The JOURNAL of the Birmingham Historical Society
BIRMINGHAM REMEMBERED:
The photograph which appears on the cover suggests the principal emphasis of this issue of The JOURNAL of the Birmingham Historical Society, the Suffragists in Alabama. Among the women pictured are two of the leading lights of the Alabama Equal Suffrage Association: Pattie Ruffner Jacobs and Lillian Roden Bowron. The photograph, a scene in the Birmingham office of the Alabama Equal Suffrage Association at 1818 Second Avenue, North, taken ca. 1913, is from the collections of the Birmingham Public Library.

THE EARLY AND MIDDLE YEARS
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If one were to inquire of the casual student of Birmingham history just what influences were dominant in the shaping of the Magic City, the response would likely — and perhaps exclusively — focus upon the much vaunted natural resources of the Birmingham Mineral District: coal, iron ore, and limestone. To deny the accuracy of such a response would be to discount the obvious. However, to accept the response as if it somehow encapsulated the city’s development would be to ignore that host of other influences which, in complex interplay with the almost magnetic attraction of mineral wealth, shaped the Birmingham which is today.

Among these other influences are two which merit the attention they receive in this issue of The JOURNAL of the Birmingham Historical Society. Without the promise and the eventual reality of the railroads — first, in the 1870’s, the Alabama and Chattanooga and the South and North Alabama, and then others in rapid succession, during the 1880’s — the magic of coal and iron would have remained for wizards of another generation to demonstrate. The rail lines in and out of Birmingham were as essential to the development of an iron and steel industry in and around Jones Valley as were the successful experiments with coking coal conducted in the mid-1870’s at the reconstructed Oxmoor furnaces.

In “On Keeping Track of Our History,” one facet of railroad development in the Birmingham District is explored in some depth. The completion of the often delayed, financially troubled South and North Alabama Railroad has only rarely been recounted, but it was this completion and the absorption of the South and North into the Louisville and Nashville which opened to Birmingham products lucrative markets particularly in the Midwest. In the 1880’s and 1890’s, coal, pig iron, and fabricated iron moved out of Birmingham in quantity over the tracks of the South and North, and subsequently those of the Nashville and Decatur and the Louisville and Nashville. The recounting of the completion of the South and North, given hereafter, is made possible by the persistent research of Frank M. Jones, who literally combed the files of Alabama newspapers for reports of the driving of the last spike and of the trip of the first “excursion” train over the completed route from Decatur in the north to Montgomery in the south.

The other influence upon the development of Birmingham given attention in this issue of The JOURNAL is far less tangible than that of the railroads. In Alabama, the effort to gain for women the right to vote centered at Birmingham. Here, the Alabama Equal Suffrage Association had its state headquarters, and from the ranks of the city’s most talented women came the leaders of the suffrage movement throughout the state. Although Birmingham’s suffragists were not the originators of statewide political campaigns, they were among the first of the Magic City’s populace to make effective use of such a campaign and thereby to press the claim of the burgeoning metropolitan area to a principal role in the shaping of Alabama politics. By direction, theirs was a campaign to change the state’s political process; by indirection, theirs was a campaign which asserted the inevitability of Birmingham’s role in that process.

Gillian Goodrich’s lead article in this JOURNAL issue, “Romance and Reality: The Birmingham Suffragists, 1892 - 1920,” details the growth of the suffrage movement in Alabama and the principal role of the Birmingham suffragists in that movement. Produced under a grant from the Birmingham Metropolitan Study Project, this article is the first such paper to be published locally.

Once again, as with the first two issues of Volume 5, the publication of The JOURNAL is made possible through the generous funding of a local foundation. What is most appropriate, however, is that the Greater Birmingham Foundation not only provided the funding for this issue of The JOURNAL but also was the original source of the funds which, via the Birmingham Metropolitan Study Project, provided financial assistance to Gillian Goodrich in researching the paper published hereinafter. For the generosity of the Greater Birmingham Foundation, the Editorial Advisory Board and the officers and trustees of the Birmingham Historical Society express gratitude.

The Editorial Advisory Board solicits reader interest in and support of The JOURNAL. Suggestions for material to be included in future issues and comments on this issue are welcomed and should be addressed to the Editor, The JOURNAL of the Birmingham Historical Society, 2020 Park Place, Birmingham, Alabama 35203.

January, 1978 The Editorial Advisory Board The JOURNAL of the Birmingham Historical Society
PATTIE RUFFNER JACOBS. Alabama’s most important suffragist: co-organizer and first President of the Alabama Equal Suffrage Association; Auditor of the National American Woman Suffrage Association; first Democratic National Committee­woman from Alabama; and a principal opponent of child labor and convict lease. Photograph from Marie Stokes Jemison, Scrap­book on Woman’s Suffrage, Department of Archives and Manuscripts, Birmingham Public Library.
ROMANCE AND REALITY
The Birmingham Suffragists 1892-1920

GILLIAN GOODRICH

The image of the Southern woman, created in antebellum days, was perpetuated long after the Civil War had ended. The role of the Southern woman was confined to the home and the children. Pictured as lovely and loving wives, they were also regarded as the guardians of morality and righteousness. Although the actual role of women in the South began to change, the myth, the “cult of Southern womanhood,” described vividly by W. J. Cash, was held to tenaciously.\(^1\) Because of this, the suffrage movement developed slowly in the South. Other regions of the country had made many gains in the suffrage area long before Southerners showed much interest in the issue. However, the gradual acceptance of the suffrage ideology reflects the changing role of women in Southern society. The growth of the suffrage movement in Birmingham from 1890 until 1920 represents a shifting concept by many Southern women of their status.

Long before the Civil War, Southern womanhood was placed on a pedestal, and the virtues of femininity extolled endlessly. In her book, The Southern Lady, Anne F. Scott describes this ideal:

_This marvelous creation was described as a submissive wife whose reason for being was to love, honor, obey and occasionally amuse her husband, to bring up his children, and manage his household. Physically weak, and “formed for the less laborious occupations,” she depended on male protection. To secure their protection, she was endowed with the capacity to “create a magic spell” over any man in her vicinity. She was timid and modest, beautiful and graceful. . . . It was her nature to be self-denying, and she was given to suffering in silence. . . . No less natural was her piety, and her tendency to “restrain man’s natural vice and immorality.”_\(^2\)

However, as Scott reveals in her book, this image was far from accurate, even before the Civil War. Diary after diary attests to a life of hardship and suffering, with no alternatives offered. The end of the Civil War and the end of slavery brought a change in the life style of many women. More and more women were beginning to manage farms and plantations, whether as widows, spinsters, or in place of their husbands who might be pursuing other professions in the city. Also, with the rise of public education, more women, particularly single women, became teachers, rather than become dependent on another family’s kindness for their livelihood.\(^3\)

Although some professions, such as teaching or secretarial work, became open to women after the Civil War, these were only open to single women and widows forced to earn a living. The home was still considered woman’s natural place, and few married women dared desert it. However, industrialization and technical advances in the 1880’s gave increased leisure time to the married woman as her duties at home became less demanding. She began to search for ways to fill this time and, finding very few paths open to her, she created her own diversions. These women searched out or created organizations that allowed them to learn about the world outside the home. Even with this significant broadening of their role, women still sought activities not in contrast with their assigned duties. The church offered many women an opportunity to work for benevolent causes and various religious and missionary societies of all denominations sprang up throughout the South. Literary and historical clubs followed the religious societies, and women could be found studying topics that ranged from Greek history to child labor. These clubs, religious and educational, allowed women to realize many capabilities not possible in earlier times.

More than any other organization, the Woman’s Christian Temperance Union aroused the sympathy and enthusiasm of Southern women. Although it was not Southern in origin, it became very popular in the South soon after it was founded in 1883. Fighting for the cause of prohibition involved women in many areas heretofore left to the men. Because prohibition was in reality a political issue, women became more involved in the political processes. In addition to the strong support the WCTU gave to the prohibition cause, this organization supported many other social reforms. Its national president, Frances Willard, was an active worker for the cause of woman’s suffrage, believing that only by attaining the vote could women achieve the social reforms they desired.

Not only did the WCTU serve to introduce women to the political and legislative process but it also pro-

\(^3\)Ibid., pp. 115-6 and 135-7.
vided important training and education for women leaders. Women's horizons broadened substantially as they took on positions as organizers and crusaders. At the same time their abilities and influence grew.\(^4\)

By the 1890's, many women were actively involved in church and civic work, and the number of women joining the work force was increasing. Women had "mended the war-broken homes and revived the churches."\(^5\) They had made major contributions to education and many sought economic security in a variety of occupations. Still, in 1890, the "cult of Southern Womanhood" was strong, and the myth surrounding the Southern lady remained intact.\(^6\) It was not until the suffrage movement gained momentum that the myth was questioned.

The suffrage movement in its early days was not popular in the South. The early image of the national suffragist at least partially explained the lack of interest on the part of Southern women. The early suffrage movement combined the issues of abolition of slaves and later Negro suffrage with woman suffrage. The earliest national suffrage association, the National Woman's Suffrage Association, championed all women, regardless of social position, and approved firebrand tactics unacceptable to Southern women. This organization, headed by Susan Anthony and Elizabeth Cady Stanton, was willing to come to the aid of distressed women in all stations of life.

A second organization, the American Woman Suffrage Association, broke away from the National Association in a disagreement about tactics used. This group, headed by puritanical Lucy Stone, reflected a new, more dignified tone. She declared that her group was not interested in trade unions, divorce or "the social evil."\(^7\)

During the 1880's, the suffrage movement as a whole began to gain respectability and the American Woman Suffrage Association became the stronger of the two organizations. The radical tactics of the National Woman Suffrage Association were no longer necessary and the two groups became quite similar. In 1890 the two finally merged, becoming the National American Woman Suffrage Association. At this point, the movement deserted the cause of the working woman, and began to gain influential political friends in Washington, D. C.\(^8\) However, the most significant change in the suffrage movement which gained Southern support was the separation of the heretofore combined issues of Negro and woman suffrage. Partially due to growth native racism and partially due to an effort on the part of suffrage leaders to concentrate exclusively on the woman suffrage issue, the rejection of the Negro cause made the movement immensely more appealing to the Southern woman.\(^9\)

Some few early attempts to organize a suffrage movement in Alabama were made, mostly with negligible results. As early as 1868, The History of Woman Suffrage lists Mrs. Priscilla Holmes Drake of Huntsville as Alabama's representative to the National Equal Suffrage Association. However, there is no indication of an organized group.\(^10\) Most of Mrs. Drake's work was done through the WCTU, as her reports to the national organization indicate. In 1886, she reported that a Birmingham editor suggested that if women wanted temperance they should be enfranchised so they might vote it in. "They should have the courage to assert themselves, then they can better serve country and race," he says. The women of the WCTU were taken by surprise at this suggestion and when they regained their composure, they thanked the editor but replied that they were not interested in political favors.\(^11\)

