

# JEFFERSONIAN

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Fall/Winter 2015

## DISCOVER HISTORIC JEFFERSON, TEXAS

**33rd Annual Jefferson, Texas Candlelight Tour of Homes®**  
Pages 12 & 13



*heavenly reflections*  
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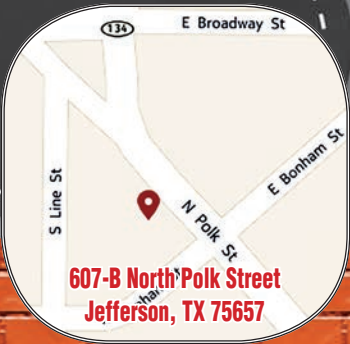
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# President’s Letter

The weather is mighty hot as I write this, but before long the cooler autumn and early winter days will visit us. Candlelight Tour of Homes®, our 33rd, will be the highlight of the season, Dec 3, 4, 5 and 10, 11, and 12. Get your tickets now at [Jeffersoncandlelight.com](http://Jeffersoncandlelight.com) or call 903-665- 7064.

There is much more about the Tour within these pages. I know you are going to find these homes a wonderful inspiration for your own holiday preparations and enjoyment. I am thrilled these homeowners have agreed to show their beautiful homes, decorated in Christmas finery, for your pleasure.

Membership in the Historic Jefferson Foundation is open to all. Please consider membership if you are interested in historic preservation and service to Jefferson and Marion County. Our aim is to preserve and promote the history of these communities. The membership form is available in this publication. Fees are quite modest. Please feel free to call our corporate number, 903-665-7064 or call me directly at 903-665-6129 should you have questions.

One of the major projects we continue to address is preservation of the Jefferson Ordnance Magazine. This Civil War and Reconstruction era relic is the sole structure connecting East Texas to the Trans-Mississippi Department of the CSA as well as the only remaining remnant of the Reconstruction occupation. We are counting on the support of Jefferson and environs for the major project to stabilize the embankment of the Big Cypress Bayou near the Magazine. Often referred to as the Powder Magazine, it is threatened by erosion of the embankment during the natural and man-made water level changes. With the wonderful rains this year and the control of Big Cypress Bayou water levels by adjusting the water from Lake of the Pines, we have seen additional but minor erosion. We are thankful that this small structure remains intact and standing proudly. The threat to the Magazine is real. The US Army Corps of Engineers has had a team visit to plan for their study of the project. We will require individual donations to shore up the generous contributions thus far as the work is identified more specifically through the USACE study. You may mail your tax-creditable donations to PO Box 688, Jefferson TX 75657 or make them online using PayPal accounts. For those who have significant interest, you may call me or the corporate number listed above for consideration of small group tours of the site. Go to [www.historicjeffersonfoundation.com](http://www.historicjeffersonfoundation.com) to join our many partners in this important preservation effort.

We are thrilled with notice of Jefferson proper and the environs in recent media presentations. Not the least is the inclusion of Caddo Lake, into which the Big Cypress Bayou flows, in Yahoo Travel’s list of the nations most popular lakes. “On the border of Louisiana and Texas, Caddo Lake is a protected wetlands and home to the largest cypress forest in the world,” the post reads. “And it’s a beautiful spot to canoe through lush vegetation.” Bravo Yahoo Travels and bravo Caddo Lake! Plan to come to visit and enjoy the lovely scenery.in Caddo Lake and environs.

Jefferson offers much at any time of the year. Check the calendar of events in this publication, a fair representation of expected events, although there may be modifications after publication. Enjoy our environs including Lake of the Pines, the hospitality of our many innkeepers of fine bed and breakfasts, our new and historic hotels, our casual and world-class restaurants , and our shops offering items of the present or past—both collectible and lovely antiques. You’ll find you want to return to the Piney Woods of East Texas time and time again. If you like a real get away, while feeling right at home, visit Jefferson!

