

## EARLY TOWNS ON THE RIVER

(From South to North)

## LAMONT NEIGHBORHOOD

Unlike the pioneer settlers of the northern part of the county, the men who first settled the southern part of the county moved from place to place, sometimes forced to do so by encroachment of the river, and finally left the country entirely. Only a few names remain—Kentucky Landing, Kentucky Ridge, Kentucky Chute—to give us a clue.

We find following that clue, that J. W. Buckner of Kentucky and Parollee Copeland of North Carolina, lived on Timber Lake plantation, now outside the levee opposite the present site of Lamont. From there they moved to Port Anderson, in after years called Huntington, also swallowed up by the river. Port Anderson was named for Mary Anderson, the actress, and a relative of the Andersons of Kentucky, who along with Jack Martin of Kentucky first had an interest in Port Anderson. At Port Anderson Mrs. Griffin, a daughter of J. W. Buckner, played on baled cotton that covered fifteen or twenty acres. After her husband's death, Mrs. Buckner moved to the Avondale place, a part of which is now owned by Dr. H. R. Miller. Mrs. Buckner also had an interest in Grimm-Black plantation. Finally, Mrs. Buckner's home on Williams' Bayou burned, and she moved to Little Rock. Most of that property, now outside the levee, is in the hands of the Delta and Pine Land Company.

After the Buckners' regime, Mr. Charlie Scott bought a part of the property, but not the Avondale place, which seems to have been purchased by Esquire Campbell of Kentucky, father of Mrs. H. R. Miller, who now lives there. The present Belmont plantation was once owned by Captain W. E. Hunt and by a Major Hunt before him. The last resident owner was Colonel W. G. Myers. In the early 80's, the railroad took the place of the river as the main highway of travel; Lamont made its debut, and was named for Cleveland's Secretary of State. Mound Landing, outside the levee, is however, still used as a landing for boats which ply between there and Arkansas City.

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## MOUND LANDING

Before the Civil War, one of the oldest settlements of Bolivar County was Mound Landing, an important landing and post office, deriving its name from a group of Indian mounds on the river bank. In this community were the plantations of the Perkins and Moore families, the Galloways, Colonel Murfree, the Offuts, Wilkinsons, and Campbells.

After the war we find that Mr. Will Robinson owned the store there and operated the landing in 1872. After Mr. Robinson, the store was taken by the Ballou Brothers, Iddo and Lawson, in 1872. Dr. Sutherland also lived near there at Port Anderson at this time.

Later, the place came into the hands of Mr. W. P. Richardson. The store was operated by W. E. Ringo; F. P. Given, George G. Jones, and Dr. J. E. Halbert were among those who lived there in the 80's. Caving banks have long since carried into the river the land used for this settlement, and the railroad did the rest. Mound Landing has passed away, and only the memory of its fine citizens remains.

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### CATFISH POINT

Catfish Point before the Civil War, was a long, narrow point of land, upon which lived Joseph W. Newman and his family, long since disappeared from the county; Dr. Marrel Rowland and his wife—he was quite a noted character and was the correspondent for the local newspapers—who left no descendants. Colonel James Lawrence Wilson and his wife, Mrs. Annie Cable Cole Wilson, also lived there. One of his sons now lives in Rosedale.

In 1890, the levee broke on this point, and it was found necessary to build a new line of levee, throwing out the entire Point. It is now abandoned. During the war, a fleet of gunboats shelled the countryside for the mere sport of the thing, Federal gunboats, of course—having not the slightest regard for the women and children in the houses on this Point. Mrs. Newman and her daughters were in the front of their home overlooking the river, when a big 64 pound cannon ball was fired straight through the center of the front door, leaving a round hole as a souvenir of its visit. Chance alone saved those women's lives. Many have been those who have viewed this door with its round cannon ball hole through it.

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### BOLIVAR LANDING

What is known as Bolivar Landing was originally the landing for the plantation of Colonel William Vick. When the county of Bolivar was organized, this point was selected as its county seat, and the name of Bolivar given to the little town that sprung up around the courthouse. Colonel Vick, of the family for whom Vicksburg was named,

had opened up a large plantation at this point of the county, as had also General Peter B. Starke, Rhodes Estill, and Archibald McGehee—all in the early 40's. In 1850, a small Methodist Church was erected by private subscription of the adjacent planters, in which services were held by itinerant preachers. Prior to this, the county seat had been removed from Bolivar to a point on the river named Bolivia. In 1862 or 1863, Bolivar and the plantation buildings of Colonel Vick were burned by the Federals. In the early 50's, a store was erected near the church at Bolivar, by Colonel Storm, and a landing kept there. The first physician was Dr. Ross.