The first true suffrage club in Alabama was formed in Decatur in 1892. Social interest in woman suffrage was aroused when the editor of the Decatur Advertiser opened debate on the issue, and the club was formed from this. Later in the year a second group was formed in Verbena by Miss Frances A. Griffin. These groups joined with Huntsville, Gadsden, Calera, and possibly others to form a state organization in 1892. Mrs. Ellen Hildreth of Decatur was the president of the state organization, but this group did little except to mail suffrage literature.\(^12\) Interest in the issue was revived somewhat in 1897 by Mrs. Alberta C. Taylor of Huntsville. As a result of a visit to Colorado where women enjoyed suffrage rights, Mrs. Taylor was greatly impressed with the active role women played in the political system. Mrs. Taylor revived the Huntsville...
THE MYTH OF THE SOUTHERN LADY. Mrs. H. Key Milner is here attired as the myth would have the Southern lady appear. Photograph from the Department of Archives and Manuscripts, Birmingham Public Library.
association, and the venerable Mrs. Virginia Clay-Clopton was elected president of the Huntsville group, and later of the state association. Mrs. Clay-Clopton married Clement C. Clay, Alabama senator, in 1843, and was the author of A Belle of the Fifties, reminiscences of Washington society. Following the death of Clay, she married David Clopton, chief justice of the Alabama Supreme Court. However, this group did little but distribute literature and present arguments through the press. Sentiment against suffrage was still quite high in Alabama, but the association of women like Mrs. Hildreth and Mrs. Clay-Clopton with the movement added greatly to its prestige. In 1901 Miss Frances Griffin of Verbena became the state president and, under her leadership, the association was somewhat more active. Miss Griffin was born in Wetumpka, Alabama in 1843, was educated at Judson College, and taught school in Verbena, later in Montgomery. She was quite active in both suffrage and prohibition work. As state president, she attempted to raise the issue of woman suffrage at the 1901 Constitutional Convention.13

Early in the proceedings of the Convention, B. H. Craig of Selma introduced a resolution to give all white females over the age of 21 the right to vote. The resolution was referred to the Committee on Suffrage and Elections and later in the session a public hearing was held. Frances Griffin addressed the Convention and was very cordially received. In her address, she suggested that enfranchising women would improve the moral climate. In addition, she very strongly felt that widows and spinsters who provided for themselves needed representation particularly on tax and bond issues. In her address, Griffin emphasized her belief in the entire concept of the Southern lady as a paragon of virtue and morality, dutiful to home and husband. But women should expand their role, she claimed, to exemplify virtue outside the home. Later in the Convention, Craig presented a petition from Madison County, signed by many prestigious names including Mrs. Clay-Clopton, requesting that women be given the right to vote at least on tax issues. Although Craig attempted to debate the issue, it was tabled at this time.14 Craig was not willing to let the issue die, however. When delegates were discussing voter qualifications, he proposed to add the words “women taxpayers.” His suggestion was debated late in the afternoon on a hot August day, and confusion was rampant. Members wandered in and out and repeated motions to adjourn were heard. Through the confusion, however, Craig made an interesting argument. In Selma, he said, lived 46,000 blacks and only 8,000 whites. Potentially, one-third of the blacks could pass the property and education requirements and outvote the whites. Therefore, women taxpayers should be allowed some representation.15 His point was well received, but the delegates generally agreed that there was no need for the Southern woman to become involved in the “dirt” of politics. The men argued that the finest Southern woman was too pure, too refined to lower herself by going to the polls, where she would undoubtedly be put into contact with poor white women and Negro women. Rather than expose herself to such disagreeable contact, the fine Southern woman should stay at home, leaving those of low station and morality to vote alone. After a great deal of discussion, the resolution was altered to allow unmarried women over twenty-one who paid taxes on $500 of property and owned these lands in town to vote on municipal tax issues. This amendment passed immediately before adjournment with a vote of sixty-five ayes and forty-six noes.16

This minor concession, however, was short-lived. The very next day, Emmet O’Neal, a delegate from Jefferson County, brought up the issue again. During the evening he had mobilized the opposition and addressed the Convention at length. He read from Cato the Elder, cited various examples of harm done by women voters in Western states, and expressed horror and indignation at the thought of having the virtuous Southern lady lower herself by becoming involved in politics. In fact, he said, with certainty, that only Negro women and those of low morals would allow themselves to be seen at the polls. His conclusion cast a great deal of light on the peculiar position women held at the turn of the century:

In no age in history did any people ever create an ideal of feminine loveliness, sweetness, purity, and moral beauty which surpassed that of the South. An ideal upon the continuation of which depends the preservation of the high civilization that prevails in our section.17

Moved by this argument, the men agreed that woman must remain “queen of the household” and they rescinded the amendment of the previous day.

Not to seem completely arbitrary, the delegates did agree that taxation without representation was unfair. Therefore, they suggested that the husbands of the women who paid taxes on $500 worth of municipal property be allowed to vote for their wives. In her report filed with the National American Woman Suffrage Association, Mrs. Hildreth regarded this as a minor victory. Less than twenty years later, in the report to

15 Ibid., III, 3815-28.
16 Ibid., III, 3824-28.
17 Ibid., III, 3856-70.
almost ceased for the next decade. The state reports to the national organization of 1903 and 1904 were quite brief, and indicated a great deal of hostility toward the suffragists. After 1904 all activity came to an end, and the Equal Suffrage Association ceased to function actively.\textsuperscript{18}

Following this failure, suffrage activity in Alabama almost ceased for the next decade. The state reports to the national organization of 1903 and 1904 were quite brief, and indicated a great deal of hostility toward the suffragists. After 1904 all activity came to an end, and the Equal Suffrage Association ceased to function actively.\textsuperscript{18}

This temporary lapse in suffrage activity ran counter to the national tendency. Since the merger of the two main suffrage organizations in 1890, the national suffrage movement had become increasingly more popular and respectable. Legions of women, and many men, had been won over to the cause, and national leaders were widely respected, while local leaders were usually socially prominent. Probably pre-suffrage sentiment was fermenting and growing during these years of inactivity in Alabama, for when interest openly revived, it grew with almost phenomenal speed.

Although suffrage interest was first reawakened in Selma, the Birmingham suffragists quickly became the statewide leaders of the movement. In 1910, Miss Mary Partridge of Selma, a strong prohibitionist, organized a new suffrage association. Miss Partridge firmly believed that only when women could vote would prohibition become possible. Her association invited Dr. Anna Shaw, president of the National American Woman Suffrage Association, to come to Selma to speak. However, when Dr. Shaw arrived she addressed an almost total male audience, for the men forbade their wives to attend! In spite of this prevailing attitude, interest continued to grow.\textsuperscript{20}

Several events occurred the next year in Birmingham which resulted in the founding of the Equal Suffrage League on November 11, 1911. Two women active in the equal rights movement visited Birmingham in 1911. Jean Gordon, a well known New Orleans suffragist, and later Mary Johnston of Virginia, author of To Have and To Hold, spoke to Birmingham women about their work in the movement. These two women created a great deal of interest in the issue. Further inspiration grew out of a meeting of the National Child Labor Conference. This meeting brought together Mrs. W. L. Murdoch, a child labor leader, and Mrs. Solon Jacobs. Together, they organized the Equal Suffrage League, and Mrs. Jacobs became its first president.\textsuperscript{21}

The Birmingham club grew in enthusiasm and in membership, and less than a year after the Suffrage League was formed, it issued an invitation to the Selma group to meet and form a statewide group. The reasons for taking statewide action were clearly stated in the invitations: “To protect the home, to conserve the race, and to bring to fruit the seed of democracy sown by our forefathers when they declared taxation without representation is tyranny.”\textsuperscript{22} The Selma club sent six delegates to this meeting in Birmingham on October 9, 1912, which took place at the Parish House of the Church of the Advent. Together, the Birmingham and the Selma group formed the Alabama Equal Suffrage Association, which affiliated with the National American Woman Suffrage Association. Mrs. Jacobs was elected president of this group; Miss Mary Partridge, first vice president; Mrs. F. T. Raiford, second vice president; Mrs. Julian B. Parke, recording secretary; Mrs. W. L. Murdoch, corresponding secretary; and Mrs. C. B. Spencer, treasurer. These women devoted a great deal of time and energy to the suffrage cause, and more and more chapters were formed around the state.\textsuperscript{23} For the most part, these women were young, thirty or under. Some were unmarried, but most of the women were married to fairly affluent businessmen, attorneys, or doctors. They were often featured in the society columns of the day, and were usually active in many other organizations.

The state organization sent several delegates to the national convention that year, and Mrs. Jacobs addressed the General Assembly at the convention. In her address, she declared it an indictment of the intelligence of the Southern women to say that they did not want the vote. She was received very enthusiastically by convention delegates, and the Birmingham newspapers gave her and the other delegates a great deal of coverage, in both the society and news sections. Mrs. Jacobs’ speech and the extensive newspaper coverage bolstered interest in the suffrage issue in Birmingham.\textsuperscript{24}

The leading suffragist in Birmingham and the entire state of Alabama was Mrs. Solon Jacobs. Born Pattie Ruffner, she was not an Alabama native. Her family was originally from Virginia where her grandfather Lewis Ruffner was the president of Washington and Lee University. Booker T. Washington was a houseboy to Mrs. Ruffner for a brief period and he later wrote in his autobiography that Mrs. Ruffner had taught him much, and “proven one of the best friends I

\begin{itemize}
\item \textsuperscript{18}Ibid., III, 3888; Stanton, et al., History of Woman Suffrage, IV, 468.
\item \textsuperscript{19}Stanton, et al., History of Woman Suffrage, VI, 1.
\item \textsuperscript{20}Allen, “Woman Suffrage Movement,” p. 84; Lumpkin, “Equal Suffrage Movement,” p. 8.
\item \textsuperscript{22}Pattie Ruffner Jacobs, “The Woman Suffrage Movement in Alabama, Birmingham, and the Nation, Nov. 1911-April, 1914,” Scrapbook, Tutwiler Collection of Southern History and Literature, Birmingham Public Library, Birmingham, Alabama.
\item \textsuperscript{23}Minutes of the meeting called for the organization of the Alabama Equal Suffrage Association, October 9, 1912, 10:00 A.M., Birmingham, Alabama. Records of Alabama Equal Suffrage Association, Alabama State Department of Archives and History, Montgomery, Alabama.
\item \textsuperscript{24}Jacobs, Scrapbook, clippings; Lumpkin, “Equal Suffrage Movement,” p. 31; Birmingham News, December 1, 1912.
\end{itemize}
DO YOU KNOW

THAT

ALABAMA

Is one of seventeen states out of the forty-eight, where women can not vote on any question?

Do You Know that women have equal suffrage with men in Wyoming, Colorado, Utah, Idaho, Washington, California, Oregon, Kansas, Arizona, Nevada, Montana and Alaska; in Norway, Finland, Australia, and New Zealand, and have partial suffrage in other countries?

Who Can't Vote!

Children, Insane, Idiots, Aliens, Criminals and Women.

