



State of Tennessee
Department of State
Tennessee State Library and Archives
403 Seventh Avenue North
Nashville, Tennessee 37243-0312

**LOG BOOK:
CUMBERLAND AND STONES RIVER TURNPIKE
TOLL COLLECTIONS AND NOTES
1858-1901**

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INTRODUCTION

This log book for the Cumberland and Stones River Turnpike was received at the Tennessee State Library and Archives on April 4, 2009 from Dr. E.C. Tolbert, Murfreesboro, Tennessee. The book, which measures 15.5 inches high by 6.75 inches wide, focuses primarily on the years 1875-1901, although there are a few references to dates as early as 1858. The owner brought the book to this facility for the purpose of having it microfilmed for public use, after which he planned to donate it to the Rutherford County Historical Society.

Single photocopies of unpublished writings in the logbook may be made for purposes of scholarly research.

HISTORICAL BACKGROUND

The Cumberland and Stones River Turnpike

Researched by Dr. E.C. Tolbert (owner of the logbook)

From *Frow Chips*, a publication of the Rutherford County Historical Society,
March/April 2009

The construction of a major thoroughfare in Middle Tennessee is interestingly documented in a recently discovered log book entitled the "Cumberland and Stones River Turnpike." The book was purchased by [the author] at the Elder's Bookstore in Nashville. The road began at the Cumberland River in Wilson County southward nine miles to Lebanon and onward for seventeen miles traversing Rutherford County to Murfreesboro. Contractors were awarded segments of the road in increments of one-half-mile, one-mile, or two-mile lengths. This was in contrast to today's practice of awarding the entire project to one contractor. The total amount of the cost for the project was \$147,900.00. Each contractor accepted one-half of the cost of the road in company stock. The turnpike [survives] today as the road bed for Highway 231-North or Lebanon Road [*Murfreesboro-Lebanon Road*]. This was a road consisting of dirt and rock gravel – no tar, blacktop, or concrete.

The exact date of construction of the road is uncertain. 1858 is the earliest date gleaned from the log book which supports the likelihood that the road was constructed in the 1850s time frame. This date specifies that "I was owner by purchase of stock and transferred the amount of fifty thousand dollars to W.S. Huggins in the year 1858 . . . signed William Spence, May 18, 1875." The Cumberland and Stones River Turnpike is designated on a military map of Middle Tennessee issued in 1865. There were a total of four toll gates—one at Stones River in Rutherford County, one at Sinking Creek at Central Pike in Wilson County, one at Baird's Mill Creek near Lebanon, and one at the Cumberland River. *The History of Wilson County, Tennessee* book validates [the information that] "the Cumberland-Stones River Turnpike connected the Cumberland River and Stones River and ran through Lebanon, almost direct north to Hunter's Point." Hunter's Point was at the Cumberland River. There is no mention of land acquisitions for the road, condemnation hearings, etc.

There were seventeen different contractors involved in the building of the road. William Summerhill was awarded a total of seven miles, and thus he was the largest contractor. Hiram Drennon built three miles of the turnpike. Both of these men were Wilson Countians. Interestingly, the Drennon family was responsible for bringing the Melungeons to Wilson County for the purpose of cutting large tracts of cedar in the Vine, Gladeville, and Cedar Forest areas south of Lebanon. The road would serve as a major route for hauling cedar to the various sawmills. The Melungeons, parenthetically, were a "tri-racial isolate" group mainly living in the Cumberland Gap area of central Appalachia and [thought] to be of mixed European, sub-Saharan African, and native American ancestry.

Various contractors from Wilson County included Joseph H. Johnson, Isaac Hunter, Seldon E. Baird, and Jacob Castleman. Names of other contractors, some possibly of Rutherford County origin, included Bird A. Arrington, William Petty, Allen H. Goodwin, Lester Bonds, John C. Organ, C.S. Organ, William McGrigger, Charles Dement, and F.N.W. Burton.

