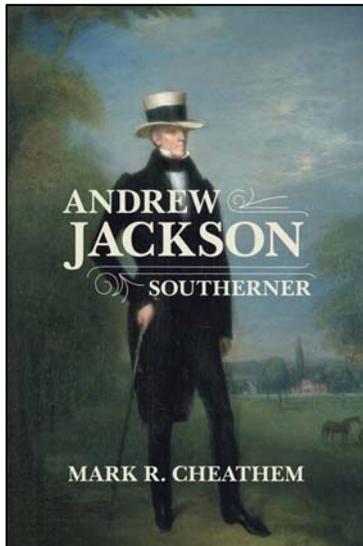


CCHGA Bytes

March 2014

The newsletter of the Cheatham County Historical and Genealogical Association

CCHGA Bytes Editor: Lisa Walker, Cheatham County Historian, countyhistorian@bellsouth.net



Hear **Mark Cheatham** talk about his new book, *Andrew Jackson, Southerner!*

He will be presenting at the CCHGA meeting April 10, 2014 at 6:30, the meeting will be held at the Cheatham County Public Library. He will answer questions and autograph copies of the book which will be for sale. This is also CCHGA's Annual Spring Social! Light refreshments will be provided. **FREE EVENT!**

Visit the CCHGA office or the Cheatham County Public Library to check out his book before the presentation!

Visit CCHGA on Face Book: <https://www.facebook.com/cheathamcountyhistory>

2014 CCHGA Dates to Remember!

March 13, 2014 – Business Meeting
April 10, 2014 – **Program Meeting**
May 8, 2014 – Business Meeting
June 12, 2014 – Business Meeting
July 10, 2014 – **Program Meeting**
August 14, 2014 – Business Meeting
September 11, 2014 – Business Meeting
October 9, 2014 – **Program Meeting**
November 13, 2014 – Business Meeting

The CCHGA newsletter will be published in the months of March, June, September, December.

2014 CCHGA officers

President: R. D. Huffines

Vice President: Tom Salter

Treasurer: Betty Cannon

Assistant Treasurer: Lisa Walker

Secretary: Judy Mayo

Assistant Secretary: Tammy Reid

Member at Large: Dale Brinkley

Cheatham County Ferries and Landings – *Written by Greg Poole*

Work began to clear the channel of the Harpeth Shoals as early as 1871. From July until August 1871, the Corp of Engineers removed 1,100 cubic yards from the channel. The shoals remained a hazard until 1904, when Lock A, at Fox's Bluff was opened. At its completion the cost was \$490,000. It had a total length of 308 feet, a width of 52 feet and depth of 32 feet.

As roads were poorly constructed and maintained, the Cumberland remained the prime method of shipping and travel well into the latter part of the 19th century. Every large farm or plantation had a river landing. Steamboats and packets were ready to stop at almost any point on the river where a parcel of freight, crop produce or a passenger was waiting to be picked up. These landings included small river towns and villages, such as Ashland City, and thousands of wood yards, ferry or plantation landings. Virtually every farm or plantation touching the riverbank on either side had its own landing. Many of the landings were hardly recognizable except by the experienced eyes of the rivermen.

On the Cumberland River, it is estimated there were 121 landings in the short distance between Clarksville, Tennessee and Smithland, Kentucky. In 1885, the landings between the Montgomery County line and Ashland City and their distances from Ashland City were:

Shelton's Landing	17 miles
Taylor's Landing	17 miles
Lyle's Landing	16 miles
Moseley's Landing	15 miles
Hagewood's Landing	13 miles
Currant's Landing	12 miles
Betsy Town Landing	10 miles
Raworth's Landing	9 miles
Williams' Crib	9 miles
Newton's Warehouse	8 miles
Turner's Landing	6 miles
Pardue's Landing	5 miles
Mouth of Harpeth	4 miles
Stewart's Landing	4 miles
Ashland City	
Dozier's Landing	
Mouth of Marrowbone	

Oftentimes at the landings, a ferry was added to aid in the crossing of the Cumberland. Ferry operation began shortly after the establishment of the community. The earliest ferry established in what became Cheatham County was Weakley's Ferry at the mouth of Half Pone Creek. Weakley's Ferry was established by Benjamin Weakley before 1805. In 1806, the Montgomery County Court issued a license to John Moseley to keep a ferry across the Cumberland River at Half Pone Creek.