In a year or two, another store was built and operated by Overton and McFadden. Bolivar rapidly improved until it became a thriving village. Dr. Mitchell, the Van Ranseller family, the Dennys, and many others were among its citizens. Dr. Russell and Dr. Scott were the local physicians.

In 1867, Ed Storm, brother of Sol Storm, built a store back of the old site of Bolivar, but was compelled to move two miles north because of the caving banks of the river at Bolivar. The point at which he located was called Stormville.

In 1869, Bolivar was rebuilt one-half mile back from the original site and soon became a thriving village with five or six stores and several saloons. In 1871, E. R. Gresham, W. V. Lester, the Jolly brothers, the Nance brothers and others located there and carried on extensive businesses. Dr. Richardson was the local physician.

Bolivar was quite a thriving place before the break in the levee in the spring of 1882, when by reason of the location of the levee across the head of Lake Bolivar, the site of the town was changed to a half mile south from its original location. In 1873, Mr. Lawrence Wade and his brother-in-law, W. W. Rife, purchased a part of the Vick plantation and settled at Bolivar.

Mr. W. A. Speakes came to Bolivar in 1878, and though born in the State of Arkansas, he came here directly from a mining camp six hundred miles northeast of Los Angeles, California, in February of that year. He had been working as a miner at \$3.50 per day in a mine that was putting out \$2,500 worth of silver ore per day. He had also worked on a ranch in Arizona in 1876 and 1877, at \$40 a month and board, and was beaten out of his wages by his landlord, who took the bankrupt law just at the right time—or rather, the wrong time for young Speakes. Upon his arrival at Bolivar, Mr. Speakes was employed by Mr. J. H. Biscoe, who was then working on the Gresham estate. In 1883, Mr. Biscoe purchased the mercantile interest of the Gresham estate and operated it until 1886, when Mr. Speakes became a partner in the business. It was in the name of Biscoe and Speakes that the large furnishing and mercantile business was conducted for

many years. Both men became large land-holders and were prominent in the affairs of the county. Mr. W. A. Speakes served as levee commissioner and has been a member of the Board of Supervisors for many years, serving as president from 1916 to 1928. Mr. Biscoe died several years ago.

Old Bolivar was quite a business point until the railroad was built in 1889, since which time it has had a neglected appearance as has been the fate of all river towns.

Mr. W. B. Roberts of Rosedale lived in Bolivar for about ten years, and Dr. H. L. Sutherland was also a resident of Bolivar at one time. Major R. J. Nugent, Mr. J. W. Mason, Colonel W. G. Myers, and Major J. E. Edmonds were planters in the vicinity of Bolivar; Mr. H. D. Chaney was the town's druggist.\*

### PRENTISS

BY ANNIE LENOIR CASSITY

Writing of old Prentiss is more like romancing than it is like writing real facts. No doubt Prentiss was a place of interest even in the early days of Bolivar County's infancy. In those days, the only mode of communication with the outside world was by boat. The grand old Mississippi River was kept so busy carrying its many palatial steamers with their happy, carefree load of passengers, up and down its waters, with its many other boats—freight boats, flat boats, and boats of every description—that it did not have time for one dull or idle moment. One could stand on the bank of the river at almost any time of day or night and look up and down, and see one or more boats.

Just think what interesting places the landings must have been. Some planter goes out to meet a boat. Perhaps he goes for his mail (sometimes weeks old before he gets it), or maybe he goes to meet friends or loved ones who are coming on this boat; be it for any purpose at all, he looks forward to meeting some friends, from their plantation homes, and to hearing and discussing the home news, plantation news, and the many interesting topics of the day. No doubt Prentiss, as a landing place, was a place of many such meetings, and no doubt, too, events of vital interest—many missing links of early county history—took place in or near old Prentiss. But alas, we have waited too late to gather them up, and the ashes of time have buried them past recall.

