:15 P.M., ARRIVING AT CLARKSVILLE  
AT 8:15 P.M.

BY THIS ROUTE, PERSONS LEAVING CLARKSVILLE IN THE  
MORNING ARRIVE IN LOUISVILLE THE SAME NIGHT, OR TO MEMPHIS IN  
ABOUT 30 HOURS.

THE INTEREST IN THE NEW RAILROAD SOON FLAGGED, AND  
THE FOLLOWING NOTICE APPEARED IN THE CLARKSVILLE JEFFERSONIAN,  
ON DECEMBER 7, 1859:<sup>35</sup>

#### RAILROAD NOTICE

PASSENGER TRAINS OF THE MEMPHIS, CLARKSVILLE, AND  
LOUISVILLE RAILROAD WILL BE DISCONTINUED AFTER MONDAY,  
DECEMBER 5TH. FREIGHT WILL BE RECEIVED AS HERETOFORE AND  
WILL START OUT ONCE OR TWICE PER WEEK, AS OCCASION MAY RE-  
QUIRE.

W.A. QUARLES, PRESIDENT.

IT WOULD APPEAR THAT THE ADVENT OF THE RAILROAD HAD  
CAUSED SOME CONCERN TO THE PROPRIETORS OF THE STEAM BOATS.  
JUST A FEW MONTHS AFTER THE FIRST RAILROAD STARTED OPERATION,  
AN ADVERTISEMENT APPEARED IN THE CLARKSVILLE NEWSPAPER SOLIC-  
ITING STEAMBOAT PASSENGERS.<sup>36</sup> IT STATED THAT THE FARE --  
\$6.00 TO LOUISVILLE AND \$8.00 TO CINCINNATI -- WAS CHEAPER  
THAN THAT OF THE RAILROAD, FREE MEALS WERE SERVED, AND THAT  
THE BOAT WAS MORE COMFORTABLE THAN THE RAILROAD. THIS AD-  
VERTISEMENT RAN THROUGH SEVERAL EDITIONS OF THE PAPER.

PRESSURES FORM ALL SIDES CAUSED THE OFFICIALS OF THE

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<sup>35</sup> IBID., DECEMBER 7, 1859. P. 2.

<sup>36</sup> IBID., JANUARY 25, 1860. P.3.



MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD TO TAKE MORE VIGOROUS ACTION. THE CALL OF MEMPHIS AND LOUISVILLE CRITICS FOR ACTION RESULTED IN AN ANNOUNCEMENT FROM THE BOARD OF DIRECTORS:

"AT A MEETING OF THE PRESIDENT AND THE BOARD OF DIRECTORS OF THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD HELD AT THE OFFICE OF THE COMPANY IN THIS CITY ON MONDAY, ARRANGEMENTS WERE PERFECTED FOR THE MORE RAPID PROSECUTION OF THE ENTIRE LINE OF THE ROAD AND ITS EARLY COMPLETION. FULLY TWO THOUSAND MEN WILL BE AT WORK BETWEEN THIS PLACE AND PARIS WITHIN THE NEXT MONTH."<sup>37</sup>

IN THE MEANTIME, PROGRESS WAS BEING MADE ON THE FEEL CONNECTIONS BETWEEN CLARKSVILLE AND NASHVILLE. WHILE CONNECTIONS HAD BEEN MADE BY STAGE COACH FROM THE KENTUCKY STATE LINE TO GUTHRIE FOR SOME TIME, THE ROAD WAS FINALLY COMPLETED; AND THE FIRST THROUGH TRAIN FROM NASHVILLE TO CLARKSVILLE WAS THE OCCASION FOR A GALA PARTY, WHICH WAS DESCRIBED IN DETAIL IN THE NEWSPAPER.<sup>38</sup>

AS IN THE CASE WITH ALL GREAT PROJECTS, SOME TRAGEDY MUST COME. ON MAY 16, 1860, THE NEWSPAPER ANNOUNCED THAT THIS THREE WORKMEN HAD DROWNED AND ONE WAS BADLY INJURED WHEN THE WIRE SUSPENSION BRIDGE OVER THE CUMBERLAND RIVER FELL. THE BRIDGE WAS USED FOR THE PURPOSE OF CONSTRUCTING THE SUPER-STRUCTURE OF THE RAILROAD BRIDGE. THE NEXT DAY THE SUSPENSION BRIDGE FELL AGAIN, INJURING THREE MEN. SHORTLY AFTERWARD, THE

<sup>37</sup> CLARKSVILLE JEFFERS, MAY 8, 1860.  
IBID., FEBRUARY 1, 1860.

<sup>38</sup> IBID., FEBRUARY 22, 1860.

<sup>39</sup> IBID., MAY 16, 1860.

FOREMAN OF THE CREW AT THE PALMYRA TUNNEL WAS KILLED WHEN A POWDER BLAST WENT OFF UNEXPECTEDLY.

THE WORK WENT ON, AND ON AUGUST 8, 1860, THE FIRST TRAIN CROSSED THE CUMBERLAND RIVER BRIDGE CARRYING ONE PASSENGER CAR AND 150 PEOPLE.<sup>40</sup>

THIS WAS A TIME OF PROGRESS, AND "FAMOUS FIRSTS" WERE OCCURRING NEARLY EVERY WEEK ON THE RAILROADS.

"THIS DAY THE FIRST RAILROAD TRAIN FROM LOUISVILLE DIRECT PASSES FROM THAT CITY TO CLARKSVILLE. IT IS A JOYFUL EVENT."<sup>41</sup>

THE OPENING OF THE MEMPHIS BRANCH OF THE RAILROAD WITH AN EXCURSION TO CLARKSVILLE BY A TRAIN-LOAD OF MEMPHIANS WAS ANNOUNCED ON SEPTEMBER 26, 1860.<sup>42</sup> THE HOPE WAS EXPRESSED THAT THE ROAD WOULD BE FINISHED TO MEMPHIS BY JANUARY. IT MIGHT BE WELL TO POINT OUT THAT, IN THE CASE OF THIS LINE AS WELL AS MANY OTHERS, CONNECTIONS WERE OFTEN MADE BETWEEN COMPLETED SECTIONS OF RAILROADS BY STAGE COACH OR FERRY. THIS FACT IS SELDOM BROUGHT OUT BY THE NEWSPAPER ARTICLES, BUT MUST BE SURMISED, AS RECORDS OF THROUGH CONNECTIONS ARE OFTEN MADE LATER THAN THE FIRST ACCOUNTS OF PASSENGER TRAFFIC FROM ONE POINT TO ANOTHER.