In 1856, one of the first duties of the newly elected county officials was to authorize Matthew T. Hale to establish a ferry opposite the landing at Ashland City. After Hale's death in 1858, the ferry was operated by his son, John C. Hale. In 1868, Dr. George S. Allen petitioned the County Court for the "privilege of putting in a buoy boat and establish a ferry at Ashland City, the landing on this side to be on his own land, above the mouth of Puzzlefool Creek." The petition was signed by G. C. Binkley,

William M. Hooper, John N. Ozborn, W. E. Felts, Hiram J. Carney, James K. P. Carney, F. M. Allen, L. W. Lovell, Adam Binkley, S. H. Dunn, R. J. Felts, W. M. Rose, J. A. Hudson, P. T. Williams, George W. Maxey, W. J. Gossett, Benjamin F. Stewart, Jr. R. Allen, J. G. Green, S. A. Richardson, J. T. Hooper, John Etherley, Joseph Alley, W. A. Boite and S. B. Alley.

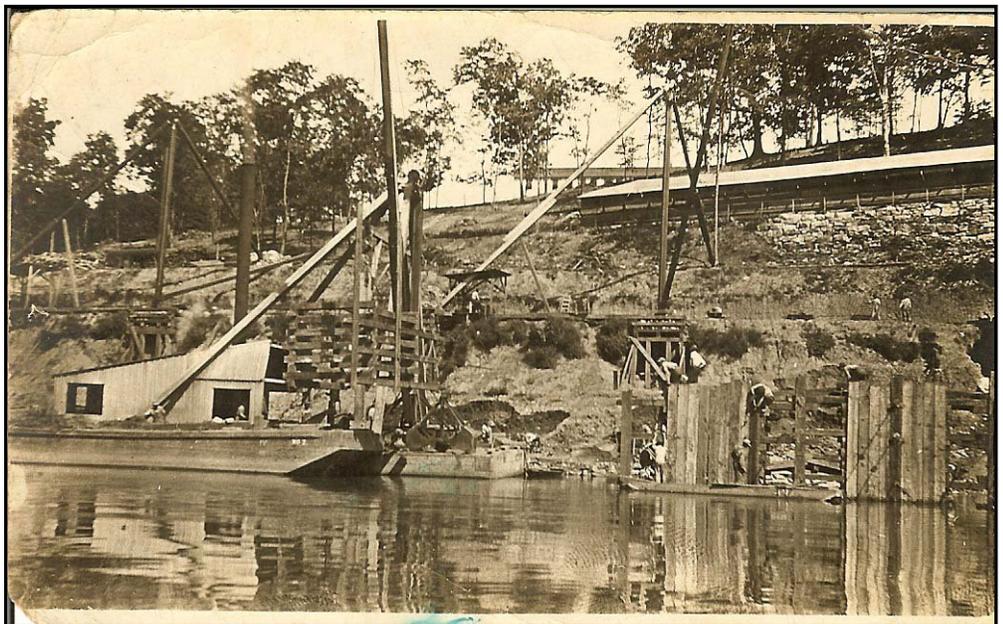
Rates to travel across the river were set by the County Court. In 1869, the rates to cross Dr. Allen's ferry were as follows: four horse wagon, .50 cents; two horse wagon, .20 cents; ox cart, .25 cents; man and horse, .10 cents; footman, .50 cents; two horse wagon, .5 cents and sheep and hogs per head, .21/2 cents. These prices were to be charged for the entire year.

In 1860, a ferry was established across Sycamore Creek at the first ford above the mouth of that creek. John H. Turner was appointed the ferryman. For his service he was allowed to receive the sum of .10 cents when the water was in the bank. When the water was out of the banks, he was to charge .20 cents for a man and horse.