WILL our boasted Southern chivalry still class the women of Alabama with these?

HELP US to make Alabama the first Southern State to give its women equal political rights with its men.

HELP US

1. By organizing an Equal Suffrage Association in the place where you live.
2. By joining the one already organized in your town:
3. By contributions of money.

Apply for Further Information and more Literature to

Alabama Equal Suffrage Association,

1818 Second Ave., BIRMINGHAM, ALA.

Price, $1.50 per 1,000

BROADSIDE, ALABAMA EQUAL SUFFRAGE ASSOCIATION. From Marie Stokes Jemison, Scrapbook on Woman's Suffrage. Department of Archives and Manuscripts, Birmingham Public Library.
ever possessed.”25 The Ruffners, Union sympathizers, moved to West Virginia during the Civil War, where their son married Virginia Louisa West. The family moved to Nashville from West Virginia, and Pattie stayed there until she graduated from Ward’s Seminary in 1892. Her older sister, Bertha, married Harry Jones of Birmingham and frequently invited Pattie and her mother to Birmingham to visit. In 1893 Pattie and her mother moved to Birmingham to live with Bertha.

A diary, begun shortly before her move to Alabama, sheds much light on Pattie’s personality. As a senior at Ward’s, she organized the nine senior girls into the Senior Literary Society, and was elected president of the group. “It is lovely to be President and preside, call the girls to order with a severe rap,” she wrote after being elected.26

Her move to Birmingham and resulting dependency on her sister’s hospitality brought many problems. Pattie, however, showed herself to be of strong character and determination. Refusing simply to enjoy the myriad of social activities available to a young girl her age, she attended normal school for two years to prepare to become a teacher and earned “pin money” by painting tally cards. She was anxious to go to college and longingly wished that “some fairy would put the money in my hands and tell me I was compelled to spend it on education.” However, after spending a year in New York with four other local girls, she returned to Birmingham and decided to marry Solon Jacobs. Jacobs was the founder and owner of the Birmingham Slag Company, and was several years older than Pattie. He had been a regular caller for several years, and, as she began to grow fonder of him, she thought more and more about the institution of marriage. She wrote in 1896:

_I think a woman is never complete, her character formed until she is wife and mother. It is certainly meant by God to be a blessed thing, but so few people are really mated and united. They marry often because it is to their interest pecuniarily or because of sensuous desire. . . . So often we see a husband living in a sphere outside and above the wife, a drudge whose life and circumstances are more narrowed and the gulf widens til they are separated in thought, aims, hopes and ambitions._27

Later, apparently having committed herself to Jacobs, she says, with surprising maturity:

_It must be hard to bear and forbear anyone to come in daily, hourly contact with them and try to conform your views and ideas in accordance with theirs, when love isn’t there to help smooth over the rough places._28

She and Jacobs were married in 1898, and she became quite active in the social scene in Birmingham. Clippings from a scrapbook of these early years of her marriage indicate a constant social whirl. In addition, she helped begin a study club, the New Era Club, and many of its members were some of the early suffragists. The Jacobs had two daughters, Madeline and Virginia, and the family attended the Independent Presbyterian Church. Although Mrs. Jacobs was quite fond of Dr. Henry Edmonds, the minister, she did not often attend. Part of the reason stems from the fact that she was often invited to sing at other churches, for she had a lovely voice. However, like many of the other suffragists, she found that the church did not provide an outlet for her activism, even though she was deeply religious.29

Suffrage groups sprang up all over Alabama, primarily due to the efforts of the Birmingham and Selma women. Mrs. Oscar Hundley of Birmingham revived the Huntsville association that had been active in the 1890’s. Mrs. Virginia Clay-Clopton was again president of this group. Mary Partridge, a Selma suffragist, traveled to Montgomery and organized a group there. These local groups met in Selma in February, 1913 for the first Alabama Equal Suffrage Association Convention. Resolutions passed at the Convention indicated the variety of issues this group was interested in. They passed resolutions supporting abolition of child labor, equal pay for equal work, compulsory education laws, and the appointment of women to boards of education, among other things. Mrs. Jacobs was reelected president of the state organization. The motto, “We mean to make Alabama lead the South for Woman’s Suffrage” was adopted.30

Also in 1913, the Birmingham Association opened a downtown office, which remained open until 1919. On April 7, 1912, Cable Hall in the Burnett Building in downtown Birmingham was opened from 10:00 A.M. until 5:00 P.M. Coffee was sold for a penny a cup, and working girls were encouraged to come by. An area of the hall was furnished so that they might bring their lunches and eat and rest in the suffrage offices. This increased the membership of the Suffrage Association considerably. In addition to this, Amelia Worth-

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27Ibid.; Interview with Mrs. J. C. Stallings, November 15, 1975. Mrs. Stallings is the Jacobs’ oldest daughter.
28Ibid.
SUFFRAGISTS IN 1915. Gathered on the steps of the State Capitol in Montgomery to plead their cause for a state suffrage amendment, the group was led by Bossie O'Brien Hundley, front row, third from left. Photograph from Marie Stokes Jemison, Scrapbook on Woman’s Suffrage, Department of Archives and Manuscripts, Birmingham Public Library.
The maintenance of the suffrage headquarters, plan. were quite active. They employed a number of devices suffrage columns, but Miss Worthington’s continued several cities and towns across the state sponsored suffrage columns, but Miss Worthington’s continued the longest and was the most original.31

The second annual convention met in Huntsville in 1914, and Cullman, Greensboro, Tuscaloosa, Vinemont, Pell City, Coal City, and Mobile had joined the ranks of suffrage associations. Mrs. Jacobs continued as president of the group until 1916, when she became auditor of the National Association.32 Each year the suffragists became more active and varied in their efforts. The course was not always smooth, however, and occasionally the suffragists met with hostility from unexpected sources. In 1912, just as the Birmingham group was organizing, Amelia Worthington was barred from a teacher training course because of “suffragist activities.” The Birmingham Equal Suffrage Association demanded an explanation and investigation of the incident. Miss Ethel Armes, another teacher who was also a suffragist, wrote Dr. J. H. Phillips, school superintendent, and requested reconsideration of the incident. As a result, the school board requested, rather than required, that Miss Worthington conform to standards, but she was allowed to attend the workshop. Very few teachers were active in the suffrage movement and perhaps the reluctant position of the school board was part of the reason for this.33 This was one of a very few incidents of this nature, but it did indicate the extent of the hostility toward the suffrage issue.

During 1913 and 1914 the suffragists in Birmingham were quite active. They employed a number of devices to attract attention to their cause and to raise money. The maintenance of the suffrage headquarters, planning of programs, training and increasing membership, contacting and exchanging information with other suffrage associations took up a great deal of time. In addition to these duties, suffragists undertook numerous types of money-raising activities. They sponsored several bazaars, where emphasis was placed on homemade crafts and displays of domestic skills to dispel the idea of suffragists as failures at homemaking. Teas and dances also brought the suffrage association funds, as well as publicity. To increase the membership, they held many small informal coffees in members’ homes where they tried to lure new converts. One of the most profitable ways of raising money and enjoying publicity was to sponsor a suffrage section in the newspaper. In 1914, an eighteen-page suffrage supplement to the Birmingham Ledger brought a great deal of money to the suffrage group. This section, written by the Birmingham suffragists, featured articles about national and local activities.34 Another popular way to gain publicity was to maintain a booth at the state fair. Every year the women opened a colorful display at the fair, where plenty of suffrage material was available. Sporting yellow sashes, several women were always at the booth to encourage suffrage talk. All of these activities brought the women good publicity and brought in enough money to allow them to keep the downtown office open, and support their other suffrage efforts.35

The women active in the suffrage movement were anxious to show Birmingham citizens that the terms “suffragist” and “Southern lady” were not conflicting ones. Many of their efforts were directed toward this goal. However, they felt that a woman’s role as moral agent should extend beyond the family into public affairs.36

As a rule, the women were intelligent and energetic and from well-to-do families. Most were either Presbyterian or Episcopalian, and very few Methodists or Baptists were active suffragists. Although the churches in the 1890’s provided a great deal of organizational training and social and civic involvement for women, the suffrage leaders in Birmingham did not come from backgrounds of church service and involvement. In a study of some of the leading suffragists and the influence of their religion on their activities, Paul Duke finds there is very little relationship between the two. Of the sixteen Birmingham suffragists he investigated, twelve were Presbyterian or Episcopalian, three Methodist, and one Catholic.37

Under the leadership of Mrs. Jacobs, the Alabama Equal Suffrage Association attempted to have a woman suffrage amendment submitted to the voters in 1915. Mrs. Oscar Hundley of Birmingham was the chairman of the legislative committee and was responsible for this endeavor. She began work in May, 1914 immediately after the State Democratic primary. During the summer, she sent a great deal of literature to the legislators and to the local suffrage groups to distribute to legislators. Each local group also interviewed their legislators to determine their views on suffrage. Many legislators expressed the opinion that, although they were not opposed to equal suffrage, they felt that most of their constituents were in opposition. W. T. Ander-

34Ibid.
son of Lee County said, "Personally, I think now that I will vote for the ballot for women when I have the opportunity, but as a representative I do not think I can vote for the submission of the amendment without violating the wishes of those who elected me." John Grayson of Madison County was more outspoken in his opposition:

"I think wives have every right or privilege they could possibly ask unless it be a right to bring a firebrand into the family by demanding a vote. I think men ought to make the money, and wives spend most of it."