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<sup>40</sup> THE CLARKSVILLE JEFFERSONIAN, AUGUST 8, 1860.

<sup>41</sup> IBID., SEPTEMBER 19, 1860. IBID., JULY 9, 1861.

<sup>42</sup> IBID., SEPTEMBER 26, 1860.



A NEW RAILROAD SCHEDULE ANNOUNCED ON SEPTEMBER 26, 1860, GAVE DEPARTURE TIMES OF TRAINS FROM CLARKSVILLE AT 4:30 A.M. AND 3:00 P.M. THE MORNING TRAINS WERE SCHEDULED TO ARRIVE IN NASHVILLE AT 8:30 A.M. AND AT LOUISVILLE AT 1:40 P.M. THIS GAVE THE QUICKEST PUBLIC TRANSPORTATION TO LOUISVILLE THAT HAD BEEN OFFERED UP UNTIL THAT TIME.

THE LAST RAIL LINKING LOUISVILLE AND MEMPHIS WAS LAID ON MARCH 20, 1861. THE RAILROAD WAS NOW READY TO BEGIN FULL OPERATION AND WOULD SEEM TO BE A VERY PROFITABLE ENTERPRISE. JUST OVER THREE MONTHS LATER, AN ADVERTISEMENT IN THE NEWSPAPER GAVE TESTIMONY TO THE SHAPE OF COMING EVENTS.

MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD TO MILITARY COMPANIES: MILITARY COMPANIES OR INDIVIDUAL MEMBERS OF MILITARY COMPANIES IN THE SERVICE OF THE STATE OF TENNESSEE OR OF THE SOUTHERN CONFEDERACY WILL PASS FREE ON THIS ROAD UNDER THE FOLLOWING RESTRICTION: TRAVEL WILL BE UNDER ORDERS ON MILITARY DUTY.

ON JULY 9, 1861, IT WAS ANNOUNCED THAT THE GOVERNOR OF TENNESSEE HAD SEIZED ALL ROLLING STOCK OF THE LOUISVILLE AND NASHVILLE RAILROAD WITHIN THE STATE BECAUSE THE COMPANY HAD BEEN TAKEN OVER BY AGENTS OF THE FEDERAL ADMINISTRATION, AND IT WAS FEARED THAT FEDERAL TROOPS WOULD BE TRANSPORTED WITHIN STRIKING DISTANCE OF TENNESSEE.

43

IBID.

44

IBID., MARCH 20, 1861.

45

IBID., JULY 2, 1861.

46

IBID., JULY 9, 1861.

DECEMBER 6, 1861.

JANUARY 3, 1862.



ON SEPTEMBER 25, 1861, THE SCHEDULE OF THE LOUISVILLE AND NASHVILLE AND THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROADS GAVE BOWLING GREEN AS THE NORTHERN TERMINUS OF THE RAILROAD WITH A STATEMENT: "EXTRA TRAINS WILL RUN NORTH OF BOWLING GREEN ACCORDING TO OPPORTUNITY AND NECESSITY."

THE CLOSENESS OF THE WAR IS FURTHER BROUGHT HOME BY AN ATTEMPT TO BURN THE RAILROAD BRIDGE OVER THE WHIPPOORWILL CREEK ON THE CLARKSVILLE TO RUSSELVILLE BRANCH OF THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD. TWO GUARDS WERE KILLED, AND FIRE WAS SET TO THE BRIDGE. NEARBY RESIDENTS EXTINGUISHED THE FIRES AFTER THE DEPARTURE OF THE RAIDERS.

THE MOVEMENT OF MILITARY TROOPS AND SUPPLIES BY THE RAILROAD COMPLETELY BLOCKADED THE MAILS FOR THE WEEK ENDING JANUARY 2, 1862, AFTER WHICH PASSENGER TRAINS RESUMED THEIR REGULAR RUNS.

THE PRE-WAR HISTORY OF THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD WAS FAST DRAWING TO A CLOSE. ON FEBRUARY 3, 1862, IT WAS REPORTED THAT THE TENNESSEE RIVER BRIDGE HAD BEEN BURNED BY THE FEDERAL TROOPS AND THAT FORT HENRY HAD FALLEN. IN THE LAST AVAILABLE ISSUE OF THE

<sup>47</sup> IBID., OCTOBER 1, 1861. <sup>48</sup> IBID., DECEMBER 6, 1861.

<sup>49</sup> IBID., JANUARY 3, 1862. <sup>50</sup> IBID., FEBRUARY 3, 1862.

<sup>51</sup> IBID., FEBRUARY 15, 1862.



24

CLARKSVILLE JEFFERSONIAN, THE REPORT WAS REVISED CONCERNING  
THE TENNESSEE RIVER BRIDGE INCIDENT, EXPLAINING THAT ONLY A  
PART OF THE TRESTLE OF APPROACH WAS TORN AWAY. THIS ISSUE  
OF THE NEWSPAPER ALSO REPORTED THE FEDERAL GUNBOATS AT  
DOVER AND THEIR ATTACK UPON FORT DONALSON.

JOHN NICHOLAS BARKER'S DIARY RECORDS THAT THE  
FEDERAL GUNBOATS ARRIVED AT CLARKSVILLE ON FEBRUARY 19, 1862,  
AND CLARKSVILLE WAS IN POSSESSION OF THE FEDERAL TROOPS ON  
FEBRUARY 24. <sup>52</sup> THE RAILROAD LINE THEN BECAME A STRIKING POINT  
FOR THE CONFEDERATE TROOPS. ON AUGUST 21, 1862, THE CON-  
FEDERATE CAVALRY CAPTURED 93 FEDERAL TROOPS AT THE RED  
RIVER BRIDGE, AND ON DECEMBER 10, 1862, THAT BRIDGE WAS  
BURNED DOWN.