In 1888, a ferry was established on the Cumberland River at the mouth of Marks Creek immediately below the Ashland City Landing leading to Thomas B. Pardue's land on the opposite side. According to an editorial in the Chatham County *Plaindealer*, "Such a ferry would be a great convenience to the people of Cheatham County down towards the Harpeth. Dr. Allen could not object, as his ferry is full of business to overflowing; and if he did not like it, that need make no difference, J. J. Lenox and Thomas Pardue control the territory on each side and if they are satisfied, the new ferry can go."

In 1909, a new free ferry across the Cumberland at Ashland City was ready for operation. The ferryboat was built in Ashland City and was propelled by a gasoline engine. The Clarksville *Leaf Chronicle* called it one of the "largest and best crafts of its kind on the Cumberland." The ferry at Ashland City was discontinued in 1931 when a new bridge across the Cumberland was completed.

In 1882, J. B. Hagewood opened a ferry at Hagewood Landing, near the Doddsville community. This ferry was operated as a free ferry by the county after 1917. In 1919, the gasoline powered ferry boat broke away from its mooring during a sudden rise in the river and was swept away and wrecked in going over the dam at Lock B. The new ferry boat costs \$1,600 with \$600 donated by the patrons of the ferry. In 1933, the ferry at Hagewood's Landing was discontinued.



Hagewood Ferry

The CCHGA Fall Bake Sale made over \$500.00!

Williamson County, IL Footprints left in Cheatham County, TN

Contributed by Charla Schroeder Murphy <charla56@consolidated.net>

The following names were found in the Deed Books of Cheatham County, TN. The deeds are abstracted by me. The families of those listed in the deeds were once in Cheatham County, TN but made their way to Williamson County, IL. There is a very strong connection to many of the families in Williamson County, IL area to Cheatham County, TN. My notes are under CSM.

Deed Book A, pages 40-41

13 Dec 1856 - Robert King of Cheatham County, TN and Andrew King of Williamson County, IL on the one part and J.W. Stack of Cheatham County, TN of the second part do sell to Stack for \$39 a parcel of land on Half Pone Creek in District no. 4.

CSM: Andrew King, wife and children are found in the 1860 Williamson County, IL Federal Census. From the children's marriage and death records it appears their mother was Eliza Watson. Some of the children are buried at Fountain Cemetery, Williamson County, IL.

Deed Book A, page 47

6 Dec 1856 - This indenture made and entered between Adam Grimes attorney in fact for Amereles Maxey of the county of Williamson and State of Illinois of the first part and Isham Harris of Cheatham County, TN of the second part for the sum of \$40 real estate bounded by Sion Hunt, John L. Harris, and John Teasley, being the land which Holloway Maxey dec'd owned with the real estate and all appurtenances on the waters of Spring Creek being 1/3 tract of 100 acres and which fell to his daughter Emmarilda Maxey.

CSM: Emerillas Amy Maxey was the daughter of Holloway Maxey and Barbary Moake. She married Scott Mansfield Simmons son of James Simmons and Phoebe Grimes 29 Apr 1857 in Williamson County, IL. After the death of Holloway Maxey in Robertson County about 1838 she married Hillard William Everett 19 Dec 1841 in Robertson County, TN. They moved to Williamson County, IL.

Deed Book A, pages 75-76

3 Mar 1857 - I, Adam Grimes of the County of Williamson, State of Illinois sold to Joseph McCormack of the county of Cheatham a parcel of land on the waters of Spring Creek being 33 1/3 acres, the third of 100 acres tract of land belonging to the late Holloway Maxey and fell to his daughter Emmarilla Maxey who empowered the said Grimes to make the sale.

Deed Book A, pages 6-7

11 Mar 1856 - This indenture between Francis Maxey and Susan Maxey, his wife of the County of Williamson, State of Illinois and Wm. Norton of Robertson County, TN the undivided 1/3 of 100 acres lying in the county of Robertson on the east side of Spring Creek bounded by the heirs of Edmund Hudgens, heirs of Sion Hunt, Holloway Hudgens, Charles Veddes and known as the James Maxey tract of land. John H. White, clerk of Williamson County, IL witnessed the signing of the papers of Francis M. Maxey and Susan Maxey.