During the summer of 1914, the suffragists suffered a temporary setback. The National Association published a list of Congressmen who stood in the way of suffrage success. High on the list was the name of Oscar Underwood, Alabama's senator, as well as several other Alabama Congressmen. Underwood had always been outspoken in his opposition to suffrage via a federal amendment, for he saw this as a threat to states' rights. Throughout his political career, Underwood stood firm in his opposition to a Constitutional amendment granting women suffrage. He felt the amendment was the first step toward federal intervention and control over voting rights and black enfranchisement. Local newspapers condemned the suffragist tactic of "blacklisting" and the Alabama Equal Suffrage Association quickly denied any knowledge of

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[38] Bossie O'Brien Hundley, "Record of the Unsuccessful Campaign to Submit an Equal Suffrage Amendment to the People," Scrapbook, Tutwiler Collection of Southern History and Literature, Birmingham Public Library, Birmingham, Alabama.

or sympathy with this national policy. The publicity, however, did not help the cause of the suffragists.40

The issue of states rights was one which hampered suffrage activity throughout the South. Widespread fear of federal authority over voting rights for Negroes was common in the Southern states, and most Southern legislators opposed a federal amendment enfranchising women for this reason. Alabama women were quick to explain that they saw a federal amendment only as a last resort and urged that the state give them suffrage. However, the Alabama Equal Suffrage Association remained loyal to the National Association which supported a federal amendment and refused to cooperate with the conservative Southern Woman Suffrage Conference.41

Mrs. Hundley and her committee made use of the fall months of 1914 to circulate more literature. The Alabama State Fair, and many county fairs, provided an opportunity to distribute a great deal of suffrage information, as well as add names to a petition urging legislators to enfranchise women. Mrs. Hundley and Mrs. Jacobs traveled the state making speeches in almost every county. In the spring of 1915, Mrs. Hundley and Mrs. A. J. Bowron took an automobile trip through Alabama to promote the suffrage cause. The tour received a great deal of publicity and was quite successful. The women spoke and circulated petitions at Jemison, Thorsby, Clanton, Wetumpka, Tuskegee, Notasulga, Opelika, Auburn, Alexander City, Goodwater, and many other small towns in the state.42

In January, 1915 the Woman Suffrage Bill was introduced in the House by J. H. Green of Dallas County, and was referred to the Committee on Privileges and Elections. Several years earlier, Green had encountered some Birmingham suffragists at a train station and had volunteered his services to sponsor a Suffrage Bill. Later in the month, H. H. Holmes of Baldwin County introduced the same bill into the Senate, and it was referred to the Committee on Privileges and Elections. The suffrage lobby obtained a hearing at a joint session of the two committees on January 28, and it was expected that the bill would be given a favorable report by both committees.43

At the joint hearing many suffrage leaders spoke, including Mrs. Jacobs and Julia Tutwiler, famous for her work in prison reform and education. In their speeches they emphasized that they did not favor a federal amendment, but wanted the state legislature and the people of Alabama to grant this right. They also emphasized that existing state election laws would bar Negro women just as effectively as Negro men. They pointed out the records of social reform in states which granted equal suffrage. However, immediately after the hearing, the Woman Suffrage Bill was postponed indefinitely by the House Committee, and postponed until the twenty-fifth legislative day in the Senate.44

Hundley and her committee were not disturbed by this unexpected turn of events and continued to work for the bill. The chairman of the House Committee, W. L. Welch of Jefferson County, refused to call the committee together to vote on the bill until a majority of the committee signed a petition requesting him to do so.45 The bill was put on the calendar and remained there until mid-August, when enough pressure was exerted to remove the bill from the calendar and vote on it.46

The next day, August 12, Mrs. Hundley spoke at a barbecue in Wetumpka where she espoused the cause of woman suffrage. On the agenda with Mrs. Hundley was Congressman J. Thomas Heflin, an outspoken antagonist of the suffrage cause. Heflin followed Mrs. Hundley to the podium, and he politely told the audience that he had not liked the speech of that lady. Congressman Heflin continued to say that there were only a few suffrage seekers among the womanhood of Alabama, and that, if a majority of women wanted the vote, he might change his opinion. In her best parliamentary fashion, Mrs. Hundley interrupted Heflin and said that surely he knew his position was untenable, since there was no way for women to register their opinion on suffrage. The suffragists of Alabama wanted to have the vote given to them by the men of the state. Heflin conceded the point with a low bow, and dodged the issue, not mentioning suffrage again, but he continued to oppose it throughout his career.47

The suffrage bill was scheduled to be voted on August 25, and many were optimistic that it would get the necessary three-fifths majority. However, two days before the House vote was taken, two events occurred which certainly did not help the bill. First, an anonymous pamphlet, A Protest Against Woman Suffrage in Alabama, was distributed to the representatives, offering arguments against suffrage. It charged that most Alabama women did not even want suffrage.

45Hundley, "Woman Suffrage," p. 53.
47Montgomery Advertiser, August 13, 1915.
BOSSIE O'BRIEN HUNDLEY. Legislative chairperson, Alabama Equal Suffrage Association, for the 1915 effort to win approval of the right of women in Alabama to vote. Photograph from Marie Stokes Jemison, Scrapbook on Woman's Suffrage, Department of Archives and Manuscripts, Birmingham Public Library.
The lobbyists for suffrage quickly prepared a rebuttal to the pamphlet which was distributed the next day. The damage this pamphlet did is difficult to measure, but its publication did coincide with a radical change in position on the part of one of the bill's principal supporters.

For several years Green had requested that the suffragists allow him to sponsor the bill. However, the day before the vote was taken, Green withdrew his support and spoke against the measure. This move took the Equal Suffrage Association and many legislators completely by surprise, and their contempt for Green was understandable. Most believed that Green's change was for political rather than philosophical reasons, but the effect was certainly not helpful to the outcome of the bill.49

When the vote was taken in the House, the suffragists filled the balcony. Many legislators wore yellow flowers, and the House was decorated in yellow bunting, yellow being the suffrage color. A huge banner, reading "Alabama Women Ask the Ballot on the Same Terms as Alabama Men," hung before the voters' eyes and more banners hung from the balcony. Although the bill secured a majority vote, it fell twelve votes short of the three-fifths vote required. The vote, fifty-two to forty-three, killed the bill in the House, and dampened the spirit of the Senate supporters. When the Holmes Bill was voted on in the Senate several days later, it was easily defeated by a vote of twenty to twelve yea50.

The women were naturally disappointed. They had hoped that the legislators would at least be willing to submit the question to the voters of the state. Regardless of the results, the suffragists had no thought of abandoning their efforts. Mrs. Jacobs commented, "We have received a check. That is all. We will be before the legislature in its next session, and in all succeeding sessions, until our bill is submitted. We have not by any means given up the fight."51

The legislature was not to meet for four more years, and the Alabama Equal Suffrage Association faced some problems and changes during these years. The National Association shifted its focus from state efforts to the adoption of a federal Constitutional amendment. This shift presented a problem for Alabama suffragists. Most Alabama politicians on the state and national levels strongly opposed a Constitutional amendment granting suffrage. They very strongly felt that this infringed on the rights of the states to determine voter qualifications and they feared this would pave the way to Negro enfranchisement. Both Senator Underwood and Senator John Bankhead opposed the amendment, as did all but one of the Alabama Congressional Representatives. In a speech before the Senate, Underwood stated his views very clearly:

*Now I wish to say to you on the main question that I am not opposing the adoption of the proposed Constitutional Amendment giving women the right to vote because they are women. There are far more disastrous powers to place in the hands of women than that of the exercise of the elective franchise. . . . The real question involved is the fundamental principle of government.*

This proposal . . . is drawing that power that remained in the states away from the states to that extent and placing it here in Washington for final determination. The more you centralize the government in Washington, the more you diminish the reflected power of the individual citizen of the Republic and of the states.52

Most Alabamians believed in the states' rights philosophy, including the suffragists, and this made the task more difficult. However, the movement continued to grow in numbers, if not in enthusiasm. At the 1916 state convention held in Gadsden there were seventy-seven delegates present, almost twice the number at the 1915 convention. The local groups agreed that, since state effort was futile for another four years, the only course open to them was to support passage of the federal amendment.53

At the state convention, Mrs. Jacobs gave up her position as president because she had been elected auditor of the National Association. Two contenders vied for the state presidency. Mrs. Julian B. Parke of Selma was one of the first suffragists, and she had the support of Mrs. Jacobs for the presidency. Mrs. Parke, married to a Selma doctor, had been active.

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44A Protest Against Woman Suffrage in Alabama, Pamphlet found in Records of the Alabama Equal Suffrage Association, Manuscript Collection, Alabama State Department of Archives and History, Montgomery, Alabama.
51Allen, "Woman Suffrage Movement," p. 94; Birmingham Age-Herald, August 26, 1915.
in the suffragist movement from the beginning. She had come to Alabama from Ontario, Canada to be a nurse, and had met and married her husband in the South. She was known to be a very effective speaker and skillful diplomat. Mrs. Oscar Hundley was also an active contender for the presidency, and she had won a great deal of support due to her 1915 legislative efforts. As the delegation arrived in Gadsden for the convention, the contest between the two women began. When convention delegates refused to seat the Attalla delegation, Hundley's defeat was forecast for this group supported her. The contest seemed to have been more between personalities than ideology, for, even though a split was predicted, Hundley assured the public that she would remain in the Association. However, she was never active as she had been in the past.54

After the 1916 convention suffrage interest dwindled. Finances were difficult to raise, and many local organizations existed in name only. Many speakers and “suffrage schools” were planned to revive interest, but these met with limited success.55

Another ideological battle the women were constantly forced to face was the question of voting by Negro women. Letters to the editors of many papers, as well as most anti-suffrage literature, reflected this concern. One anti-suffrage bulletin that was widely distributed quoted Ida Harper, editorial chairman of the National Suffrage Association, as saying, “We will see that Negro women in the South shall vote.” This enraged Southerners and again put suffragists on the defensive. Mrs. Jacobs had discussed this problem early in the suffrage movement and continued to assure both press and suffragists that the same qualifications that kept Negro men from voting in the South would bar Negro women from voting. Later she argued that Southern women should be given the vote so that they might outvote the Negro, should blacks ever obtain the vote.56

The fear continued to exist, and the entire racial question, whether it focused on Negro women or states’ rights, plagued the suffragists constantly.

In the years after 1915, the suffragists refocused their efforts. Unable to work toward a state bill, and unable to urge state ratification of the federal amendment until it passed, the women pursued more indirect tactics. They distributed suffrage literature and spoke on suffrage whenever possible. They also answered all anti-feminist letters to the editor in the local papers. World War I offered suffragists an opportunity to show their concern for the nation, and their energy and resourcefulness in coming to its aid. Mrs. Jacobs was appointed state chairman of the national Liberty Loan drive and her efforts were directed toward this goal. The Birmingham Equal Suffrage Association published “A Hoover Helper,” a booklet containing wartime recipes. In addition, individual women helped with the war effort in a myriad of ways, and the suffrage movement took second place.57

While the Alabama movement floundered, lacking a goal and a sense of direction, the suffrage movement on a national level was quite active. By this time, a variety of organizations had as their goal the adoption of a federal constitutional amendment, and most of their energy was devoted to achieving this. Finally, after a long and difficult struggle, both House and Senate passed the Nineteenth Amendment, which had been titled the “Anthony Amendment,” in honor of Susan B. Anthony, by the necessary two-thirds majority. The vote of Alabama Congressmen on this amendment reflects the feelings in Alabama toward the amendment. Both Senators Bankhead and Underwood

55Alabama Equal Suffrage Association, Executive Committee Minutes, 1916-1917.
voted against it, as did eleven of the twelve representatives. William Oliver of Tuscaloosa was the only Alabama Congressman who favored the Anthony Amendment. Nevertheless, on June 4, 1919 the measure passed the Senate by a vote of fifty-six yeas to twenty-five nays, two votes over the two-thirds majority, and was submitted to the states for ratification.58

At the annual national convention in March, 1919, Alabama women were assured that the Anthony Amendment would pass and they could direct their efforts toward state ratification. Because they had not known whether to begin preparations for another state bill, or ratification of the federal amendment, the past four years had been difficult. Now the group swung into action and began to prepare to fight for ratification. Mrs. Jacobs was once again president of the state association. She also served on the National Executive Council. In 1918 she had reported to the state convention that the national group had divided the states into three classes: hopeful, fighting, and hopeless. Alabama, despite Jacobs' objections, was placed in the hopeless class. She revealed that the plan of the opponents to suffrage was to oppose the amendment in only thirteen states, the number necessary to block ratification. Alabama was one of these thirteen.59

In spite of the pessimistic outlook, the suffrage association appointed a Ratification Committee and launched its campaign on May 1, 1919. Mrs. John McNeel, a well-known suffragist of Birmingham, was the chairman, with Mrs. W. D. Nesbit of Birmingham and Mrs. Bibb Graves, wife of the future governor of Alabama, members. Fifty-three county organizations appointed legislative chairmen, and a Men's Committee of One Hundred was organized. The women began to make speeches, take polls, and mail out literature. The Alabama legislature was scheduled to convene on July 8, and suffragists were hopeful that Alabama would be the first state to ratify.