## SUMMARY

THE CHARTERING OF THE MEMPHIS, CLARKSVILLE, AND  
LOUISVILLE RAILROAD IN 1852 WAS THE REAL BEGINNING OF THE  
RAILROAD IN MONTGOMERY COUNTY. THOUGH THE PROGRESS WAS SLOW,  
AND AN EXTENSION HAD TO BE GRANTED ON THE TIME LIMIT, THE  
ROAD WAS FINALLY BUILT. THE RECOUNTING OF THE EVENTS AND  
OCCURRENCES INCIDENTAL TO THE BUILDING OF THE ROAD GIVES  
AN INSIGHT INTO THE ECONOMIC TRENDS OF THE TIME. IT IS RE-  
GRETTABLE THAT THE RAILROAD WAS FINISHED JUST BEFORE THE  
AREA WAS ENGULFED BY CIVIL WAR HOSTILITIES, THUS PREVENTING  
THE COMPANY FROM BECOMING FINANCIALLY ESTABLISHED.



IV. THE RECEIVERSHIP AND SALE OF THE  
MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD

THE LONG WAR YEARS WERE HARD ON THE RAILROADS. REPAIRS WERE HARD TO COME BY, AND ONLY THOSE MOST NEEDED WERE MADE. THE NEWLY CONSTRUCTED RAILROAD LINES IN TENNESSEE FELL INTO A SAD STATE OF REPAIR. FOUR YEARS OF USE WITHOUT COMPENSATION, FIRST BY THE CONFEDERATE ARMIES, AND THEN BY THE FEDERAL, LEFT THE TREASURIES OF THE RAILROAD COMPANIES EXHAUSTED. MANY OF THESE, UNABLE TO MEET BONDED INDEBTEDNESS, WERE TURNED OVER TO THE STATE AND RECEIVERS WERE APPOINTED TO ADMINISTER THEIR AFFAIRS.

ON NOVEMBER 16, 1865, IT WAS ANNOUNCED THAT MR. GEORGE T. LEWIS HAD BEEN APPOINTED BY THE GOVERNOR AS RECEIVER FOR THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD. MR. GEORGE B. FLEECE, THE ROAD'S ENGINEER BEFORE THE WAR, WAS RE-APPOINTED TO THAT JOB, AND MR. GEORGE FAXON WAS APPOINTED TREASURER AND SECRETARY.

A CONTRACT TO REBUILD THE BRIDGES AND TRESTLE WORK ON THE RAILROAD WAS GIVEN TO BRISTOL AND COMPANY, WHO EXPRESSED THE HOPE THAT THE ROAD WOULD BE IN RUNNING ORDER TO

<sup>53</sup> THE CLARKSVILLE WEEKLY CHRONICLE, NOVEMBER 16, 1865.

<sup>54</sup> IBID., FEBRUARY 9, 1866.



PARIS BY APRIL 1, AND THAT THE BRIDGE ACROSS THE TENNESSEE RIVER WOULD BE COMPLETED BY JULY 1. 26

THE SHAPE OF THINGS TO COME WAS FORETOLD WHEN THE LOUISVILLE AND NASHVILLE RAILROAD LENT THE MEMPHIS, CLARKSVILLE AND LOUISVILLE RAILROAD \$300,000 TO EQUIP AND REPAIR THEIR LINE FROM BOWLING GREEN TO MEMPHIS.<sup>55</sup> THIS OF COURSE IMPROVED THE LOUISVILLE AND NASHVILLE RAILROAD'S CONNECTIONS AND HELPED TO GIVE A FRIENDLY ATMOSPHERE FOR FUTHER NEGOTIATIONS.

DURING THE RECONSTRUCTION OF THE RAILROAD, TRAGEDY AGAIN STRUCK AT THE CUMBERLAND RIVER BRIDGE. THE WESTERN SPAN OF THE BRIDGE FELL, CARRYING DOWN THE CONSTRUCTION TRAIN AND MANY WORKERS. ONLY ONE NEGRO MAN WAS KILLED AND TWO MORE SERIOUSLY INJURED. THE CAUSE OF THE ACCIDENT WAS DETERMINED TO HAVE BEEN THE INTERNAL DECAY OF TIMBERS, WHICH HAD APPEARED TO BE SOUND FROM THE OUTSIDE.<sup>56</sup>

THE ANNOUNCEMENT WAS FINALLY MADE ON AUGUST 10, 1866, THAT THE RAILROAD WOULD RESUME OPERATION BETWEEN CLARKSVILLE AND MEMPHIS THE FOLLOWING WEEK.<sup>57</sup>

THE IMPORTANCE OF THE RAILROADS TO LOCAL TRANSPORTATION WAS BROUGHT OUT IN AN ADVERTISEMENT THAT APPEARED IN THE CLARKSVILLE WEEKLY CHRONICLE ON OCTOBER 12, 1866. THE ADVERTISEMENT ANNOUNCED THAT A TRAIN WOULD RUN TO AND FROM

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<sup>55</sup> IBID., MARCH 16, 1866. <sup>56</sup> IBID., MAY 25, 1866.

<sup>57</sup> IBID., AUGUST 10, 1866.



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CUMBERLAND CITY EACH DAY DURING THE FAIR, AND THAT TRAINS  
WOULD RUN HOURLY FROM TOWN TO THE FAIR GROUNDS, WHICH WERE  
LOCATED JUST NORTH OF THE RED RIVER RAILROAD BRIDGE.

58  
60  
By November 30, 1866, the railroad had apparently  
finished reconstruction, as it advertised trains to Memphis,  
Louisville, and Nashville without changing cars. 58  
Another improvement to the railroad facilities was a new railroad  
depot described by the editor of The Clarksville Weekly  
Chronicle as having a beautiful dining room, rooms for the  
land lord and his family and the telegrapher, and "sitting  
rooms for ladies and gentlemen, which have attached the un-  
usual convenience of water closets, as neat as we ever saw  
in the best hotels."

59  
On April 20, 1867, the Montgomery County court met  
to consider a proposition of the Louisville and Nashville  
Railroad Company to consolidate with the Memphis, Clarksville,  
and Louisville Railroad. This was necessary as the county  
held a considerable amount of stock in the Memphis, Clarksville,  
and Louisville Railroad. The vote on the question  
was deferred until July 1, when it was readily passed. It  
became evident by late 1867 that something would have to be  
done if the Memphis, Clarksville, and Louisville Railroad

58  
IBID., November 30, 1866. Chronicle, February 14, 1868.

59  
SEE APPENDIX C. Tobacco Leaf, December 1, 1869.



28  
WAS TO CONTINUE OPERATION. THE EMPLOYEES QUIT WORK, PENDING  
ASSURANCE THAT FUTURE AND PAST WAGES WOULD BE PAID TO THEM.