CSM: Francis Marion Maxey was the son of Holloway Maxey and Barbary Moake. He also went to Williamson County, IL.

Deed Book A, pages 7-8

18 Jun 1854 - This indenture made between Daniel Hudgens and Wm. Norton of Robertson County, TN. Hudgens sold to said Norton a parcel of land situated in Robertson County in the 15th District on the waters of Spring Creek being the 1/3 part of 100 acres formerly owned by Holloway Maxey and conveyed to said Hudgens by R.W. Grimes and Rachel Grimes heirs at law of said Holloway Maxey.

CSM: Rachel Maxey married Riley W. Grimes 16 Jun 1852 in Williamson County, IL. Riley Grimes was the son of Adam Grimes and Susanna Perry who also came to Williamson County, IL.

"Melvina's Beauty Shop" – Contributed by Charmaine Cochran Jamieson

In the December 2013 *CCHGA Bytes*, there was a 1974 Ashland City times article about the closing of a local barber shop that had been own and operated for years by the Hatfields.

Did you know that Melvina (Binkley) was married to Marion Hatfield and owned and operated a "Beauty Shop" for women?

Melvina was one of nine girls born to the late Robert Lee Binkley and Rosa Ann (Newman). She was born in 1913 and had one daughter: Billie Jean Hatfield who resides in Florida with her two children. Marion was the son of Jess Lucilus Hatfield, the grandson of William Riley Attry Owens, and great grandson of Joseph Lewis Hatfield.

Melvina operated her "Beauty Shop" on Vine Street for 50 years from 1939 to 1989 before selling and moving her home to Bearwallow Road. Her beauty shop was a two-chair shop located in an adjacent room to her house. Many patrons paid her with live chickens or vegetables from their gardens. It was a local place, not only to get your hair 'fixed', but also, to catch up on the local news. Melvina's "Beauty Shop" was full of laughter, fun and jokes.

After moving to Bearwallow Road, Melvina sold her beauty shop and house. The new owners rented the house to a tanning salon. Upon being evicted for not paying rent in a timely manner, the renters poured gasoline in the house and burned it to the ground. One person was convicted and is now in jail for destruction of property. The lot is now used for a car lot on Cumberland Avenue next to the Feed Mill.

COCHRAN LOG HOUSE – Contributed by Charmaine Cochran Jamieson

This one-room-log-house is still standing, located on the James Cochran Home place on Bearwallow Road. Eli Cochran along with his wife Mary T. Binkley and two children, Baxter and Lula, lived in this cabin. Baxter died at age 16; Lula never married, died at age 64. Therefore, Eli had no descendants. Eli's brother "Sam" lived in the dogtrot house facing Bearwallow Road. "Sam" never married; his brother Ollie Wilbur never married; his brother Ewing Cochran married Beatrice. Ewing did inherit some of the Cochran Home place. Carney Winter's wife Nellie was a Cochran. Her parents were Ewing and Beatrice Cochran. Ewing and Beatrice are buried at Blue Springs Cemetery. James Cochran was born 27 Dec, 1834, died 04 Jul, 1906. James married Mary (Darrow), born 22 Aug, 1843, died 07, Apr, 1931. Both James and Mary are buried at Sycamore Church of Christ Cemetery.

The one-room log house was built around the middle of the 19th Century. Mrytle Haynes bought the Cochran Home place and later sold it to Richard Binkley.

According to the late Mary Ann (Harris) von Verdo, The Pioneers of 'Possum Trot', Tennessee, page 103, and Deed book D, p.58: "In 1873, **Hiram Cochran** conveyed a parcel of land (about five acres, initially) to be used for public or private schools or for all orthodox denominations. If at any time the land fails to be used by the public, or is neglected by the community, it goes back to the **Hiram Cochran** heirs and representatives. Trustees named were Elias Harris, James R. Binkley and James T. Felts."

The original COCHRAN SCHOOL was a one-room log room now located on Hudgens Road, which was replaced by a larger clapboard school. Cochran School is still located in its original location off Harristown Road. The COCHRAN SCHOOL was later called the 'Possum Trot' School.