The earliest date I can connect with Prentiss is 1854, when my mother-in-law, Mrs. George Cassity, who was then Elizabeth Cook, visited there. When she was fifteen years old, she came from her home

\*Data for this sketch was furnished by Mr. W. A. Speakes.

near Terry, Mississippi, to Vicksburg, and from there to Prentiss on one of those palatial boats, to visit her aunt, Sarah Childs. Mrs. Cassity's aunt and uncle, Sarah and Jimmie Childs, were living in Prentiss, and Mrs. Childs kept boarders. Mrs. Cassity says Prentiss was a fair sized village even then, and that quite a few nice families lived in and near it; that there were an attractive church, several stores, and a post office; and she distinctly remembers that court was held there, but whether in a brick or frame building she does not remember. However, she does remember meeting and going riding (horseback and boat riding) with some of the young lawyers who lived there. She especially remembers Mr. Robards and Mr. Eugene Montgomery. She spent the night with Mrs. Greenup Coffee who lived about one-half mile up the river. She also remembers meeting Judge McGuire; and she and Mrs. Childs drove up the river about six miles to the Doro plantation and spent the day with Mrs. Clark. Mrs. Cassity was visiting in Prentiss when Mary Adelia Clark and Eugene Montgomery were married.

From Prentiss, she went near to what is now Gunnison, to visit her uncle Nelson Blanchard, whose first wife was her aunt. Mr. John C. Burrus gave me the following recollection of old Prentiss.

"The village of Prentiss was exactly opposite Napoleon, Arkansas, and was very near the bank of the river. This little village grew very rapidly, and in 1856 it was declared the county site, and a nice brick courthouse and jail were erected. The village of Prentiss, being so near the river, was in part thrown out by the levee but the courthouse and jail were erected on the land side, with the public road passing in front of the courthouse and next to the levee.

"Judge McGuire's residence was one-half mile below Prentiss, and Colonel Greenup Coffee's residence was about four or five miles up the river. Mrs. Stewart kept a hotel in Prentiss in 1861; Dr. Toley had a drug store; Mat Davis a general store; and there were some merchants whose names I have forgotten. Hines and Pat Lamb had a blacksmith shop. Judge McGuire and Mr. Snodgrass each maintained a skiff ferry to and from Napoleon. Dr. Watkins I remember as a practicing physician and Mr. Shamberger and Mr. Sykes as practicing attorneys. J. Shawl Yerger was in 1861, judge of the circuit court. My father, Judge John C. Burrus, had been judge of the probate court, but at this time I think the bench was occupied by another, I cannot remember whom. There was a flourishing school here in 1861, which I attended, boarding with Mrs. Louise Coffee, a widow of Mr. Greenup Coffee. Mrs. Coffee died in Texas some years after the war.

"Mr. Brander was principal of the school, and Mrs. Brander and her niece, Maggie Burnett, were the assistant teachers. Mr. and Mrs.

Brander were earnest, capable teachers, and I loved Mrs. Brander and revere her memory.

"I write the names of the scholars as I remember them; they were all citizens of Bolivar County except one, Will Claire, whose home was Lake Providence, Louisiana: Charlie McGuire, John C. Burrus, Will Scruggs, Alex Irwin, Will Jones, Al Snodgrass, Belle Peake, Liza Knuckles, Sallie Ebling, Bell Snodgrass, Oscar McGuire, Will Claire; Jack (John) Scruggs, Will Kimble, Lewis Edding, Mark Snodgrass, Nellie Scruggs, Tina Ebling, Lou Snodgrass, Liza Hughes.

"There were others I do not remember"

Prentiss was a wild place, almost equalling Napoleon for notoriety, and, at that time, Napoleon had a national reputation.

When the river was out of its banks, most of Prentiss was a second Venice, and the young people had a gay time riding and running boat races. Mr. Walter Sillers, Sr., gives me my next date on Prentiss history. He tells of standing on the levee, when just a small boy, in 1862, watching three Federal gunboats going by, when suddenly he heard the firing of guns, and he knew it was Starke's regiment, which was concealed in the woods about two miles below, firing on the gunboats. Then he saw the gunboats turn around, clear for action, and commence to shell the woods. Later, he saw the boats going down the river. When they got in sight of that thriving little country village, they decided to take a spiteful revenge, and landed. The officers directed the men to set fire to every building.

Early the next morning the little lad was again on the levee looking up and down the river. While looking down the river, he saw the smoke and flames leap upward to the sky, telling the pitiful story to him and to his neighbors all around, that the proud little village of Prentiss was dying, that the flames were destroying all its strength and beauty, and that as a village it would soon be dead.

