

Some Personal Recollections of Two Old Settlers

A Unique Horse Race in the Land of "Here We Rest"

..By.. N. B. COOK

Noted Families in Escambia County

..By.. I. E. ALLEN

Along in the forties, the little village of Hayneville, Lowndes county, Alabama, boasted of having one of the finest and best equipped race tracks anywhere between New Orleans and Savannah.

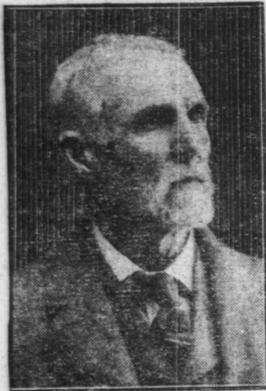
Numbers of horsemen made this their winter headquarters, and big races were of frequent occurrence.

The most noted of these, to my mind was the celebrated race between a noted race horse in those days, named Montcalm, and a mare belonging to a Tennessee drover.

Montcalm was getting along in years for a race horse, and his owner thinking it would be a good idea to get rid of him, put him up at a sale.

The fortunate winners were two prominent men of Hayneville, Dr. James Hinkle and Thomas J. Judge, a lawyer.

Montcalm was a horse of fine pedigree, but was inclined to be vicious, and after these young men had secured their prize, they were afraid of him, and had a strong stable built and arranged it so that water and feed could be furnished the horse without having to enter the stable.



N. B. COOK.

In this condition, this noted horse had been kept for several weeks, and was treated more like a stall fed ox than a race horse. He was given no exercise, and naturally took on much flesh.

About this time, a Tennessee horse drover struck this little town with a drove of horses for sale, among the number a mare that he felt confident could beat anything that could be had in Hayneville, and he was willing to back his judgment with five hundred dollars.

The owners of Montcalm were game themselves, and a race was arranged for in short order, for a purse of \$1000.00.

The judges having been selected and time appointed, a large crowd of eager citizens gathered at the race course.

As is natural with small communities, local pride sided with Montcalm, and all the side bets offered on the Tennessee mare were promptly taken.

Everything being in readiness, the start was promptly made, with Montcalm in the lead, but this he kept for only a short distance, being quickly passed by the mare.

At the quarter post the mare made a bad break, and flew the track for a short distance, but was reined in by her rider and brought back to the track where she left it, and then started after Montcalm, overtook and passed him, and came by the judges' stand about a length in the lead.

After consultation by the judges,

it was announced that the race was won by Montcalm.

This decision was such a surprise to the Tennessee that he went to the judges and asked if Montcalm did not get the best of the start, and was answered yes, he then asked if his mare had not been brought back to the track at the same point that she left it, and if his mare was not in the lead at the finish. He was answered yes to both questions, he then, in an excited manner, wanted to know on what grounds they awarded the race to Montcalm? He was quietly told by Mr. Alfred Harrison it was because Montcalm made the best average running, that the mare was too far ahead in one place, and too far behind in another.

What afterwards became of Montcalm this deponent knoweth not, but the judge who gave the decision was one of the most polished gentlemen ever known in Lowndes county, was sheriff of the county for a number of years, and beloved by all who knew him.

Dr. James Hinkle became prominent in his profession, and died in the city of Montgomery, in 1855, at the close of the yellow fever epidemic of that year.

Thomas J. Judge became one of the leading lawyers of central Alabama, was Colonel of the 14th Alabama, and at his death was one of the justices of the Supreme Court of that state.

Messrs. James, John and Robert Abercrombie were among the grand characters who figured in Escambia county during the early '50's.

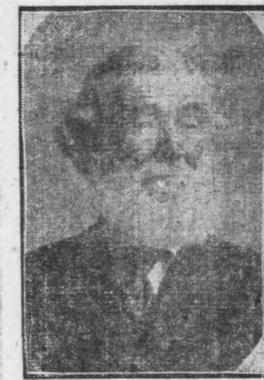
James, who was the father of our next harbor-master, was, as I remember him, a tall, square-shouldered man, light hair and fair skin. There was a something in James Abercrombie's manner that would impress any one at first sight. It seems to me that he must have been a descendent from the Virginia cavaliers.

At the time I first met him, he was operating a large brick yard not far from Gull Point. I was carrying a raft of lumber to Pensacola. It was the custom in those days to carry rafts of lumber by means of poles, and it became necessary to tie up my raft and wait for the turn of the tide.

While waiting, I called on Mr. Abercrombie, and the first thing he said after passing the usual compliments, was: "They tell me, sir, your name is Eilandis Allen. This seems strange to me, for I knew and went to school with a man named Allen Eilandis."

"Sir," I said, "if that is so, you went to school with one of my double cousins."

After this introduction we were fast friends. Mr. Abercrombie, at one time owned about 1300 acres of land just below the mouth of Big Escambia, and that flourishing little town, Century is located on a part of that tract.



I. E. ALLEN.

John Abercrombie was a tall man, as I remember him, with black hair, dark eyes, and erect form. I must relate a circumstance that illustrates the peculiarity of the man.

My next will be on those oldsettlers whose names begin with the letter B. I. E. ALLEN.

I was talking with him one day, and his young son, about 10 or 12 years old, walked up without a sign of a shoe on his feet. The idea that a boy of that size, dressed in fine broadcloth, should be barefooted, called for an investigation. I said: "How is this, Mr. Abercrombie? I know you have ample means, and yet your boy is without shoes, please explain."