Anti-ratification forces were quick to mobilize, too. The Alabama Association Opposed to Woman Suffrage had been active in the Selma area since 1916, and now began to campaign throughout the state. In Montgomery, wealthy and socially prominent Mrs. James S. Pinkard organized the Southern Women's Anti-Ratification League. This group of women elected Mrs. Thomas M. Owen (Marie Bankhead) as their Legislative Chairman and its membership grew quite rapidly. Many former suffragists, including future Senator J. Lister Hill, who opposed a federal amendment, joined the ranks of this group, and they waged a heated campaign. Many in this group agreed that women should be allowed to vote, but were violently opposed to a federal amendment which infringed on the state's authority over voting rights. Oscar Underwood, the entire Bankhead family, former governors W. W. Brandon and Emmet O'Neal, Judge John Tyson, and Representative Joe Green were all actively involved in the opposition movement. The Montgomery Advertiser, the Tuscaloosa News and Times Gazette, and the Birmingham News lent editorial support to the opposition.60

On the opening day of the legislative session, Representative J. Lee Long of Butler County introduced a resolution to reject the proposed amendment. This resolution would secure a specific rejection of the amendment rather than just a defeat. This specific rejection was part of the national plan which the anti-suffragists hoped to pass in thirteen states. President Wilson, himself a late convert to the suffrage cause, wrote a personal letter to Governor Kilby, urging adoption of the amendment and Secretary of the Navy, Josephus Daniels, sent a letter to each member of the Senate, stating the merits of the amendment.

An open hearing on the issue was held on July 16 before a joint session of the legislature. The suffragists sent many speakers, who eloquently pleaded the cause from a variety of standpoints, but the anti-suffragists provided the surprise of the day. They sent a message to the legislative halls saying they had no desire to mix in politics, and to argue their point would contradict this belief. Senator R. B. Evins, who read their statement for them, urged that women not be thrust "from the quietude of our homes into the contaminating atmosphere of political struggle."61

On July 17, the day of this debate, the Senate voted on a resolution to ratify the amendment. The resolution, introduced by Senator A. H. Carmichael, met an easy defeat, thirteen ayes to nineteen noes. Although the suffragists were quite disappointed at this early defeat, they did not give up hope completely. They hoped to have the amendment ratified by the House and called back for a revote by the Senate. Both suffragists and anti-suffragists worked very hard throughout the summer to achieve their goals. All of the papers were filled regularly with letters to the editors and editorials either pro or con. Much controversy was aroused when the Alabama Democratic Executive Committee announced in August that it favored ratification of the Anthony Amendment. Many questioned the propriety of the Committee taking such a stand.

60Stanton, et al., History of Woman Suffrage, VI, 5-8; Allen, "Woman Suffrage Movement," pp. 96-7; Lumpkin, "Equal Suffrage Movement," pp. 102-7. Interestingly, one of the leaders of the Selma anti-ratification forces was Mrs. B. H. Craig, whose husband had introduced suffrage measures at the 1901 Constitutional Convention.
ANTI-WOMAN SUFFRAGE CARTOON, CA. 1915. Illustrative of the use of the race issue in the campaign to defeat woman’s suffrage. Pictured prominently is Richmond Pearson Hobson, who was an active proponent of woman’s suffrage in Alabama. Original source of cartoon unknown. Copy from Marie Stokes Jemison, Scrapbook on Woman’s Suffrage, Department of Archives and Manuscripts, Birmingham Public Library.

but it probably did not affect the fate of the amendment significantly either way. The suffragists received much help from many well-known Alabamians. Col. Bibb Graves, Rep. John Abercrombie, former Governor B. B. Comer, James Weatherly, and several other prestigious men used their influence to help the women in their efforts. The suffragists claimed that the anti-suffragists were receiving money from the liquor interests, who did not want women to vote in prohibition. The anti-suffragists claimed the charges were libelous and that the suffragists were using dishonest and sneaky methods to win their battle. The bickering between the two groups continued throughout the summer while the Equal Suffrage Association pushed to get the House to vote on the Anthony Amendment.

With only one legislative month remaining, the House of Representatives was still dodging the issue. By September, even the anti-suffragists felt that the House should take some action. Failure of the House to act would leave the issue open, and make suffrage an important part of the next campaign. Finally, the House scheduled a vote on the measure but, at the last minute, the resolution to reject the amendment was substituted, and it easily won fifty-nine to thirty. The Senate voted on this same resolution a few days later.


Ibid., pp. 140-7.
and it passed there too by an easy margin. The anti-suffragists had won a complete victory in Alabama.\textsuperscript{64}

Indeed, the outlook for the Anthony Amendment looked dim at this time. Alabama was the tenth state to repudiate the amendment, and only fourteen of the required thirty-six had ratified. Mrs. McNeel and her committee left Montgomery, claiming that they would return in 1923, but few felt it would be necessary. Surely within the next four years the fate of the amendment would be decided with or without Alabama’s support. Indeed, in just a year Tennessee became the thirty-sixth state to ratify the amendment, thus putting it into effect.

Alabama’s rejection of the suffrage amendment has several explanations. The fear of Negro women voting or the entire question of Negro voting rights affected some opinions. In a study of this question, Lee N. Allen discovered that in the Alabama Black Belt, where the heavy Negro population is concentrated, a much lower percentage of the legislators favored the amendment. In the Senate, only 29.4 per cent of the Black Belt senators favored the amendment (five out of seventeen). This compares with 40 per cent of the total favorable Senate vote. Statistics in the House of Representatives show that only 20.9 per cent of the Black Belt votes were favorable, compared with 34.4 per cent of the entire House.\textsuperscript{65} This indicates that the Negro enfranchisement arguments carried some weight in these counties.

Nevertheless, the rejection of the amendment must also be seen as a manifestation of the deeply ingrained attitude of Southerners toward Southern womanhood. They clung to their belief in woman’s virtue, purity, and piety, and her prime duty to home in spite of the changes taking place around them. Over and over, the anti-suffragists expressed fear of the effects of suffrage. Congressman Tom Heflin summarized the attitude of those opposed to suffrage:

\begin{quote}
The home is a sacred place. It is the most important place in the world. God has set it apart as the peculiar sphere of woman. There the real potency of her reign is the brightest and best. As a daughter, sweetheart, wife or mother, she can accomplish infinitely more in the sacred precinct of the home for the moral uplift and for the good government than she can equipped with all the power of the woman suffragist babbling about the ballot box.\textsuperscript{66}
\end{quote}

The suffragists in Alabama had met with certain defeat, but the women soon saw that enfranchisement was inevitable. In fact, at the annual convention in April, 1920, months before the amendment was actually ratified, the Alabama Equal Suffrage Association voted itself out of existence. The former members of the Suffrage Association joined together to form the League of Women Voters, and Mrs. A. J. Bowron, an active Birmingham suffragist, was elected state chairman. In August of the same year, the Nineteenth Amendment was proclaimed in effect. Governor Kilby quickly called a special session of the legislature, and laws were made to provide for woman suffrage.\textsuperscript{67} Armed with the vote, women could now begin to carry out the reforms they promised enfranchisement would bring.

Since the Civil War, the Southern woman’s role had changed and expanded significantly. The very active role of the Alabama suffragist exemplified this change. Regardless of the change, the ideal remained almost untouched, even by the suffragists themselves. Most suffragists felt that women’s votes could help bring social and moral reforms such as prohibition and an end to child labor. Woman’s role as guardian of virtue and morality would simply expand from the home to the community. Many suffragists were disappointed and disillusioned when this moral reform did not occur. Most Southerners still clung to the ideal, even though the foundations had been shaken. Women had moved out from the home into the community; they had gained a voice in the government but the ideal was not yet deserted. In the minds of most, the Southern woman would remain the “queen of the household” and the “angel of the fireside” for many years to come.

\textsuperscript{64}Allen, “Woman Suffrage Movement,” p. 98; Stanton, et al., History of Woman Suffrage, VI, 9.
\textsuperscript{66}Lumpkin, “Equal Suffrage Movement,” p. 22. The speech was given in Falls Church, Virginia and quoted in the Birmingham Age-Herald, February 12, 1913.
\textsuperscript{67}Bowron, “Scrapbook,” clippings and program of Annual Meeting, April, 1920.
ON KEEPING TRACK OF OUR HISTORY

Frank M. Jones and Marvin Y. Whiting

Editor's Note: The research for this article on the completion of the South and North Alabama Railroad was done by Frank M. Jones, whose tireless examination of newspapers from Birmingham, Columbiana, Montgomery, and Mobile brought to light contemporary accounts of the event and thus prompted the article which follows.

When Major William Barker, the Elyton Land Company's engineer, began his survey of the site on which the proposed City of Birmingham would be built, his point of departure was the existing rail lines of the Alabama and Chattanooga, traversing Jones Valley from the northeast to the southwest. In those early days of 1871, there was as yet no evidence, on site at least, of another railroad, the projected line linking Montgomery in the south with Decatur in the north. The long-delayed and financially-troubled South and North Alabama Railroad was only then making its appearance beyond the crest of Shades Mountain, to the south of future Birmingham, and thus was not yet a reality in Jones Valley.1

The route of the South and North had, however, already been projected not only into Jones Valley but through the site of the soon-to-be-constructed Magic City and beyond, as well. Thus, when Major Barker initiated his survey, he could rest in the assurance that the South and North and the Alabama and Chattanooga would coexist in a corridor that neatly—a though not according to the major points of the compass—divided the site of the new city into two sections and thereby provided one point of departure for his observations.2

What was for the Major a surveyor's delight was for the stockholders of the recently-formed Elyton Land Company an investor's necessity. The existing tracks of the Alabama and Chattanooga Railroad, dividing the site on which these ten men proposed the construction of a city, was one token of the future success of their venture. Other tokens were, however, required if that success were to be realized. In order to ensure additional access to markets in the North, the East, and other sections of the South for both the natural resources of the mineral rich North Alabama area and the proposed manufactures to be derived from them, and to gain access to markets in the rapidly developing Midwest, the completion of the South and North Alabama Railroad was a pressing necessity.3

At the time of the Barker survey, during the first quarter of 1871, the prospects for the completion of this essential rail line were anything but promising. Sam Tate and associates, the contractors employed by the S. & N. A. directors to reconstruct the existing portions of the road from Montgomery northward to Calera and from Decatur southward for approximately twenty miles and to complete the one hundred-odd mile gap in between, had been at work since the spring of 1869. By November, 1870, the Tate crews had finished the sixty-three miles of reconstruction work from Montgomery to Calera. Six months later, in March of 1871, when Major Barker was completing his survey of the future Birmingham, the thirty-three mile stretch of track from Calera to the site of the new city was still not complete and the remaining sixty-seven miles of the line north of Jones Valley were only projections.4

The slow pace of construction was, however, not what augured so ill for the completion of the South and North. The company's finances, never really stable, were by April of 1871 in almost a total shambles. In that month, the interest on some $2,200,000 in company bonds fell due. The heavy financial drain entailed by construction and the insufficient initial funding of the line had brought the S. & N. A. to the brink of bankruptcy; thus, despite every effort to the contrary, funds could not be raised to meet the interest payments. Two months before the scheduled sale of the first lots on the now completely-surveyed site of the Elyton Land Company's new city, fiscal disaster seemed unavoidable for both the South and North and future Birmingham.5

Into what appeared to be a hopeless situation came a bearer of hope in the person of Col. James W. Sloss, President of the Nashville and Decatur Railroad.