ON FEBRUARY 14, 1868, IT WAS REPORTED THAT NO ARRANGEMENTS HAD BEEN MADE FOR THE EARLY RESUMPTION OF OPERATION 60  
OF THE RAILROAD. A BILL WAS IN THE GENERAL ASSEMBLY AUTHORIZING  
THE SALE OF THE ROAD, BUT IT WAS REPORTED THAT IT MIGHT NOT  
BE PUSHED IF A LEASE AGREEMENT COULD BE WORKED OUT WITH THE  
LOUISVILLE AND NASHVILLE RAILROAD. THE RAILROAD EVIDENTALLY  
RESUMED OPERATIONS, AS A TIME TABLE WAS PUBLISHED IN THE  
CLARKSVILLE TOBACCO LEAF ON JULY 8, 1869. 62

ON DECEMBER 1, 1869, IT WAS REPORTED THAT MAJOR T. G. 63  
A. HENRY HAD COMPLETED HIS ARRANGEMENTS FOR TAKING OVER THE  
MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD BY EXECUTING A  
BOND FOR \$100,000. 61

IT SEEMS THAT THE "RAILROAD FEVER" AGAIN WAS EPIDEMIC  
IN MIDDLE TENNESSEE FROM 1869 TO 1872, AS A MULTITUDE OF NEW  
RAILROADS ORGANIZED AND ATTEMPTED TO ORGANIZE OR REORGANIZE.  
A FEW THAT GAINED NOTICE IN THE CLARKSVILLE PAPERS WERE: 50,000  
THE CLARKSVILLE AND WAYNESBORO RAILROAD, THE PRINCETON AND 64  
NEW PROVIDENCE RAILROAD, THE CLARKSVILLE AND PRINCETON RAIL-  
ROAD, AND THE EDGEFIELD AND KENTUCKY RAILROAD, WHICH WAS  
PURCHASED BY THE AMERICAN CONTRACT COMPANY WITH THE IDEA OF  
THE CLARKSVILLE TOBACCO LEAF, APRIL 24, 1862.

60  
THE CLARKSVILLE WEEKLY CHRONICLE, FEBRUARY 14, 1868.

61  
THE CLARKSVILLE TOBACCO LEAF, DECEMBER 1, 1869.



30  
29  
BUILDING A RAILROAD FROM CLARKSVILLE TO NASHVILLE UP THE  
CUMBERLAND RIVER. OCTOBER OF 1875, BUT THE JUDGMENT WAS AGAIN,

ON AUGUST 17, 1871, A PETITION WAS FILED WITH THE  
STATE OF TENNESSEE, DAVIDSON COUNTY CHANCERY COURT AT RAIL-  
NASHVILLE, TENNESSEE, TO TRANSFER THE PROPERTY, GOODS, AND  
FRANCHISES OF THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAIL-  
ROAD TO THE LOUISVILLE AND NASHVILLE RAILROAD, SUBJECT TO THE  
CLAIMS OF THE CREDITORS OF THE MEMPHIS, CLARKSVILLE, AND  
LOUISVILLE RAILROAD. 62

BEFORE A DECREE COULD BE GRANTED, MISTERS SHACKLE-  
FORD AND HELMUS AND GENERAL J.M. QUARLES, ATTORNEYS FOR THE  
JUDGMENT CREDITORS, BROUGHT SUIT IN CHANCERY COURT IN NASHVILLE 63  
AGAINST THE LOUISVILLE AND NASHVILLE AND THE MEMPHIS, CLARKS-  
VILLE, AND LOUISVILLE RAILROADS AND MONTGOMERY COUNTY FOR  
\$120,000 (THE AMOUNT OF BONDS WHICH THAT COUNTY WAS TO RE-  
CEIVE IN THE SALE OF THE ROAD.) THIS SUIT WAS SET ASIDE, AND  
THE DECREE FOR THE SALE OF THE RAILROAD WAS HANDED DOWN ON  
THE 13TH OF MAY, 1872. THE TOTAL PRICE, AMMOUNTED TO \$850.000 64

ANOTHER SUIT WAS FILED BY W.C. MCCLURE, ET. AL. VS. 64

62  
DEED BOOK #15, P. 18, MONTGOMERY COUNTY, TENNESSEE.

63  
THE CLARKSVILLE TOBACCO LEAF, APRIL 24, 1862.

64  
HISTORY OF TENNESSEE, (NASHVILLE, TENNESSEE; THE  
GOODSPEED PUBLISHING COMPANY, 1886), PP. 794-795.



THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY AND THE COUNTY OF MONTGOMERY IN OCTOBER OF 1875, BUT THE JUDGMENT WAS AGAIN FOR THE DEFENDANTS.

V. SUMMARY

THUS THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD COMPANY PASSED FROM EXISTENCE ON MAY 13, 1872, AND FROM THAT TIME ON HAS BEEN A PART OF THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY. ABOUT THE ONLY THING LEFT NOW, BESIDES A MEMORY, IS THE SEAL USED ON THE FRONTISPIECE OF THIS PAPER. IT IS STILL USED TO SEAL DOCUMENTS LEAVING THE FREIGHT OFFICE OF THE LOUISVILLE AND NASHVILLE RAILROAD IN CLARKSVILLE.

SUMMARY

THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD SEEMS TO HAVE BEEN ONE OF THOSE UNFORTUNATE ORGANIZATIONS THAT WAS ESTABLISHED AT THE WRONG PLACE AT THE WRONG TIME -- IN THE PATH OF THE CIVIL WAR, AT THE TIME OF THE CIVIL WAR.

IT WAS NOT ABLE TO PULL ITSELF UP BY ITS BOOT STRAPS -- SO TO SPEAK -- AFTER THE WAR, AND SEEMED TO MAKE LITTLE, IF ANY, PROGRESS UNDER THE HANDS OF THE RECEIVER.

THE COMPANY FINALLY TOOK THE PLACE FOR WHICH IT SEEMED DESTINED WHEN IT WAS BOUGHT BY THE MORE PROSPEROUS LOUISVILLE AND NASHVILLE RAILROAD.