But it still had one feeble hold on life, and that was as a landing again. In 1879 or 1880, my oldest brother, Guy Lenoir, had charge of Prentiss Landing, and there was a good deal of shipping to and from that place.

My last memory of Prentiss is when two little homesick children, my brother Haught and I, landed there one bleak, dreary day, in the spring of 1882. We were in Natchez with our aunt, Mrs. Montgomery. When I knew that the whole country was overflowed, that my mother and oldest brother were here in the overflowed district, and that my brother was very sick, I wanted to come home. I was homesick and cried for days until my aunt grew desperate, put me on a boat with Haught to take care of me, put us in the care of a dear old couple who were going to St. Louis, and sent us home.

Of course, there was no way to let anyone know we were coming. When we landed at Prentiss, there was nothing but a little one-room

cabin in the woods and not a soul in sight. I wondered how we were going to get anywhere. Haught said we would have to walk. We could not stay there, and there was no land in sight except the levee, but after a while a Negro man came by in a skiff and Haught got him to take us to the Clark place. He would not take us any farther. When he put us out on the levee there, it was dark, and there was still no one in sight. Haught said we would have to walk to Aunt Matilda's, about two miles up the levee, so we started out, and after walking part of the way, we met Floyd Hicks, our cousin, riding down the levee. He put us both on his horse, and we went on our way, rejoicing over our good fortune.

Whether Prentiss is still the landing or not, I do not know, but this I do know, that where the little village stood there are now immense forest trees; they, with their beautiful foliage and clinging vines and bushes, have covered and blotted out the ruins of the once thriving little village—Prentiss.

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### RIVERTON

BY FLORENCE W. SILLERS

In 1870, there was a thriving little town at the Riverton landing on the Mississippi River about six miles north of Beulah, then the county seat.

Mr. B. J. Martin built a railroad from Bogue Phalia to Riverton. This line of road was the first railroad in Bolivar County and was operated by mule power. Mr. Martin had a law office in Riverton, besides his station and warehouse for his railroad. Mr. E. H. Moore, afterwards one of the county's most prominent lawyers and citizens, opened a law office at Riverton.

Major D. C. Herndon, Mr. John Young, D. Reinach, and later, Colonel F. A. Montgomery, built homes in Riverton, and there were other residences there. The merchants were Frank Williams, J. D. McDonald, E. H. Moore, David Reinach, and several others.

The caving banks of the Mississippi River have entirely destroyed the village of Riverton; and where once stood that prosperous and important little town is now the center of the great river. Not a vestige remains to show that Riverton ever existed; it is only a memory to a few old citizens. The town of Prentiss was left outside the levee and abandoned, but the land upon which it was built remains. Not so with Riverton—the river devoured it completely.

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### TERRENE

BY FLORENCE W. SILLERS

In the 70's and early 80's, Terrene was a river town of importance, situated opposite the mouth of the White River, about five miles north of Rosedale. It derived its name from Terrene plantation, upon which

it was located, owned by Mr. Elias Reece Porter and inherited by his daughter, Mrs. Martha Porter Jarnigan.

A large wharf boat was maintained at this point by William Ezell, who was also in charge of the coal fleet of Brown and Jones of Pittsburgh, that supplied the steamboats on the Mississippi, White and Arkansas Rivers with coal.

J. H. Zadeck operated a large mercantile business there. There were other business houses and saloons. In 1878, Terrene was visited by an epidemic of yellow fever, with many deaths. Among the deaths was that of Dr. C. M. Mason, a prominent physician of that neighborhood.

Caving banks of the river destroyed this town in the late 80's, and in a few years the entire site of the town had entirely caved into the river.

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### VICTORIA LANDING

Victoria Landing was a landing on the Mississippi River situated on the property of Colonel Miles McGehee, a few miles south of old Concordia, before the Civil War, and was an election precinct in the early days of the county, afterwards transferred to Carson's Landing in 1847.

### CONCORDIA

BY LAVINIA S. PULLIAM

Among the deserted villages of Bolivar County none is more rich in romance or more dear to the hearts of its old inhabitants than the little town of Concordia, which once flourished upon the eastern bank of the great "Father of Waters", about one hundred miles below Memphis. The monster river, like old Father Time, holds the destiny of towns and cities in its grasp, and in 1870 there occurred what is known as the chute of '70; the river, in a capricious mood, veered off its eastern bank and left many prosperous landings several miles inland. Among those thus isolated, Concordia was the most flourishing.