1William P. Barker, Survey of the Proposed City of Birmingham, Alabama, 1871, Department of Archives and Manuscripts, Birmingham Public Library. Ethel Armes, The Story of Coal and Iron in Alabama (Birmingham: Published under the Auspices of The Chamber of Commerce, 1910), pp. 225-26. A conclusive determination of the extent to which the South and North Alabama Railroad had penetrated the mineral district centered in Jefferson County before the outbreak of the Civil War is impossible given the available data; however, Ethel Armes suggests an extension of distinctly makeshift character beyond Oximo to Grace's Gap on Red Mountain. Construction of a less temporary character appears to have been completed as far as Brock's Gap on Shades Mountain. See Armes, pp. 124 and 217. In the post-Civil War period, the progress of construction is no easier to plot. For the most specific statement in this regard, see Maury Klein, History of the Louisville & Nashville Railroad (New York: Macmillan Company, 1972), pp. 118-19.
2Barker, Survey.
4Klein, pp. 118-19.
5Ibid., pp. 119-20.
James Sloss had been watching the South & North's unraveling thread with an uneasy eye. He had in 1866 consolidated the three independent roads between Nashville and Decatur into one company, the Nashville & Decatur Railroad. The future of his still shaky enterprise depended heavily upon completion of the South & North road. Together the two roads and their connectors would create a through line from the Ohio River to the Gulf, a possibility that excited Sloss's imagination. If the South & North were scuttled, however, Birmingham and most of the mineral region would be left in isolation and the Nashville & Decatur would remain an impoverished local road.6

To avoid such consequences, Sloss proposed a daring scheme. "Briefly he offered to lease the Nashville & Decatur to the L & N for thirty years if . . . [that road] would take up the South & North's . . . bonds, pay the interest on them, and complete work on the 67-mile gap between Birmingham and Decatur;" thereby, the L & N would gather unto itself the constituents of a major southern rail system, gaining "the better part of a through route to the Gulf and a potentially tremendous local business from the mineral district." In addition, both the Nashville and Decatur and the South and North would be salvaged and "the unborn city of Birmingham would be redeemed from obscurity" or, perhaps, even saved from still birth.7

After a series of sometimes stormy negotiations among representatives of the three railroads — the Louisville and Nashville, the Nashville and Decatur, and the South and North Alabama — the Sloss proposal was accepted and the final contracts embodying the proposal signed in late April and early May of 1871, thereby committing the L & N to complete the South and North, to link it with the N & D, and to merge these two roads into one massive rail system. But the commitment of the L & N entailed even more.

The invasion of northern Alabama [by the L & N] compelled the company to protect its investment by a systematic exploitation of the mineral district. No other activity occupied the management's attention or claimed more of its treasury than the development of mineral and agricultural resources in Alabama. Joining forces with coal and iron men, manufacturers, and other businessmen, the L & N became a dominant force in Birmingham and the surrounding counties.8

For both the railroad and the mineral district, acceptance of the Sloss proposal was "the Rubicon crossed," the southern invasion of northern capital.9

The newspaper accounts of the completion of the South and North which follow are, therefore, more than the recountsings of interesting but seemingly trivial detail. They are the bits and pieces which together comprise the story of an event in Birmingham and Alabama history, the ramifications of which are still apparent: the interjection of northern capital into the development of southern industry.

MAP showing the mineral lines constructed by the L&N between 1872 and 1890, which linked up with the main line running through Birmingham and provided the outlet for the district's coal and iron. From Klein, p. 271.

DOMESTIC INTELLIGENCE

The South and North Road has been completed to Blount Springs, and the Louisville agent of the consolidated line is now in the city making preparation for the grand opening of the through route on the 20th. Now is the time to begin earnest preparation for the excursion which will certainly come off on or about that time.

MONTGOMERY ADVERTISER
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Who wishes to visit the great Louisville Exposition, the Mammoth Cave and other points of interest accessible via the South and North road? Those who do can go at greatly reduced rates by joining the Excursion party proposed for the 20th of this month. On that day the South and North will be formally opened from Louisville to this city.

MONTGOMERY ADVERTISER
September 14, 1872
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SOUTHWEST AND NORTH ALABAMA RAILROAD

This important road, completing a direct connection to Louisville, under one management between that point and Montgomery, will receive the completing stroke of work on Friday next [September 20th], and will be formally opened on the 29th inst., with a grand excursion train from Montgomery to Louisville, Cincinnati, and St. Louis. The time to the former point will be twenty-three hours; thence to Cincinnati, by the Short Line, four hours; and thence to St. Louis, twelve hours. Tickets for the round trip to all these points and return will remain good until the 15th of October, thus affording an opportunity of visiting the Expositions at those places, and the Tennessee State Fair and races at Nashville. [Note: The date of the proposed excursion has been moved from the 20th of September to the 29th.]

MOBILE REGISTER
September 15, 1872
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COL. ALFRED L. RIVES

In our recent hasty notice of the opening of the “South and North Alabama Railroad,” we did not give any details, preferring to wait for these until the formal opening and excursion of the 29th inst. But to let the completion of a great work like this to be commented on without mention of the active agent of its successful progress, would indeed be the play of “Hamlet” with the character of the bilious-nervous Prince omitted. This active and successful agent to whom we allude, as most of our readers know, is Col. Alfred L. Rives, formerly of Virginia, but now of Mobile. On the first of June last the Louisville and Nashville Railroad — which now controls the whole line, including the South and North Road — tendered to Col. Rives the appointment of Engineer-in-Charge. He at once took hold of the construction and pushed it vigorously, completing fifty miles about the time originally appointed. This successful result was accomplished in spite of various obstacles, chief among them being the great damage sustained by the unprecedented freshet of the past summer.

On the 15th inst., a quarter of an hour after midnight, the track was joined on a mountain side — 4 miles south of Blount Springs — and the work was declared complete. Details of perfecting the ballasting and appointments of the track are still progressing, under supervision of Col. Rives, the Engineer-in-Charge. But the object of this paragraph is not to detail the advantages of this road, but to give just credit to its Engineer, who exhibited both energy and perseverance.

Col. Rives has had the advantage of foreign education — having studied with high honor in France; and also of continuous service in the corps of engineers during the war for Southern Independence. That he has profited both by this study and experience is demonstrated by his able management of the South and North road, as well as by his satisfactory and much-commended labors on our Grand Trunk road, of which he is Chief Engineer. We congratulate our railroad people that they have secured in this officer a man well fit for such a trust, in every sense, and we felicitate him that his adopted home has so readily and strongly expressed its appreciation of his abilities.

MOBILE REGISTER
September 20, 1872
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THE SOUTH & NORTH ALABAMA
R. R. COMPLETED

The Great Railroad of the State — the grand trunk line connecting the Capital of Alabama with the North Western world — has at last been completed.

Fifteen years ago the work was inaugurated, and since that time the eyes of Alabamians have turned with pride to the heroic endeavors, the noble struggles, the persistent labors which have marked almost every mile of its construction from this city northward. Its friends and promoters reside in all parts of the State; but in this city the work has been fostered and encouraged with something approximating even maternal solicitude. At one time the city, acting in its corporate capacity, donated a half million of dollars to the enterprise, independently of the individual subscriptions which flowed in spontaneous streams from the coffers of almost every property owner within its limits. A work of such magnitude, however, has required a vast expenditure of money, energy and brains beyond all that it was within the ability of Montgomery to bestow. Huge rivers rolled across its pathway, high mountains frowned defiance on its progress, the rains and frosts of Winter and the suns of almost torrid Summers hindered and delayed the work. Hence it was that so much time, as well as such vast sums of money, were required to crown with success the stupendous undertaking, and hence it is that we this morning take so much pleasure and feel such just pride in announcing that every obstacle has been surmounted, all difficulties overcome and that the important road is an accomplished fact. The trains are now ready to pass through from Montgomery to Louisville, without change of cars, although, as heretofore stated, the formal opening will not take place until the 20th instant. We are therefore in direct rail connection with all the important towns and cities in North Alabama as also with Nashville, Louisville and other important points in Kentucky and Tennessee.

Taking Montgomery as the Southern starting point, because from this point radiating lines reach outward towards every point of the compass, it pierces, in a
straight line, the heart of Central and Northern Alabama, and traverses the coal fields and iron mining regions of Shelby, Jefferson and Walker counties. It passes through the widest part of the Cahaba coal belt and, according to Prof. Tuomey, through the center of the Warrior coal fields (covering 5,000 square miles of territory), cuts in twain the Red Mountain on which the iron ore lies piled in huge masses to the depth of fifteen or twenty feet, and runs within a few rods of the best mineral waters in America. At Calera, formerly Lime Kiln, in Shelby, it intersects the line of the Selma, Rome and Dalton road — a road of about 300 miles in length, which connects the Alabama river at Selma with the North Eastern trunk lines at Dalton — and at Birmingham crosses the celebrated A. & C. Road, which, running from northeast to southwest, a distance of 300 miles, forms a link in what will one day be an air line between New York and New Orleans. At Decatur in Morgan county, it intersects the Memphis and Charleston road (connecting the waters and commerce of the Northwest with the seaboard at Charleston) and from thence, crossing the Tennessee river on a splendid bridge, passes straight through the rich cattle and grain producing counties of Middle Tennessee, to the city of Nashville, and thence in a northerly course, via the line of the Louisville and Nashville Road, to the city of Louisville, Kentucky.

By an arrangement entered into last year with the Louisville and Nashville Road, a corporation of great wealth and popularity, under the clear head and successful general management of Mr. Albert Fink, the S. & N. Road passed into the hands of Mr. Fink and his splendid Company, and to this arrangement is due much of the credit of the dual completion of the road to Decatur. The combination of the South & North, leading hence to Decatur, with the Nashville and Decatur, leading from Decatur to Nashville, and the Louisville and Nashville roads, makes one grand continuous route of 490 miles in length connecting the Ohio with the Gulf and forming another link of iron to bind the destinies of the South to those of the Northwestern and Middle States of the Union. The new road is well and substantially constructed on a first class basis, so that in point of roadway, equipment, capacity, management and prospective advantages to trade and travel, it will stand second to few or no trunk lines in the United States.