"Mr. Allen, I intend to harden him," was his reply.

If I mistake not, John Abercrombie was in partnership with James.

Robert Abercrombie, as I remember him was a small man with black hair and dark eyes and perfect symmetry of body. I think he was a brother of John, and he and John were cousins of James. I was told that John was killed while serving in General Clanton's brigade.

While on this writing I will introduce one more character—Charles Ahrens. Charles Ahrens, I think, was of German descent. As I remember he lived on East Romana street, not far from the residence of our popular banker, P. C. Brent. Mr. Ahrens lived and died in single wretchedness, having never taken to himself a helpmate. He was said to be immensely wealthy, his property being mostly money.

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Prize Puzzle Pictures for the Journal's Growing Army of Little Puzzlers

Below we publish nine pictures, each representing a word formed from the letters in the first picture, the first of which is Jelly.



ONE.

TWO.

THREE.

FOUR.

FIVE.

SIX.

ONLY FEW CORRECT ANSWERS LAST WEEK

Boys and Girls Must Have "Slipped Up" in Some of that Bill Board "Paste."

Some of the brightest puzzlers in the whole army must have slipped "up" in that Bill posing paste, for they certainly fell "down" all along the line. Every picture was "missed" by some one and some missed five of them. Only a very few got "Tops," "Sons" and "Lips."

Correct Answers.

- Following are correct answers to the puzzle pictures that appeared February 5: No. 1—Past no bills. No. 2—Tops. No. 3—Lips. No. 4—Sons. No. 5—Bill. No. 6—Lips. No. 7—Lion. No. 8—Oils. No. 9—Sons. No. 10—Toll. The following puzzlers sent in correct answers: Correct Answers Received. Hermina Riss, city. Edsel Friedman, city. Josephine Phillips, city. Lillian Friedman, city. Virginia Phillips, city. Anby Weiland, city. Lizzie Eley, city. Claude M. Kirkpatrick, city.

Among those who missed only one or two answers are the following: Amelia Lague, "No. 5 Bill." Frank Bond "No. 2 Spin," and "No. 6 Snob." Jeanie D. Dow, "No. 4 Boss," "No. 6 Bill." Nora Tate, "No. 5 Bill," "No. 10 Sits." Clara Frenkel had "No. 2 Tops," but marked it out and wrote "Spin." Jan. Frenkel, "No. 2 Spin." Rosa Bell Tharp, "No. 2 Spin," "No. 6 Bill." Jodie Sullivan, "No. 3 Pool," "No. 6 Bill." Frances Brent, "No. 5 Bill." Bessie Henson, "No. 3 Spin," "No. 6 Snob." Edward and A. T. Bobe, Jr., "No. 5 Bill." Emanuel Roth, "No. 5 Bill." George Vincent Greenwood, "No. 5 Bill." Alfred Bradley, "No. 5 Bills." Rosby Brown, "No. 4 Boos," "No. 7 Loop." M. Oliver Brawner, "No. 4 Boil," "No. 6 Bill." William W. Eaton, "No. 6 Snobs." Helen Burgoine, "No. 3 Spin." Gladys Cahn, "No. 4 Ill," "No. 6 Bill." Janie Tate, "No. 4 Bill." Arthur Godwin, "No. 5 Bill." George Richard Hurd, "No. 4 Stop," "No. 6 Bill." Alice W. Wagenheim, "No. 3 Spin." Edward Frenkel, "No. 4 Pool." Elmire Bell, "No. 6 Bill." Lola Lee Daniell, "No. 3 Spin." Robert Genevieve and Willie Brent, "No. 5 Bill." Daisy Cloud, "No. 4 Slip." Mozart Lischkoff, "No. 4 Pool," "No. 8 Sons" and "No. 9 Oils." The last two are transposed, which is probably a mistake in copying.

Valerian Borras sends the answers to the "famous composer" pictures. Gladys Cahn writes: "I am going to send the puzzles in hereafter. All right, little lady. Your list is plainly written and you will be most welcome. M. Oliver Brawner sends two lists of answers and writes on one: "These are a "puzzle" to make out. Just try, and you might win." Never mind, Oliver, just get a better "grippe" next time on one list of answers. If you send more than one that debars you from a chance at "that dollar." If one is correct and the other is not. Kathleen Caro writes: "Dear Mr. Puzzle Editor. We did not have any other coupon, so we had to sign three names to one. Please take them down separate. Your little puzzler."



SEVEN.

NINE.

EIGHT.

To the boy or girl whose name is Drawn from the Correct Answers received at this office by next Thursday Night, The Journal will give a Silver Dollar.

Answer Coupon.

My answers to the puzzles in The Journal today are as follows:

- 1.
2.
3.
4.
5.
6.
7.
8.
9.
10.

Name.....
St. No.....

Frisco Will Extend Line. New York, Feb. 11.—The Frisco has bought the Orange and Northwestern. It runs from Orange, Tex., to Bona, where it connects with the Kansas City Southern. It is also announced that the Frisco has in process of formation a construction company, which is to immediately extend the line from Bona, Tex., to Shreveport, a distance of about 150 miles, and to build a branch line east from Bona to New Orleans, a distance of 150 miles. A southern extension of the road from Bona to Sabine Pass is also to be made.