Concordia's history is so interwoven with that of Carson's Landing that it is necessary to go back to the history of that landing, to begin that of Concordia.

It is thought that the settlement of Carson's Landing was coincident with the opening of steam navigation on the Mississippi River, although it may have been a landing in the earlier days of the old flatboats. In those days there was nothing permanent about landings, as they were merely places to load and unload the boats' cargoes, consisting of the mail, plantation supplies, and other articles of trade. They were maintained by the use of spades and shovels. Carson's



Landing was probably named for the man who first established it, but of him I have never been able to obtain information.

In the 1860's a new landing one and a half miles below Carson's Landing was established and soon became a flourishing village. In 1865 or 1866, the two landings were merged and became Concordia, the name indicating that the arrangement was agreeable to all concerned.

Immediately following, Concordia was made an incorporated town and early in its history was noted for its saloons, gambling houses, and wild western ways. Many crimes were committed within its borders.

The last mayor of the town was Sol Cohen, an English Jew and one of the best known men of northwest Mississippi.

No troops ever landed at Concordia nor was any fighting done there during the Civil War, but warships passing down the river cannonaded the river banks in its vicinity.

In 1879 the yellow fever claimed forty percent of its inhabitants, and some entire families were wiped out.

Among its merchants were the Tobins, the Blanchards, the McGehees, the Popes, and the Rothschilds. At its most flourishing stage, Godfrey Frank was the principal merchant.

The planters in and near Concordia were the Tobins, the Wilsons, the Hudsons, the Melchoirs, the Picketts, the Shalbys, the Humes, and the Torreys. Many descendants of these pioneer settlers still live in the neighborhood.

It is said that in '61, when a company of its volunteers were bidding farewell to homefolks, there was among the company one whose heart was aching, for he had neither kith nor kin to bid him Godspeed; yet among those who were bidding others farewell was a little girl who afterwards became his wife. Many are the stories of the bravery of this young soldier, lovingly called by his comrades Billy Boyd, who settled, lived, and died near Concordia.

In 1889, when the Yazoo & Mississippi Valley Railroad came and passed by three miles to the east, Concordia, forsaken by the river, scorned by commerce, was abandoned by man, and most of its inhabitants moved to a railroad station on the plantation of Mr. A. N. Gunnison, from whom the present town of Gunnison takes its name.

No contest arose over abandoning the town or changing its name, and today there stand only a few of the old landmarks of the town of Concordia.<sup>1</sup>

<sup>1</sup>Mr. William Boyd, Mr. J. M. Kirk, and Mr. Pole Knowlton were the author's sources of information for this article.

## CONCORDIA ISLAND

Concordia Island, otherwise called Maysonia, was occupied by settlers as early as 1830. Mary E. Bennett and Judge Joseph Warner Elliott, from New York State, were among the first to live there. Judge Elliott died in 1880, and his wife died in 1879.

George W. Elliot was born on Concordia Island in 1842, on April 26th, and was the youngest of seven children. He joined the Army of the Confederacy, and returned to cultivate the island property of his father. In 1871, he moved near the present town of Gunnison. His first wife was Miss Ann Arnold, daughter of William Arnold of Claiborne County. In 1876, he married Miss Mary McGehee.

Concordia Island was abandoned because of the caving banks of the Mississippi River during or just after the War.

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## NOTES ON CONCORDIA LANDING

BY MRS. S. J. HOLCOMB

Isaac Wilkerson owned the C. P. Smith place.

The Herndons cleared the John Smith place and the Crowder property.

A newspaper was printed in Concordia by D. O. Hughes and a Mr. Barrow.

The Reverend Mr. Knott was one of the early presiding elders of the Methodist Episcopal Church.

Mrs. J. E. Brander was a pioneer teacher of the county.

Mr. Campbell was also a pioneer teacher, and D. O. Hughes was teacher and preacher.

A hotel was operated by a Mrs. Herndon. I have in my possession a brass or copper dinner bell with the inscription, "Presented to Mrs. Herndon by her boarders, Concordia, Miss."

A Baptist Church was out on the Columbus Arnold property and was later used for a schoolhouse.

The cemetery then in existence is now known as the Cora Arnold Burying Ground.

Mr. William Arnold built a log residence as early as 1856.