The Blount Springs, immediately on the line of this road, must henceforth be to Alabama what the watering places of Virginia are to that State. As we have said before they furnish the best mineral waters on the continent and the world will not be long in finding that fact out. We should not be surprised if Blount yet turned out to be a Southern Saratoga.

We have before us a report of John T. Milner, the present skillful and well known Chief Engineer of the road, submitted to President Gilmer in 1859 — thirteen years ago — in which it is stated that the survey of the route was commenced in 1858 (on what was then known as the Alabama Central) and that numerous trials, troubles and difficulties, even at that early day, were encountered by the road. It should therefore be a source of great satisfaction to Messrs. Gilmer and Milner to know that notwithstanding the obstacles it had to encounter and the "wars and rumors of wars" that ensued its commencement, their tender nursling stands before the world today in the strength and pride of a glorious development — a Samson unshorn of his locks — a power and a boast in the land: and that notwithstanding all the various changes that have taken place since 1858, they both occupy the same places today that they occupied then — not only in the mere nominal office but in the confidence and esteem (which is more) of the men who first conferred that office. It is a triumph of which they and their children have a just right to be proud — a recollection that it will do them good to cherish. From the report of Mr. Milner, as connected with the future prospects of this road, we make the following interesting and important extract.

"This road will pass through a country that will furnish an extensive business to the road, consisting of cotton, bacon, wheat, flour, corn, apples, coal and iron, equal in amount, all things considered, with the Georgia State Road. Add to this the business of the two great arms of the Memphis and Charleston Road; the one reaching North-west, through the most productive country in the South, to Memphis, and the other running North-easterly, through Huntsville, intercepting, as it were, at Stevenson, the Nashville and Chattanooga Railroad and its freight — 36 miles — before they reach the great Georgia State Road at Chattanooga; and it is plain this Road will have better Northern connections than the Georgia work, to which it assimilates in everything — position, business, State importance — all.

We can deliver bacon, flour and other freights by means of the railroad from Louisville one half cent per pound cheaper than they can be brought by way of New Orleans or by way of the river to Montgomery, Selma and Tuscaloosa; and at Eufaula, one cent cheaper than any other route. The grocery business of Middle and South Alabama is immense. We do not make one-half our bacon, and scarcely any of our flour, cheese, lard, whiskey and other Western produce. The theory is to make it at home, but the practice is to buy of the great West, and any arrangement that diminishes the charges on these products is a public good to the people of Alabama. Our wheat can be raised at home in Benton, St. Clair, Cherokee, Blount, Jefferson and the upper counties of the State. Like the neighboring counties of Georgia and Tennessee, when once they get a market for their grain they will bid farewell to cotton as a staple. North-west Georgians today make more money on wheat alone than any other agricultural people in the United States.
In 1837, I was engaged on the Georgia State Road just then commenced. I there became acquainted with the people along that road, their habits and their means. Beyond their actual wants for food they raised nothing at all. The men moped around and shot at a mark; the women seemed to do but little, while the children, poorly clad and less cared for, sauntered about from place to place as if their highest thoughts were bent on catching rabbits, possums or some small game. What was the use to work, when it would cost them $2 per bushel to get their wheat to market and then only get one? In 1857, I went back again and what a change! The rivers were the same, the Kennesaw mountain had not changed, the "crooked spoon" still rolled along, the men and women that once I knew were there, the boys had grown to men and the girls to women, but their MIEN was changed. The old men stood erect, as with conscious pride they looked upon their waving fields of grain; the matrons busied themselves about their dairies and their looms, whilst the sturdy boys were grappling with the plough. What had brought this change about? Listen for a while and soon you will hear the iron horse come storming along. He stops at a station for fuel and water, a man gets off the train, he is a Charleston man or perhaps the agent of the Montgomery Mills. The cars go on and he goes to the house, he meets the farmer — they have met before, he tells him he is come to buy his grain. Strange, but true, that the demand for wheat should be so great as to induce the merchant to buy at the farmers door! He offers $1.50 per bushel cash, and furnish the sacks to put it in. "That won't do, Savannah was here yesterday and Columbus the day before, and they offered more." Here is the key to this change, this solves the mystery; the great State Road, the iron horse, the dollar and a half per bushel cash, tells the tale. This is literally true as any one can verify by enquiring of those that know.

The belt of country traversed by the South and North Road is rendered particularly attractive by its picturesque and varied scenery, by the splendor of the vegetation and by the richness of its soil, not only the vegetable products of all descriptions, but in inexhaustible mines of mineral wealth, which have only awaited the completion of this great line to insure their rapid development. It is not difficult to foresee that when attention shall have hence been directed to a country like this, it will become the preferred home of the rich as well as the poor of the North and West, and that Central Alabama will become to the Southern States what Pennsylvania is to the North. The salubrity of its climate and the mildness of its winters will offer great inducements to the wealthy and middle classes to settle along the line of this road — in summer to enjoy the refreshing and health giving breezes of the mountains, and in winter to avoid the cold blasts of a Northern climate. All this lovely region is particularly favored with streams and an abundance of water power supplied by streams that never freeze. Timber is without limit in its plentitude, while coal, iron and other minerals of the very finest quality abound in inexhaustible quantities. What country more rich, healthy or desirable than this can be found on the face of the habitable globe?

A few words now personal to those who had charge of the South and North during the last eighteen months and we have done. Mr. A. Shaw, the faithful and capable Assistant Superintendent, has earned new and deserved laurels as a railroad official, and to him great credit should be awarded for his energy and skill in the management of the operating and transportation departments. He is competent, popular and faithful, and altogether a most valuable adjunct to this great line. Mr. Frank Wadsworth, the engineer in charge of construction, has labored faithfully and intelligently for years, and all admit that he has been "the right man in the right place," as also that he has contributed no little by his skill and energy as an engineer to the successful and splendid construction and completion of the Road. He is a young engineer of great promise.

We understand that the general management of this line will be in the hands of Mr. Albert Fink, of the Louisville and Nashville Railway, and that he will run double daily trains in a few days between Montgomery and Louisville, without change of cars — the fast trains making the time in from 20 to 23 hours. Mr. Fink is the great Railroad Prince of the West and South; knows exactly how a railroad should be run successfully, and we, therefore, have no doubt of his future success. He, and his Company, have the entire confidence and esteem of the public, and the same may truly be said of all the officials connected with the South and North Alabama Railroad. The opening of this new route marks a new era in the history of commerce and travel in the South! We, therefore, bid it all hail.

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September 17, 1872
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THE S. & N. ROAD

Mr. Fink is now going over the entire line from Louisville to Montgomery, and we suppose he will be in this city today and we hope will be here to start with the first through train next Sunday morning. We have not learned how many will go to Louisville on the excursion, but presume quite a number. Everything will be done to make the event one long to be remembered.

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September 26, 1872
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ALBERT FINK, L&N engineer and strategist who was a persistent advocate of the completion of the South and North Alabama, and who argued persuasively for accepting Sloss' proposal for merging the South and North, the Nashville and Decatur, and the L&N. From Klein, p. 70.
DOMESTIC INTELLIGENCE

The following distinguished citizens of Louisville arrived in this city last evening and took rooms at the Exchange: G. R. Simpson, Albert Fink, Col. Rives, D. F. Whitcomb, S. G. Rice, G. W. Craik, J. A. Sherman, C. E. Sears, E. A. Gale and D. T. Rennie. With the exception of the last three gentlemen named above, who are connected with the Louisville Courier-Journal, the party consists of officers of the Louisville and Nashville Railroad Company. We welcome them to the Capital of Alabama.

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September 27, 1872
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The first through train of cars from Montgomery over the South & North road leaves this morning at 10 o'clock. Passengers will reach Nashville in about fifteen hours, and Louisville in about twenty-two, close connection being made at Decatur with trains from that place.

The mail train will leave at 10 A.M., and the express train at 11 P.M. The former arrives at 7:30 A.M., and the latter at 7:30 P.M. From today until the 4th of October, inclusive, tickets to Louisville and return can be purchased for $20, good for fifteen days. After that date regular rates will be charged each way.

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September 29, 1872
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SOUTH AND NORTH RAILROAD

From those who came through from Louisville, Kentucky, on the first through passenger train that ever passed over the South and North road, we have gathered the following interesting facts:

Beginning at Decatur, the road runs for twenty miles through a fine, rich, level valley to the foot of Sand Mountain, which it ascends through rocky cuts, and a series of wild, picturesque views that greatly enhance the pleasures of the passengers. Whether they add to the convenience of the road or not, having reached the top of Sand Mountain, the road runs a distance of twenty miles along its level, forest-clad summit, and from thence descends by a regular grade to the Mulberry ford of the Warrior river, which it crosses on a high and substantial bridge. Thence descending through Copperas Gap, it glides along a wild and rocky country into the valleys of Blount, in the neighborhood of the springs. Nine miles from the entrance to this valley Blount Springs are situated, in

the midst of lofty mountains clad with primeval forests and faced with beetling crags and frowning, precipitous cliffs. From this level valley the road again climbs Sand Mountain, to a distance of about twelve miles from Blount Springs, and, almost without quitting the mountain's summit, shoots across the south fork of the Black Warrior (Tuscaloosa) river on a bridge 120 feet high from which one of the wildest, most romantic scenes imaginable unfolds itself. Leaving this bridge by an even down grade the road traverses a broken and rather wild country to the city of Birmingham at the head of Jones valley, a distance of twenty one miles. Three miles South of Birmingham Red Mountain rises in sullen grandeur athwart the line of the road; and here it is that, in order to find a bed for iron made from ore yielding less than twenty per cent of metal, ore that will yield fifty per cent has been displaced! The mountain takes its name from the fact that the oxidized ore imparts a copperas stain to its (literally) iron sides. The ores in this mountain lie piled in promiscuous heaps to the depth of ten, fifteen or twenty feet.

Twelve miles from Birmingham the road crosses Shades mountain at the celebrated Brocks Gap — one of the hardest places in christendom. Three or four miles further on it crosses the Cahaba and passing close along by the gaping entrances to the various Cahaba Coal mines enters the Cahaba valley, one of the cosiest and loveliest little nooks on the whole route. Leaving the valley it traverses a pine forest to Calera, where it crosses the line of the Selma, Rome and Dalton Road. South of Calera the limestone formation ceases and a formation of slate and silex takes its place. This continues without interruption throughout the pine forests of Shelby and Baker down to the low grounds of the Alabama in Elmore county. Five miles from this city the Alabama is spanned by a splendid iron bridge, on which the passengers feel as safe as on the firmest grade and the heaviest line. From the bridge to the city the grade is level, the track firm, the country open and the view embracing the capitol of the State very fine.