Examples of the listings for the various segments of the turnpike are noted as follows: "First mile from the Cumberland River was built by Rolley Organ at \$6,000. The second mile from the Cumberland River was built by John C. and C.L. Organ at \$6,000. The third and fourth miles by William Summerhill at the rate of \$6,000 per

mile—one-half of the sixth mile was built by Summerhill and Organ and also for the bridge across Spring Creek for the sum of \$5,000. . . ." Interestingly, the fourteenth mile south of Lebanon, including the bridge over Stones river at Walter Hill, was built for \$8,000 by Hiram Drennon.

The construction of the road was paid one-half in cash money and one-half in stocks. The record indicates that "William Summerhill transferred all of his stock to William Spence in the amount of \$56,925.00 on October 25, 1872, This transaction was signed officially by E.R. Campbell, Clerk of the U.S. Circuit Court, Middle District, Tennessee." Subsequently, on the same date, "William Spence transferred \$50,000 of the stock to William S. Huggins and recorded this in the Register's Book at Murfreesboro."

Other stockholders in the Cumberland and Stones River Turnpike Co. including J.J. Fleming, B.T. Wade, Dr. J.B. Richmond, M.T. Bennett, James R. Finch, J.B. McHenry, H.C. Finch, C.B. Huggins, N.C. Collier, Sam Golliday, E.D. Hancock, and others. The log book indicates that the Board of the Cumberland and Stones River Co. held a final meeting at the "Maxwell House in Nashville on May 18, 1875, and issued to Simpson Harris [and W.S. Huggins] \$53,000 of stock in the Cumberland and Stones River Turnpike Co., it being the amount of stock heretofore assessed by the State of Tennessee in said road, which the state sold and transferred to said Harris and Huggins by deed of conveyance dated October 3, 1874, which deed is registered in the office of the Secretary of State. The above deed has also been registered in the Register's Office of Wilson County and in Rutherford County."

Ongoing cost of maintenance of the road necessitated the issuance of forty bonds which were sold by the Cumberland and Stones River Turnpike Co. These were handled by the "Merchants Bank of Nashville, and executed on April 23, 1887."

In a final section of the log book there are specific references to the four toll gates. The gate receipts were totaled monthly with toll gate No. 1 consistently having the largest receipts—this most likely represented toll collections at the Stones River gate. The receipts, for example, for January 1901 totaled \$196.04 for Gate No. 1, \$59.67 for Gate No. 2, \$32.95 for Gate No. 3, and \$33.10 for Gate No. 4, making a total of \$321.76 for this month.

Finally, multiple entries of names of individuals who used the road for their travel purposes are listed. These include such names as Bettie Rushing, Mollie Campbell, Zellie Vaughter, Jim Drake, [and] T.B. Bowman, just to name a few. Dollar amounts are alongside each name, mostly amounting to \$2 to \$18. The last toll gate entry with receipts was listed as December 20, 1901. This date does not represent the cessation of toll gate charges on this road, because our public history indicates that the toll fare was maintained well into the 20th century. In fact, there remains today a remnant of an old toll gate house (not the original) approximately one mile south of the entrance to the Cedar Forest State Park.

The log book serves as an interesting treatise in validating a typical road as it evolved in Tennessee. In ... microfilm road documents at the Tennessee State Archives, all roads were designated as "Turnpikes," a word which with time seemed to be abandoned for another designation, namely "highway," or, today, "superhighway." The log book is to be given to the permanent collection of the Rutherford County Archives for safekeeping and posterity.