THE CONNECTION OF MEMPHIS WITH LOUISVILLE FOR NEARLY (MAY, 1860, TO APRIL, 1861.) ANOTHER INDICATION THAT

MEMBERS OF THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAIL-

ROAD NEGLIGENT -- OR PERHAPS JUST INEXPERIENCED -- IS

## V. SUMMARY

THE RAILROAD MOVEMENT IN TENNESSEE STARTED WITH SPIRIT AND ENTHUSIASM, IF NOT WITH FINANCIAL BACKING. NUMEROUS CHARTERS WERE GRANTED TO RAILROAD COMPANIES STARTING IN 1831, BUT FEW WERE ABLE TO RAISE THE NEEDED CAPITAL UNTIL THE 1850's. INDEED THERE WAS NOT A SINGLE MILE OF RAILROADS IN OPERATION IN TENNESSEE AT THE BEGINNING OF THE 1850's. THE CONSTRUCTION OF RAILROADS HAD GAINED GREAT MOMENTUM, HOWEVER, BY THE CIVIL WAR PERIOD. THE RECEIVER WAS UNABLE TO THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROADS HAD A SLOW BEGINNING. IT WAS FOUR YEARS AFTER THE CHARTER WAS GRANTED BEFORE THE GROUND WAS BROKEN FOR THE RAILROAD. THE OFFICERS OF THE COMPANY TRIED TO JUSTIFY THEMSELVES IN THE SLOW MOVEMENT BY EXPLAINING THAT A RAILROAD WITHOUT TO CONNECTIONS AT EITHER END WOULD BE OF LITTLE VALUE, AND UNABLE TO PAY OFF ITS BONDED INDEBTEDNESS AND INTEREST ON THE BORROWED MONEY. IT IS EVIDENT THAT THE COMPANY WAITED A LITTLE TOO LONG TO GET STARTED, AS DEBOWS REVIEW NOTED IN 1866. THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD HELD UP THE CONNECTION OF MEMPHIS WITH LOUISVILLE FOR NEARLY A YEAR (MAY, 1860, TO APRIL, 2861.) ANOTHER INDICATION THAT THE OFFICERS OF THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD WERE NEGLIGENT -- OR PERHAPS JUST INEXPERIENCED -- IS



THE FACT THAT ONLY TWO SMALL PARCELS OF LAND DEEDED TO THEM WERE EVER PUT TO RECORD. LET US HOPE THEIR SUCCESSOR ACQUIRED DEEDS TO THE WHOLE OF THEIR RIGHT OF WAY.

IT SEEMED THAT WHEN THE WHOLE RAILROAD SYSTEM, OF WHICH THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD WAS A PART, STARTED OPERATION THE LINE MIGHT BE QUITE PROSPEROUS. IT HAS BEEN POINTED OUT THAT ALMOST IMMEDIATELY THE LINE WAS COMPLETED, IT WAS PRESSED INTO THE FREE SERVICE OF THE ARMIES. THIS, ALONG WITH THE GENERAL STATE OF DISREPAIR OF THE ROAD INCIDENTAL TO THE WAR, CAUSED THE COMPANY TO BE FORCED INTO RECEIVERSHIP AT THE CLOSE OF THE WAR. THE RECEIVER WAS UNABLE TO IMPLEMENT THE RECOVERY OF THE COMPANY, AND IT WAS FINALLY SOLD TO THE LOUISVILLE AND NASHVILLE RAILROAD IN MAY OF 1872. IT MAY BE SURMISED THAT THIS RAILROAD, WHICH BECAME AN IMPORTANT PART OF THE GREAT LOUISVILLE AND NASHVILLE SYSTEM, MIGHT HAVE FLOURISHED, IF THERE HAD BEEN NO WAR TO DETER IT. ALL IN ALL, IT MAY BE CONCLUDED THAT ITS ESTABLISHMENT HAS BEEN OF TREMENDOUS ECONOMIC VALUE TO CLARKSVILLE OF AND MONTGOMERY COUNTY BOTH THEN AND NOW.

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ENACTED BY THE GENERAL ASSEMBLY OF  
THE STATE OF TENNESSEE, GEORGE  
HART, J. B. HARRIS, GEORGE  
JOHNSON, W. B. HARRIS, GEORGE  
THEIR ASSOCIATES, AND SHALL BE  
AND FOR ANY, AND TO THE EFFECTS,  
MEMPHIS, TENNESSEE, AND  
LOUISVILLE, KY. RAILROAD COMPANY  
THE LANDS OF THE STATE OF TENNESSEE,  
AND TO RECEIVE AND HOLD THE SAME  
ESTATE OF WHATEVER NATURE AND  
CHARACTER, TRANSFERRED TO THE COMPANY  
INTO EFFECT FOR THE PURPOSE  
OF A RAILROAD FROM THE CITY OF  
LOUISVILLE, KY. TO THE CITY OF  
MEMPHIS, TENNESSEE, AND TO THE  
STATE OF TENNESSEE,  
ENACTED, THAT SAID COMPANY  
OR ANY COMPANY THAT MAY BE  
OF THE STATE OF TENNESSEE, FOR  
LOUISVILLE, KY. TO THE CITY OF  
MEMPHIS, TENNESSEE, AND TO THE  
STATE OF TENNESSEE, TO UNITE  
THEIR RESOURCES AND TO CONSOLI-  
DATE THE STOCK OF THE TWO COMPANIES  
IN SUCH MANNER AND  
MANNER AS MAY BE DEEMED BEST.  
ENACTED, THAT THE CAPITAL  
OF THE COMPANY BE THREE MILLIONS OF DOLLARS, TO  
BE PAID IN ONE HUNDRED DOLLARS EACH, AND SAID  
COMPANY INCREASE THE CAPITAL STOCK OF  
THE COMPANY. PROVIDED, THAT AT ALL THE  
MEETINGS WHERE A VOTE IS TO BE TAKEN,  
THE COMPANY BE ENTITLED TO VOTE IN PERSON OR BY  
DELEGATION OF DIRECTORS, AND ALL OTHER ELEC-  
TIONEES, AND THE VOTE SHALL  
BE COUNTED ON THE FOLLOWING SCALE, TO-WIT: THE

APPENDIX A



AN ACT TO CHARTER THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD COMPANY.