Miss Blanche McGehee, daughter of Colonel Miles McGehee, attended a school in Concordia taught by Columbus Arnold, a pioneer from Camden, Arkansas. She rode to school through the cane on horseback.

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## AUSTRALIA LANDING

BY CAPTAIN W. R. SHEPHERD\*

In the early days, when a plantation was opened on the river front, it was usually given a name; otherwise, it was known by the

\*Soon after this sketch was written, Captain Shepherd's death occurred. With his death passed the last member of the McGehee Rifles.

owner's name. The landing bore the name of the plantation. In 1851 and 1852, Sydney T. Deeson, as manager for his brother, William Deeson of Lake Providence, Louisiana, "opened up" a plantation and named it "Australia"; hence we have Australia Landing. About the same date, Colonel Jesse Perkins developed "Tally-Ho" plantation, and Tally-Ho Landing came into existence. Dr. Parker of Port Gibson, Mississippi, grandfather of Governor Parker of Louisiana, opened the "Parker Place", hence, Parker's Landing.

These three settlements were all that were improved until about 1856, in the north end of the county. At that time the largest settlement in Bolivar County was on Concordia Island, known as Maysonia. I can recall a few settlers on the island: A. H. Glenn (in after years my father-in-law), W. Y. Glenn, Colonel W. H. Peake, James B. Smith, a civil engineer who laid out the first levee built in the county, Judge Elliott, grandfather of Charles Elliott, now a resident of Port Gibson, Mississippi, Dr. O. D. Dean, Henry Bridges, and others. The Glenn brothers and Colonel Peake later settled east of Australia Landing.

In the early 50's a line of small levees was built in the county, and after their completion, settlement was more rapid. In 1856, Thomas Deeson succeeded his brother, Sydney, as manager of the Australia plantation, S. T. Deeson buying and clearing the land now known as Deeson, Mississippi. William Deeson sold "Australia" to Dr. G. C. Glover, a minister of the Methodist Church and presiding elder of this district, which was then the Mississippi Conference. Thomas Deeson cleared the Hurley plantation, now owned by Mrs. Dake and Mrs. Thomas. East of this property were Mr. McGraher, Mr. Nelson, Mr. Daley, Mr. Blanchard (father of Mrs. R. M. Waggoner), and a family by the name of Nevills. On the east bank of the Hushpuckena River lived Major Andrew Jackson Donelson, a nephew of Andrew Jackson and a candidate for vice-president on the ticket with Millard Fillmore in 1856. Two miles Northward was a neighborhood called "Starvation Ridge". In 1858, the county was overflowed until July, and no food stuff was raised but some sweet potatoes and turnips; hence to the residents of that locality the name seemed quite appropriate.

The Glenns were forced to abandon Concordia Island because of caving banks. A. H. Glenn, W. Y. Glenn, H. B. Brown, W. N. Brown, B. B. Wilson, Jim Dunn, Captain Wood and their families then moved near Alligator Lake. In the meantime Colonel Dan Sessions had become possessor of the Tally-Ho property, now owned by Dr. Brooks.\* The families I have mentioned constituted the entire neighborhood of Australia at the commencement of the Civil War.

Not until the Civil War closed were there any merchants at Aus-

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\*Tally-Ho has since been purchased by Captain Tom Gibson, of Coahoma County.

tralia. In 1866, a man named Stochs leased some land on this property and opened a mercantile business. In 1867, the county was badly overflowed, and Stochs became very discouraged and sold to W. R. Shepherd, who continued in business until 1870, when J. W. Lyman and W. N. Brown were taken in as partners. This arrangement continued until 1874, when Brown retired.

In 1879, Mr. Lyman, wishing to engage in the furnishing business to a greater extent, W. R. Shepherd sold his interest to Godfrey Frank, and the firm was known as J. W. Lyman and Company. Upon Mr. Lyman's death, the firm was changed to D. J. Allen and Company and so continued until the coming of the railroad in 1887 wiped out all river towns.

At this date, Australia consisted of the firm mentioned and two other business houses, D. B. Blair and Company and J. H. Clore; two residences, a Methodist Church, a doctor's office, and one saloon, all passing out of existence with the advent of the railroad. There are but three of the families mentioned having male descendants living at this date: Jethro Brown of Duncan, in this county, is a grandson of H. B. Brown; Major Andrew Donelson has grandsons living in Memphis, Tennessee; and the writer has two sons living at Pace, in this county.