LOGBOOK CONTENTS

page no(s)	subject
1	Name of stockholder, with page where further information about that individual may be found. Final entry is for "Discription [<i>sic</i>] of Bonds issued & to be issued," pp. 50 & 51.
5-8	Original contractors, mile by mile, with the proposed payment amount in cash and/or stock.
9	Original stockholders and any transfers of listed stocks.
10	Legal statement made by J.H. Summerhill in Davidson County Circuit Court concerning the value of stock in the Cumberland & Stones River Turnpike Company.
11-12	Statement of amount of stock transferred to each contractor, by name. Notes from an 1875 Board of Directors meeting about their resolution to issue \$53,300 of stock to Harris & Huggins; registration data.
16-17	Simpson Harris, stock issued and traded, 1875. Harris retains 1068 votes.
18-19	B.T. Wade, stock records, 1875. Wade has one vote.
20-21	N.C. Collier, stock records, 1878.
22-23	W.S. Huggins, stock records, 1872, 1875.
24-25	Dr. J.B. Richmond, stock records, 1875, 1883 – one vote listed.
26-27	M. T. Bennett, stock records, 1875.
28-29	J.J. Fleming, stock records, 1875, 1876, 1879, 1893.
30-31	James R. Finch, stock records, 1876, 1877.
32-33	Dr. G.S. Pearce, stock records, 1875 – one vote.
34-35	J.B. McHenry, stock records, 1876, 1883 – one vote.
36-37	Henry C. Finch, stock records, 1877.
38-39	C.B. Huggins, stock records, 1879.
40-41	N.C. Collier, stock records, 1878.
42-43	Sam Golladay, stock records, 1883.
44-45	E.D. Hancock, stock records, 1883-1888. [A notice granting power of attorney to Henry Finch is inserted between these pages.]
46-47	S.J. Cobb, stock records, 1888.
48-49	W.T. Huggins, stock records, 1893.
50	"Bonds issued & to be issued by out company," 1887.
74	Record of toll collections from each of the four gates, 1896. Page begins with "Amount from old book 342 (\$4270.97) and continues, gate by gate, beginning in September 1896 and ending with June 1897.
75	Record of toll collections from individuals (ranging from 95 cents to \$17.58), by date. Page begins with "Amount from old book 342 (\$5115.63) and continues from January 13 to Dec. 19, 1896. Several names repeat (Mollie Campbell, America Bowman, Bettie Rushing).
76	Total collections from each of the four gates for July, August, and September 1897.
77	Collections from specific individuals December 19, 1896, to May 18, 1897.

page no(s)	subject
79	Collections from individuals February 10 (year unspecified, but probably 1897) to August 7.
80	Note about \$700 in lost vouchers.
81	Amount forward and a few more collections from individuals, April and August 1897.

From 82 to 101, the left-hand (even) pages list the monthly receipt total for each gate, and the right-hand page names specific individuals and their tolls.

82	Header reads "MM and W Pike" – monthly receipt totals for each gate, August 1897 to February 1898.
83	Collections from individuals, September to December, 1897.
84	Monthly receipt totals per gate, March to July 1898.
85	Collections from individuals, December 1897 to April 1898.
87	Collections from individuals, April to June 1898.
90	Monthly receipt totals per gate, August 1898 to March 1899.
91	Collections from individuals, August to December 1898.
92	Monthly receipt totals per gate, April to November 1899.
93	Collections from individuals, December 1898 to April 1899.
94	Monthly receipt totals per gate, December 1899 to July 1900.
95	Collections from individuals, May to August 1899.
96	Monthly receipt totals per gate, August to December 1900.
97	Collections from individuals, August to December 1899.
98	Monthly receipt totals per gate, January to September 1901.
99	Collections from individuals, January to March 1900.
100	Monthly receipt totals per gate, October to December 1901.
101	Collections from individuals, April to June 1900.
103	Collections from individuals, July to August 1900.
105	Collections from individuals, December 1900 to May 1901.
106	Collections from individuals, May to September 1901.
107	Collections from individuals, October to December 1901.

No further entries.

at p. 158	Inserted here is a tablet page from Nashville, Chattanooga & St. Louis Railway, 189__, used for mathematical figuring. The left-hand column of numbers totals \$1997.38; the right column, 3666.
at p. 56	Small scrap (approximately 3" x 4") torn from 1947 newspaper, possibly used as bookmark.