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF TENNESSEE, THAT ROBERT M. HOUSE, EDMUND HOWARD, NEWTON HOLLINGSWORTH, JOHN S. HART, J. ANDERSON, ROBERT H. MCCLURE, N.H. ALLEN, ROBERT G. JOHNSON, WILL. DUDLEY, GEORGE W. HAMPTON, JOS. E. BAILEY AND THEIR ASSOCIATES, WHO SHALL BE STOCKHOLDERS IN A RAILROAD COMPANY, AND THEIR SUCCESSORS, UNDER THE NAME AND STYLE OF THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD COMPANY ARE HEREBY DECLARED TO BE A BODY CORPORATE AND POLITIC, UNDER THE LAWS OF TENNESSEE, WITH SUCCESSION FOR NINETY-NINE YEARS, AND A COMMON SEAL, WITH CAPACITY TO SUE AND BE SUED, RECEIVE AND ENJOY TO THEM AND OF THEIR SUCCESSORS, PROPERTY AND ESTATE OF WHATEVER NATURE AND QUANTITY, AND THE SAME TO ALIEN, TRANSFER AND DISPOSE OF, SO FAR AS MAY BE NECESSARY TO CARRY INTO EFFECT THE MAIN OBJECT OF THIS CHARTER, WHICH IS HEREBY DECLARED TO BE THE CONSTRUCTION, USE AND MAINTAINANCE OF A RAILROAD FROM MEMPHIS IN TENNESSEE THROUGH CLARKSVILLE TO LOUISVILLE, OR TO SOME SUITABLE POINT WHERE THE RAILROAD SHALL INTERSECT THE NASHVILLE AND LOUISVILLE RAILROAD IN THE STATE OF KENTUCKY.

SECTION 2. BE IT FURTHER ENACTED, THAT SAID COMPANY SHALL HAVE POWER TO UNITE WITH ANY COMPANY THAT MAY BE CHARTERED BY THE LEGISLATURE OF THE STATE OF KENTUCKY, FOR THE CONSTRUCTION OF A RAILROAD FROM LOUISVILLE, OR SOME SUITABLE POINT ON THE LINE OF THE NASHVILLE AND LOUISVILLE RAILROAD, TO THE BOUNDARY LINE OF THE STATE OF TENNESSEE, TO UNITE WITH THE RAILROAD FROM MEMPHIS AS AFORESAID, AND TO CONSOLIDATE SAID TWO RAILROADS, AND THE STOCK OF THE TWO COMPANIES SO AS TO MAKE ONE RAILROAD AND ONE COMPANY, IN SUCH MANNER AND UPON SUCH TERMS AS SAID COMPANY MAY DEEM BEST.

SECTION 3. BE IT FURTHER ENACTED, THAT THE CAPITAL STOCK OF SAID COMPANY SHALL BE THREE MILLIONS OF DOLLARS, TO BE DIVIDED INTO SHARES OF ONE HUNDRED DOLLARS EACH, AND SAID COMPANY SHALL HAVE POWER TO INCREASE THE CAPITAL STOCK OF SAID COMPANY TO FOUR MILLIONS. PROVIDED, THAT AT ALL THE MEETINGS OF SAID STOCKHOLDERS WHERE A VOTE IS TO BE TAKEN, EACH STOCKHOLDER SHALL BE ENTITLED TO VOTE IN PERSON OR BY PROXY, AND IN THE ELECTION OF DIRECTORS, AND ALL OTHER ELECTIONS WHICH MAY COME BEFORE THE STOCKHOLDERS, THE VOTE SHALL BE TAKEN ACCORDING TO THE FOLLOWING SCALE, TO WIT: THE

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ACTS OF TENNESSEE, 1851-52, TENNESSEE STATE LIBRARY  
AND ARCHIVES, P. 121. CHATTANOOGA RAILROAD COMPANY, SHALL NOT



OWNER OF ONE OR TWO SHARES, SHALL BE ENTITLED TO ONE VOTE; THE OWNER OF NOT LESS THAN THREE NOR MORE THAN FOUR SHARES, SHALL BE ENTITLED TO TWO VOTES; ETC. . . . . THE OWNER OF NOT LESS THAN THIRTY-FOUR NOR MORE THAN FORTY, SHALL BE ENTITLED TO TEN VOTES; AND THE OWNER OF EVERY TEN SHARES ABOVE FORTY, SHALL BE ENTITLED TO ONE VOTE THEREFOR. PROVIDED, NO INDIVIDUAL, CORPORATION, OR COMPANY, SHALL BE ENTITLED TO MORE THAN ONE HUNDRED AND FIFTY VOTES. PROVIDED FURTHER, THAT WHENEVER FIFTY THOUSAND DOLLARS OF SAID STOCK IS SUBSCRIBED, SAID COMPANY MAY ORGANIZE AND ELECT A BOARD OF DIRECTORS, WHO MAY ELECT A PRESIDENT FORM THEIR NUMBER, AS PRESCRIBED IN THE CHARTER OF THE NASHVILLE AND CHATTANOOGA RAILROAD COMPANY, WHO, WHEN ELECTED, SHALL BE PRESIDENT OF THE BOARD OF DIRECTORS AND OF THE COMPANY, AND NO PERSON SHALL BE PRESIDENT OR DIRECTOR OF SAID COMPANY, UNLESS HE IS THE OWNER OF AT LEAST TWENTY SHARES OF THE CAPITAL STOCK OF SAID COMPANY, WHICH HE SHALL HAVE HELD AT LEAST THREE MONTHS PREVIOUS TO HIS ELECTION, EXCEPT THE FIRST.

SECTION 4. BE IT FURTHER ENACTED, THAT THE AFORESAID ROBERT M. HOUSE, EDMUND HOWARD, NEWTON HOLLINGSWORTH, JOHN S. HART, J. ANDERSON, ROBERT H. MCCLURE, N.H. ALLEN, ROBERT G. JOHNSON, WILL. DUDLEY, GEORGE W. HAMPTON, JOS. E. BAILEY AND THEIR ASSOCIATES BE, AND THEY ARE HEREBY CONSTITUTED A BOARD OF COMMISSIONERS, A MAJORITY OF WHOM MAY ACT TO MANAGE ALL THE AFFAIRS OF SAID COMPANY, UNTIL IT SHALL BE ORGANIZED BY THE ELECTION OF A BOARD OF DIRECTORS AS AFORESAID, TO PROCURE SUBSCRIPTIONS OF THE STOCK BY THEMSELVES OR BY THE APPOINTMENT OF AGENTS FOR THAT PURPOSE, OR IN SUCH MANNER AS THEY MAY DEEM BEST, TO PROVIDE FOR EXPERIMENTAL SURVEYS OF ROUTES FOR SAID ROAD, OR ANY PART THEREOF, AND FOR THE PAYMENT OF THE SAME, AND FOR PROCURING SAID SUBSCRIPTIONS FOR STOCK, OUT OF SUCH CALL ON THE STOCK SUBSCRIBED FOR, AS THEY MAY DEEM ADVISABLE. PROVIDED, THEY SHALL NOT BE REQUIRED TO REQUIRE THE PAYMENT OF ANY PART OF THE STOCK SUBSCRIBED FOR, AT THE TIME THE SAME IS SUBSCRIBED FOR AND TAKEN.