This imperfect panorama of the new road, while it serves to convey no accurate idea of the beauty and grandeur which characterizes the scenes along its route, will enable our readers to form some general conception of the topography of the country surrounding it and may possibly awaken some desire to pass over, and see it. If so our aim will have been accomplished.—Montgomery Advertiser.

SHELBY COUNTY GUIDE
October 3, 1872
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THE L&N SYSTEM IN 1875, showing the South and North Alabama Railroad which was completed in September, 1872. From Maury Klein, History of the Louisville & Nashville Railroad, New York: 1972, p. 130.
LOUISVILLE

Over the S. and N. A. Road
And What the End of It Is.
Montgomery to Louisville—
The Reception.

At 10 o'clock on the morning of the 8th we, the excursionists, consisting of about four hundred persons, representing the towns on or immediately connected with the lower portion of the South and North Railroad, turned our backs upon Montgomery and our faces toward Louisville, and aboard a train of ten cars went sweeping up the country as fast as steam could drive us. And, to make a long story short, we may state, under this head that we picked up two additional cars with an additional hundred excursionists at some point on the way, getting through with twelve cars drawn by one immense engine of the coal-burning persuasion—a train so heavy that one of our "piny woods" locomotives would hardly have budged it.

We were somewhat disappointed in the country through which we passed immediately above Montgomery, having expected to find the beautiful and rich lands peculiar to the "cane country," or "rotten limestone region." There was nothing of the kind—the "piny woods" continued with very little change in any respect up to within about thirty miles of Birmingham; here the country grew more broken and rugged, and a marked change in the flora began to manifest itself. About fifteen miles below Birmingham an occasional limestone rock lifted its head above the surface, growing more frequent as we advanced, and larger, until soon it became evident that we were entering the mountain regions of Alabama. But a little later and we were in the midst of the mountains, passing through the celebrated Shades Creek valley, with rocky bluffs at either hand rising to the height of five or six hundred feet. The scenery was really grand, and its effect upon many of our "piny woodmers" now this way for the first time was pleasing to behold.

In this Shades Creek region we came upon the Alabama coal fields, and saw by the roadside many mines that were being actively worked. Iron is very abundant here, also, and here, in the neighborhood of Red Mountain, is an iron deposit little inferior in any respect to the famous Iron Mountain of Missouri, we passed Pratt's Iron Works, now fitting up on a large scale. Mobile is directly interested in this locality, for it will soon supply her with coal and iron—our Grand Trunk Railroad will pass immediately through it.

And then came Birmingham, the cotton field of 1871, the city of 1872. All our readers have heard of Birmingham, a place more prominent in history than on the maps of the country, and, of course, they all wish to hear more on the same subject. We saw the place only from a car window, and therefore are not well qualified to say much about it; what we saw, however, backs us up in asserting that Birmingham is really real. It occupies one of the prettiest sites for a city that man ever looked upon, and is, to say the least of it, already a very large place for its size. It spreads its wings from mountain to mountain over space enough to contain a Mobile or a New Orleans, but unfortunately these wings are exceedingly gauzy, while the body of the bird is extremely light. But it is in the hands of industrious fanciers, and they will, doubtless, by dint of combing its pin-feathers and praising its song (or singing its praises, if you prefer it,) bring out the doubtful fledgling to a fowl of no mean importance.

We can see nothing that Birmingham can promise itself from the surrounding country, for that does not appear well adapted to either agriculture or a lumber business, but the place may be made one of importance as a manufacturing city, and we predict that such it will eventually be. Nature has given it everything to favor this, and now man is giving it all the railroads.

We had no means of obtaining reliable information touching the population of Birmingham, but would suppose, from appearances, that it must already number several thousand. The houses, for the most part, are light and cheap, yet quite a number of substantial buildings are going up, evidently the work of persons who have come to stay.

Night closed the labors of our sight-seers after we had passed through about thirty five miles of very rugged country above Birmingham; and, so far as we are concerned, left the rest of the region traversed by the South and North Railroad of Alabama a complete blank. Of the road itself we may say that as a general thing, it seems to be very well built, and that its bridges are substantial and excellent, still it would not be proper for us, aiming at a faithful report, to omit stating that for a distance of about sixty miles, commencing twenty-five miles below Birmingham and running up, the South and North presents the crookedest piece of railroad we ever looked upon. It is one unbroken succession of wiggles and winds, many of the curves attaining to little less than a semi-circle, going around at about six degrees, as railroad men express it.

At night, when the rails became slippery with dew, our train proved too heavy for a single engine, so we stalled; in a word, we wore through the night in a regular round of stalls and starts and starts and stalls, until daylight found us stuck hard and fast on a steep curve in Tennessee, not far from Columbia. After jerking and tugging here for a time the coupling broke, dividing the train into two sections, and suggesting the idea, which did not seem to have before occurred, of taking up half at a time. So away went half the excursion to Columbia, leaving the other half in the "stick," and the passengers to while away a couple of hours as best they could. It was a solitary wild, that stalling...
place, and we were about to vote the country uninhabited, and to send out an exploring expedition in search of Dr. Livingstone, or somebody else, when a comical old negro, followed by his whole house, came out from among the bushes to inquire into the cause which had led a train to stop at that unusual place; and thence on we had enough to amuse us as long as we remained. The old man, after the manner of most modern negroes, was a great politician, and was filled with a desire to see all the great men of the nation; so we introduced him to Andy Johnson and General Grant and Fred. Douglass, and it delighted him beyond compare. He lifted his old woman down the rocks that she might obtain a close view of these immortals, and then his cubs all came down, and when the train took us away we left them the happiest household in Tennessee, with something pleasant to talk about the longest day they lived. And to delight the old freedman was not the only good we accomplished on that important occasion — we fairly opened his eyes to the unreliability of history, for, as he expressed it in his own style, up to that very day they had always told him “Fred. Douglass was a nigger, but now,” said he, as he grasped the hand of a portly gentleman from Georgia, “Da can’t fool dis here darkey any mo’, no how!”

From Columbia to Nashville we passed over a very interesting country, pretty thickly settled and pretty well cultivated. From Nashville to Louisville, as a general thing, it was perfectly enchanting — a regular gardenspot almost the entire way, with scenery hardly to be surpassed by that of any section of country in the world. Of course it was not a composition of mountains and lakes, and rivers and cascades, but it was a succession of landscapes whose make-up, in constant variety, was amply qualified to continue a reign of delight in any appreciative person looking upon it from the window of a passing train.

We landed at Louisville about half-past eleven at night, (on the 9th) and were received at the depot by a large crowd of people, a delightful rendering of “Dixie” by what seemed to us, half a dozen bands, and a happy little speech of welcome by the Mayor of the city. We were then put into carriages and wheeled off to the hotels, our delegation, with several others, going to the Galt House. On counting we find that Mobile has sent thirty-three representatives, namely: General Braxton Bragg, Chairman of our delegation, Col. M. S. Foote, his chief of staff; George Goldwai the, our secretary; Dr. F. A. Ross, George N. Stewart, Col. A. R. Manning, Rev. John Fulton, Rev. Urquhart, John Sears, J. F. Wiswell, S. J. Anderson, Alex Anderson, William Spence, F. S. Cox, Captain F. O. Foster, F. B. Clarke, President Mobile and G.T.R.R.; W. G. Clarke, G. B. Clarke, M. F. Macartney, Harry Pilleas, B. Moog, Dr. Davidson, Col. Chas. Marston, Dr. Charles Mohr, John H. Brady, J. P. Stelle, W. W. Harris, John Glennon, J. O. Belknap, H. C. Kelly, John W. Porter, T. Menser, J. L. Hamilton.

WHAT WE SAW IN LOUISVILLE

We saw the most beautiful and most wealthy city in the South, and one that is making the most rapid progress in the way of improvements. Louisville was one of the very few places largely benefitted by the late war — it made her people rich — they reaped an immense harvest from both sides.

We saw a people fully endowed with all that wholesomeness and hospitality peculiar to Southerners, and yet fully imbued with that go-ahead spirit characterizing the people of further up. They are alive to business, and so go it with a rush. There is no moping about the streets of Louisville — everybody moves as if on time, and able to see in each fleeting moment more of value than an hour is supposed to possess in most of the cities below the old line of Mason and Dixon.

As a consequence of all this, we saw in Louisville, looking to the future, the great metropolis of the Ohio river, and the city commanding trade, and especially a Southern trade, second to none in the nation.

MOBILE DAILY REGISTER
October 15, 1872
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ROSTER OF MEMBERS
Birmingham Historical Society 1978

Mr. William M. Acker, Jr.
2504 Watkins Circle
Birmingham, Alabama 35223

Mr. and Mrs. Carl Adams, Jr.
3263 Dell Road
Birmingham, Alabama 35223

Mrs. John P. Adams
3518 Lenox Road
Birmingham, Alabama 35223

Mr. and Mrs. Julian Adler
4313 Overlook Road
Birmingham, Alabama 35222

Mr. Law Lamar Ager
1105 Thirty-first Street South
Birmingham, Alabama 35205

Ms. Camille Agricola
3196 Highland Drive
Birmingham, Alabama 35205

Miss Lucile Alexander
8336 Third Avenue South
Birmingham, Alabama 35206

Mrs. W. A. Alexander
2510 Park Lane Court North
Birmingham, Alabama 35223

Mrs. James B. Allen
7405 Hallcrest Drive
McLean, Virginia 22101

Senator James B. Allen
Dirksen Senate Office Bldg.
Washington, D. C. 20510

Mr. Fletcher Anderson
367 Wesleyan Drive
Macon, Georgia 31210

Mrs. Pelham H. Anderson, Jr.
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Mr. John T. Andrews, Jr.
1016 Twenty-eighth Place South
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Mrs. Margaret E. Armbrester
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Mrs. G. Maxwell Armor, Jr.
26 Olmsted Green
Village of Cross Keys
Baltimore, Maryland 21210

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Birmingham, Alabama 35223

Mr. Crawford Badham
1305 Wickford Road
Birmingham, Alabama 35216

Mr. Mel Bailey
5401 Eighth Avenue South
Birmingham, Alabama 35212

Dr. and Mrs. James H. Bankston
509 Monroe Street
Alexander City, Alabama 35010

Ms. Monte Barksdale
2529 23rd Street West
Birmingham, Alabama 35208

Mr. Andrew H. Barcastle, III
561 Shades Crest Road
Birmingham, Alabama 35226

Mr. and Mrs. Mervyn Barstein
140 West Oxmoor Road
Birmingham, Alabama 35209

Ms. Mary Bashinsky
3526 Lenox Road
Birmingham, Alabama 35213

Dr. and Mrs. Joseph B. Beaird, Jr.
3664 Rockhill Road
Birmingham, Alabama 35223

Mr. and Mrs. Sterling Beaumont
837 Linwood Road
Birmingham, Alabama 35222
Ms. Elma Bell  
2200 Fourth Avenue North  
Birmingham, Alabama 35203

Ms. Martha Milner Benedict  
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