

THE ROLLING FORK ECHO

NEW NAME OF THE NEW HAVEN ECHO

JOHN J. BARRY, Editor

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CIRCULATES IN THE SOUTH END OF NELSON, THE NORTH END OF LARUE
AND THE WESTERN END OF MARION COUNTIES THRU THE RICH
HILLS AND VALLEYS DRAINED BY THE ROLLING FORK RIVER

New Haven, Kentucky.

Feb 14 1928
Trunk letter -
will call my
attention -

Miss Ida M. Farbell
New York, N.Y.

My Dear Miss Farbell

Mark I am sending you the
year book that I hadf way promised
you the day we met in Knob Creek Valley.

My article in it on the Jackson Highway
is written just as you traveled from
the South and takes up that part where
after leaving Hodgenville you come on
to the McDow road leading down Mul-
draugh's Hill to where I met you and come
on North to the Rolling Fork where we parted.
The name of the Irish school master is
often given as "Jackson" It was "Ambrose"
I have this from Lincoln's school mates and
Riney's relative. With the hope that you are
well and happy
I am very Respt John J. Barry

JACKSON HIGHWAY

The Historic Road Connects The Scenes of President Lincoln's Boyhood Days With "My Old Kentucky Home."

To the tourist who visits Ky., no road he may travel will have a greater historic interest or excel the Jackson Highway in scenic beauty. Especially is this true of that part of the neglected gap of 37 miles connecting the birth place of President Abraham Lincoln and the Government Memorial building at Hodgenville and with "My Old Ky., Home" at Bardstown, now a State owned institution.

It was first no doubt a bridle path connecting the early settlement with one another and as time went on it developed into a road. It this road between New Haven and Hodgenville up through Knob Creek valley and then up Muldraugh's Hill that the LaRue County officials made Thomas Lincoln who was the father of Abraham Lincoln the overseer of it. The first road in the State to receive State aid in its construction was this road from the LaRue line to the top of Muldraugh's Hill.

It must always be remembered that this 400 foot plateau that extends across the state is impossible to ascend except in few places and that the Jackson Highway used one of these where a four per cent grade was secured. It was over this road that Louis Philippe afterwards King of France traveled from the South to Bardstown.

The tourists from the South will need no one to tell him when he starts down Muldraugh's Hill. He has just passed through Camp Nelson one of the most fatal camps of

the war of the states, it was located on each side of the road way through which he had just past. There disease had proved as fatal as bullets in other places. It was along his route that Bragg's army had passed on to Bardstown and then to Perryville where followed the battle between Bragg and Rosecrans.

The decent of this roadway reminds us of one of the famous Oray road of Colorado. When at the foot of the hill the road makes a short turn to the right over a bridge. A hollow leads to the left. It was up it, that the road lead when under the supervision of Thomas Lincoln. Many places of the original road bed is covered by the road bed of today in the next mile that he travels this brings him to a bridge over one prong of Knob Creek, right near is a neat farm house on his right (Mr. John W. Crady's place) a cultivated valley to his left. Pause here for a second for just south of the creek stood "what Lincoln said; "The only home I ever knew in Ky., was my Knob Creek home."

Look across the creek at the slate bank. Here a tree had been cut so that it fell across the stream and formed a bridge connecting with a path that lead up to the home of Gollaher located on top of the plateau. At that point one day when the stream was swollen Little Abe slipped from the log and fell into the creek and would have drowned had not his companion Austin Gollaher rescued him from the waters. The scene of Rogers Gore's work the "Boyhood of Abraham Lincoln" are principally laid here. Two miles further north brings you to Athertonville, just as you enter the first house on your left a white frame two story residence (occupied now by Mr. C. E. Juddy in the lower south end room he went to his first regular

Ambrose

school which was taught by the Irish school master Riney and later to Amos Hazel in the same building. Continue North a good half mile and you'll reach the Rolling Fork River bending to the left, following the bend a short distance and it bends to the right. Here was the o'd boat larding. From this point Thomas Lincoln and his family left on a flat boat for Indiana. This point is disputed by some but we give preference to our authority on the point and we have known many who knew the boy that made the honored and revered President.

This part of the Jackson Highway when constructed of hand laid McAdam was known as the Bardstown and Green River a section of the o'd "upper" Louisville and Nashville Turnpike, a name it was known by until the counties took it over and removed the toll gates. Later when it was given the title of the Jackson Highway, a through road extending from New Orleans, La. to Buffalo New York that part in Ky., from Louisville to the Tennessee line was made a primary part of a Government and State proposition is still while this article is being written, while many miles north of here between Bardstown and Louisville and south of here between Buffalo and the Tennessee line have been thoroughly reconstructed, a strong pressure is being made to divide the route elsewhere severing the connection between the Lincolns Birthplace and all the scene connected with his boyhood days and "My Old Ky., Home" Time will tell what will be the fate of one of the best graded roadways ever constructed in this or any other state. Today it is rapidly going to decay for want of attention. It may continue to do so but this does not stop the travel over it nor will it. It is the shortest and forms a connecting link

with the most direct central routes through the state and will always receive a heavy travel that cannot be diverted from it. So deeply is its foundation laid that it will ever stand as a monument to the efficiency or inefficiency to the Federal and State officials in charge of roads.

The late Mrs. Julia Barry Healy of New Haven was one of sixty three American Catholic women writers to contribute to "Immortals of Columbian Literature," a book used as a reader by the advanced pupils of the Ursuline Sisters of New York in their various Academies and schools. Her portrait and biography appears in it.

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