SECTION 5. BE IT FURTHER ENACTED, THAT SAID COMPANY SHALL HAVE THE RIGHT WHEN NECESSARY TO CONSTRUCT SAID ROAD ACROSS OR ALONG ANY PUBLIC ROAD OR WATER COURSE. PROVIDED, THAT SAID COMPANY SHALL NOT OBSTRUCT SUCH PUBLIC ROAD OR WATER COURSE, AND SHOULD SAID COMPANY RUN SAID ROAD UPON THE LINE OF ANY TURNPIKE ROAD, IT SHALL AND MAY BE LAWFUL FOR SAID COMPANY, TO MAKE SUCH CONTRACT OR ARRANGEMENT WITH SAID TURNPIKE COMPANY, AS MAY BE DEEMED BEST BY THE PARTIES, BY PERMITTING SAID TURNPIKE COMPANY TO SUBSCRIBE FOR SUCH AMOUNT OF STOCK IN SAID RAILROAD COMPANY AS MAY BE AGREED UPON BY THE PARTIES IN LIEN OF THE VALUE OF OR DAMAGES TO SAID TURNPIKE COMPANY. PROVIDED, THAT THE 22ND SECTION OF THE CHARTER OF THE NASHVILLE AND CHATTANOOGA RAILROAD COMPANY, SHALL NOT BE BINDING UPON, EXTENDED TO, OR BE ANY PART OF THE CHARTER



OF THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD COMPANY.

SECTION 6. BE IT FURTHER ENACTED, THAT SAID COMPANY SHALL HAVE POWER TO EXTEND SAID RAILROAD ACROSS THE TENNESSEE AND KENTUCKY LINE, SO AS TO CONNECT WITH ANY RAILROAD THAT MAY BE BUILT BY THE STATE OF KENTUCKY OR HER CITIZENS, FROM ANY POINT ON THE NASHVILLE AND LOUISVILLE RAILROAD, SO AS TO FORM ONE CONNECTED CONTINUED ROAD FROM MEMPHIS BY CLARKSVILLE, TO THE POINT OF INTERSECTION WITH THE NASHVILLE AND LOUISVILLE RAILROAD IN THE DIRECTION TOWARDS RUSSELLVILLE AND BOWLING GREEN, KENTUCKY, OR BEYOND THESE TOWNS IF NECESSARY, TO THE POINT OF JUNCTION WITH THE NASHVILLE AND LOUISVILLE RAILROAD.

SECTION 7. BE IT FURTHER ENACTED, THAT SAID COMPANY MAY, IN THEIR SOUND DISCRETION, COMMENCE BUILDING SAID ROAD AT MEMPHIS, AT THE POINT WHERE IT WILL CROSS THE TENNESSEE RIVER AT CLARKSVILLE, OR ON THE KENTUCKY LINE AS THEY MAY DEEM BEST.

SECTION 8. BE IT FURTHER ENACTED, THAT WHENEVER SAID COMPANY SHALL HAVE COMPLETED THAT PART OF SAID ROAD FROM THE TOWN OF CLARKSVILLE TO THE STATE LINE OR JUNCTION WITH THE LOUISVILLE AND NASHVILLE RAILROAD, OR TO THE CITY OF LOUISVILLE, THEY SHALL HAVE ALL THE RIGHTS AND PRIVILEGES CONFERRED BY THIS CHARTER FOR THE PERIOD OF NINETY-NINE YEARS.

SECTION 9. BE IT FURTHER ENACTED, THAT SAID COMPANY SHALL HAVE TEN YEARS TO COMPLETE SAID ROAD AND FIVE YEARS TO COMPLETE THAT PART OF SAID ROAD FROM CLARKSVILLE TO THE KENTUCKY LINE, OR TO THE JUNCTION WITH THE LOUISVILLE AND NASHVILLE RAILROAD ON TO THE CITY OF LOUISVILLE.

SECTION 10. BE IT FURTHER ENACTED, THAT SAID COMPANY SHALL BE , AND THEY ARE HEREBY VESTED WITH ALL THE RIGHTS, POWERS AND PRIVILEGES, AND SUBJECT TO ALL RESTRICTIONS AND LIABILITIES OF THE NASHVILLE AND CHATTANOOGA RAILROAD COMPANY, EXCEPT OTHERWISE PROVIDED IN THIS CHARTER.

SECTION 11. BE IT FURTHER ENACTED, THAT SAID COMPANY SHALL HAVE THE RIGHT, SHOULD THEY DEEM IT NECESSARY TO EXERCISE IT, TO INTERSECT AND UNITE WITH THE NORTH WESTERN RAILROAD, OR THE NASHVILLE AND MEMPHIS RAILROAD OR BOTH OF THEM, AT ANY POINT OR POINTS BETWEEN CLARKSVILLE AND THE CITY OF MEMPHIS.

JORDAN STOKES  
SPEAKER OF THE HOUSE OF REPRESENTATIVES  
M.R. HILL  
SPEAKER OF THE SENATE

PASSED, JANUARY 28, 1852





AN ACT TO AMEND AN ACT ENTITLED "AN ACT TO ESTABLISH A SYSTEM OF INTERNAL IMPROVEMENTS IN THIS STATE", AND FOR OTHER PURPOSES. 66

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF TENNESSEE, THAT THE NASHVILLE AND MEMPHIS RAILROAD COMPANY SHALL HAVE THE PRIVILEGE OF LOCATING THEIR ROAD ON THE ROUTE WHICH SHALL BE THE CHEAPEST AND EASIEST OF CONSTRUCTION, AND WHICH WILL ENABLE THEM WITH MOST ADVANTAGE, TO CONNECT THEIR ROAD WITH THE NASHVILLE AND NORTH WESTERN AND THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD COMPANY AT PARIS, OR NEAR PARIS OR TO SUCH POINT OF CONNECTION WITH THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD, AS MAY BE AGREED UPON BY SAID COMPANIES.