Hiram and his brother, James, and father Jerimiah owned a great deal of property. Jerimiah had participated in the War of 1812 and his Father John Cochran was a Revolutionary War Veteran. Both Jerimiah and John received land grants in this area. Some family members, James Cochran with sons Ollie, Eli and Isaac Samuel "Sam" moved to the East Cheatham area of the county and established the Cochran Home place on Bearwallow Road. Hiram Cochran stayed in his home place in the 'Possum Trot' area. His house has since burned down or fallen down.

Ollie, James' son, never married and is buried at Forest Hill Cemetery. Isaac Samuel "Sam", James' son, never married and is buried at Bearwallow Church of Christ. Elias Wilson "Eli" married Mary T. Binkley; they never had any grand children.

According to the Cheatham County Historical and Genealogy Newsletter, July 27, 2006, Eli Cochran, Hiram's nephew, was one of the charter members of Bearwallow Road Church of Christ along with Mr. Calvin Richardson, Modie Richardson, Riley and Betty Cochran. Riley Cochran, Hiram's son, was the song leader.

Hiram Cochran, is buried in Felts' Cemetery, along with his wife Priscilla Jane (Darrow). Hiram was born 18 Feb, 1828, died 25 Dec, 1907. Priscilla Jane Darrow was born 08 Sep, 1834, died 30 Mar, 1910.

The Rest Post Office in 1899 Cheatham County

Contributed by Charmaine Cochran Jamieson

One post office was located on Bearwallow Road called the **“Rest”** Post Office. It was not unusual to have several post offices located in a relative short distance because mail had to be carried from post office to post office by horse. These early post offices were located in homes of someone who could read and then delivered mail by foot. **Rest** was approved as a post office by Washington, D.C. on April 5, 1899.

It was important to select a short name for the proposed office, which, when written, would not resemble the name of any other post office in the State.

This post office was situated in the North section of the county. It was about two miles from the Sycamore to _____Pinnacle post offices, on which the mail was carried three times per week. This new post office will not be directly on this route; it will be about two miles from it. A “Special Office” is wanted to be supplied from Westernia; the name of the nearest office to the proposed one is Hoffasville. Its distance is about 2 1/2 miles in a West/North direction from the proposed office. Westernia is the name of the nearest office on the other side with its distance about 3 ¼ miles in a North/South direction from the proposed office. The nearest railroad is Nashville and North Western. The population to be supplied by the proposed office was about two hundred and fifty.

John T. Newman, proposed postmaster certified the proposed post office on May 2, 1899, and by Carol Franklin Binkley on the 27th day of Feb 1891. Thus **“Rest”** became a post office on Bearwallow Road after papers were signed by the Fourth Assistant Postmaster General J. L. Brislow.

Post offices were later consolidated and individual post offices like **“Rest”** were closed.



Odessa Williams Shelton and Hadley Williams, Jr. (standing) with their parents Hadley Williams, Sr. and Lizzie Peoples Williams.

Dr. Lockert delivered Hadley, Jr. on May 16, 1933 in a house (no longer standing) which was located directly behind where the Ashland City Post Office is located today. Mr. Hadley was the middle child, he had an older brother named Rufus Grant Williams.

To be continued.....

MULE DAY—(pictured: Paul Otto, Charmaine and Stanley Cochran, about 1955)

Contributed by Charmaine Cochran Jamieson

Mule Day was a big event at the Cheatham County Fair. Teams of two mules were paired together to determine which team was the strongest.

The late Paul Otto Cochran owned mules to cultivate his crops. He always loved Mule Day at the County Fair. In this picture taken in 1955, Paul took his daughter Charmaine and Stanley to this event. Prior to going to the fair, they had been working in the fields.



Charmaine cried to go to Mule Day with her Dad. She quickly changed into her best hand-me-down-dress and loaded into the truck. The condition was pre-decided that no one could ride any of the fair rides. That was OK; just getting out of work was a treat in itself.

Welcome all new CCHGA members! Welcome back to those renewing members!

CCHGA BYTES

Cheatham County Historical and Genealogical Association

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