SECTION 2. BE IT ENACTED, THAT IT SHALL BE THE DUTY OF THE GOVERNOR OF THIS STATE TO ISSUE TO THE NASHVILLE AND MEMPHIS RAILROAD COMPANY COUPON BONDS OF THE STATE, WHENEVER SAID COMPANY SHALL HAVE PROCURED BONA FIDE SUBSCRIPTIONS SUFFICIENT TO GRADE, BRIDGE AND PREPARE FOR THE IRON RAILS, THE ENTIRE LENGTH OF THEIR ROAD FROM MEMPHIS TO PARIS, OR THE POINT OF CONNECTION WITH THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD COMPANY, UPON THE SAME GENERAL TERMS, CONDITIONS AND RESTRICTIONS THAT HE IS REQUIRED TO ISSUE THE BONDS OF THE STATE TO THE EAST TENNESSEE AND VIRGINIA RAILROAD COMPANY, AND THE SEVERAL OTHER RAILROAD COMPANIES MENTIONED IN SAID ACT ESTABLISHING A SYSTEM OF INTERNAL IMPROVEMENTS, PASSED FEBRUARY 11TH, 1852. PROVIDED, THAT NOTHING IN THIS ACT SHALL BE CONSTRUED AS TO INCREASE THE AMOUNT OF THE STATE BONDS PROPOSED TO BE LOANED BY THE STATE TO THE NASHVILLE AND MEMPHIS, AND THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD COMPANIES, AS PROVIDED BY THE ACT OF FEBRUARY 11, 1852.





MINUTES, MONTGOMERY COUNTY QUARTERLY COURT.<sup>67</sup>  
SATURDAY MORNING, 10 O'CLOCK, APRIL 20TH, 1867.

(ROLL CALL.)

THEREUPON THE JUDGE EXPLAINED THAT THE MEETING WAS CALLED TO CONSIDER A PROPOSITION MADE BY THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY TO PURCHASE THE STOCK OWNED BY THE COUNTY OF MONTGOMERY IN THE MEMPHIS, CLARKSVILLE AND LOUISVILLE RAILROAD COMPANY WHICH PROPOSITION IS AS FOLLOWS:  
LOUISVILLE, APRIL 1ST, 1867

THE COMMITTEE APPOINTED BY THE BOARD OF DIRECTORS OF THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY FOR THE PURPOSE OF CONFERRING WITH A COMMITTEE APPOINTED BY THE BOARD OF DIRECTORS OF THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD MAKES THE FOLLOWING PROPOSITION SUBJECT TO THE SATISFACTION OF THE BOARD OF DIRECTORS OF BOTH COMPANIES, TO CONSOLIDATE THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD WITH THE LOUISVILLE AND NASHVILLE RAILROAD BY GIVING THE STOCKHOLDERS IN THE FORMER ROAD (25) TWENTY-FIVE CENTS ON THE DOLLAR AND PAYABLE IN THE STOCK OF THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY AT PAR PROVIDED THAT THE LOUISVILLE AND NASHVILLE RAILROAD CAN MAKE SATISFACTORY ARRANGEMENTS WITH THE HOLDERS OF THE INCOME BOND ISSUED BY THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD AND THE OTHER CREDITORS OF THE COMPANY PROVIDED ALSO THAT SATISFACTORY ARRANGEMENTS CAN BE MADE WITH MEMPHIS AND OHIO RAILROAD SECURING A FIRST CLASS THROUGH RAILROAD LINE FROM LOUISVILLE TO MEMPHIS, IN CASE THAT NO SATISFACTORY ARRANGEMENT CAN BE MADE WITH THE CREDITORS OF THE COMPANY AND PROVIDED THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD AGREES TO PETITION THE COURT AND GIVE ALL ASSISTANCE NECESSARY TO HAVE THE ROAD SOLD SUBJECT TO THE STATE LAWS AND IN CASE OF SUCH A SALE BEING MADE AND THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY BEING THE PURCHASER THEY AGREE TO PAY THE STOCKHOLDERS OF THE MEMPHIS, CLARKSVILLE, AND LOUISVILLE RAILROAD TWENTY-FIVE CENTS IN THE DOLLAR PAYABLE IN THE STOCK OF THE LOUISVILLE AND NASHVILLE RAILROAD AT PAR.

H. D. NEWCOMB, CHAIRMAN

BY REQUEST OF THE COURT SEVERAL DIRECTORS OF THE LAST NAMED COMPANY EXPLAINED THE FACTS FOR AND AGAINST THE PROPOSITION. G.W. HAMPTON ESQ. MOVED THAT THE PROPOSITION BE ACCEPTED AND THAT THE QUESTION BE SUBMITTED TO THE VOTERS OF THE COUNTY FOR THEIR CONSENT OR REFUSAL.

R.T. FERGURSON ESQ. MOVED AS AN AMENDMENT OF SAID



MOTION THAT THE QUESTION BE SUBMITTED TO THE VOTERS OF THE COUNTY WHETHER THEY WOULD AUTHORIZE THE COURT TO MAKE SUCH SAID SALE AS THEY DEEMED BEST. THE QUESTION WAS TAKEN ON THE AMENDMENT FIRST AND BY A VOTE OF 19 TO 10 THE ORIGINAL MOTION WAS AMENDED AS MOVED BY R.T. FERGURSON ESQ.. THE QUESTION THEN CAME UP ON THE MOTION AS AMENDED. WHEREUPON W.K. CUMMINS ESQ. MOVED TO POSTPONE THE CONSIDERATION OF SAID AMENDED MOTION UNTIL THE FIRST MONDAY IN JULY, 1867 AND THE VOTE BEING TAKEN SAID PROPOSITION WAS CARRIED BY A VOTE OF 23 TO 6. ON MOTION THE COUNTY COURT THEN ADJOURNED UNDER AUST IN COUSES.

T.W. KING, JUDGE

MONDAY, JULY 1ST, 1867

ON MOTION AND RESOLVE THAT THE COUNTY COURT OF MONTGOMERY COUNTY RECOMMEND TO THE PRESIDENT AND DIRECTORS OF THE MEMPHIS, CLARKSVILLE AND LOUISVILLE RAILROAD COMPANY, A CONSOLIDATION OF SAID RAILROAD COMPANY WITH THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY AND THE MEMPHIS AND OHIO RAILROAD COMPANY.