Laura Omer-Miller, President, HJF Board of Directors

Fall/Winter 2015

Jeffersonian

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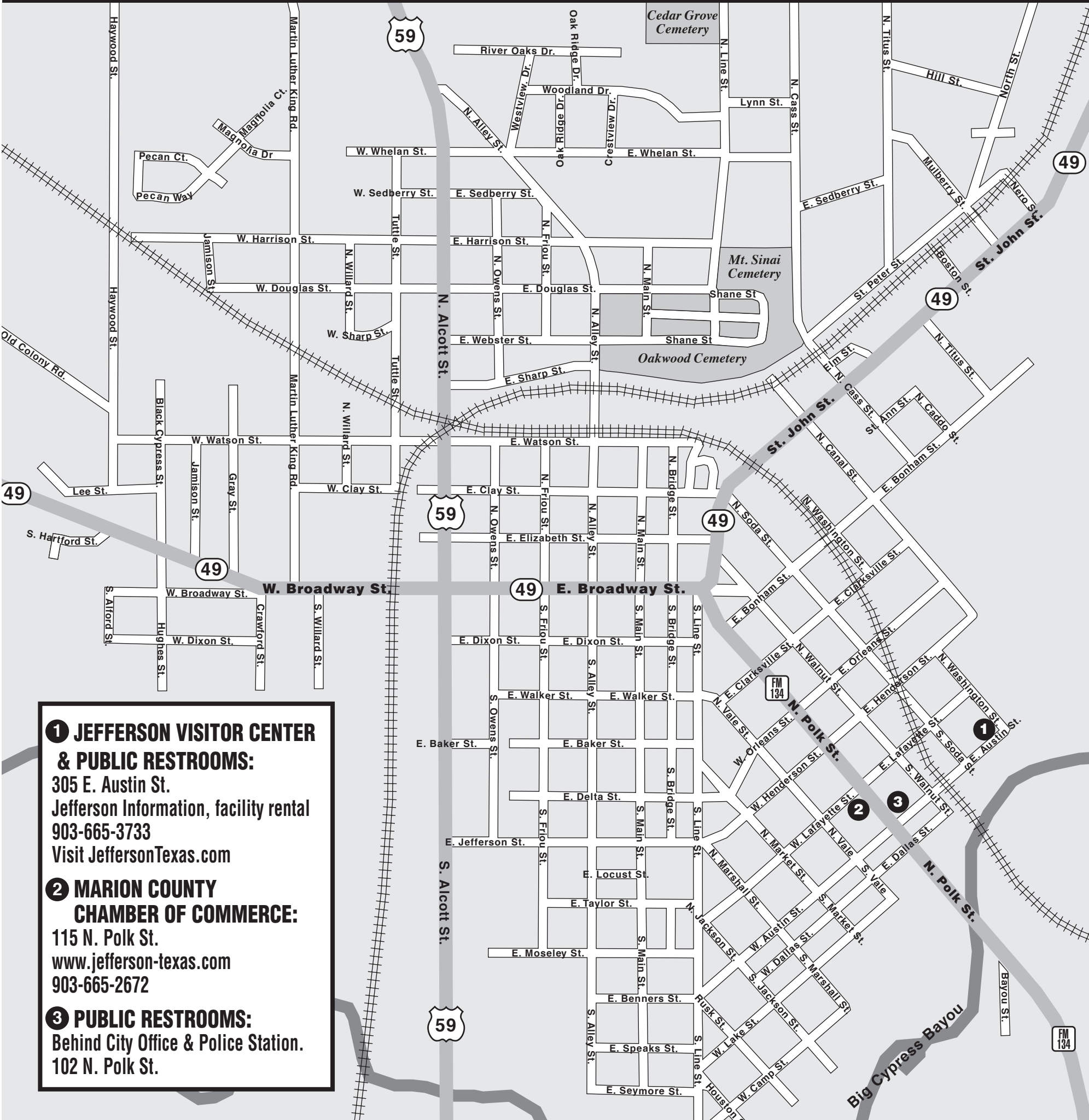
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# Growing Up Jefferson

By John T. Taylor

## About the Article

By John T. Taylor

Cars were important to all of us. Getting a driver's license was a rite of passage as much as obtaining a Social Security Card at age 14, registering for the Selective Service at 18, registering to vote, and being able to consume alcohol legally at 21. A driver's license was literally a "ticket to ride"—to work, to school, to love and to play. It was the vehicle, pun intended, to social interaction. Cars were our home away from home, a place we could go outside of the supervision of our parents. I am sure it was the same with our parents, and I know it was the same for my children. We identified with our cars and in many ways they identified us. Those are some of the reasons I chose cars and our driving them as this issue's subject.

When I started writing this article, I knew right away it was going to be too involved for one entry. There are too many stories I remember and want to share. The rest of those will have to wait until the next installment and I look forward to that time.

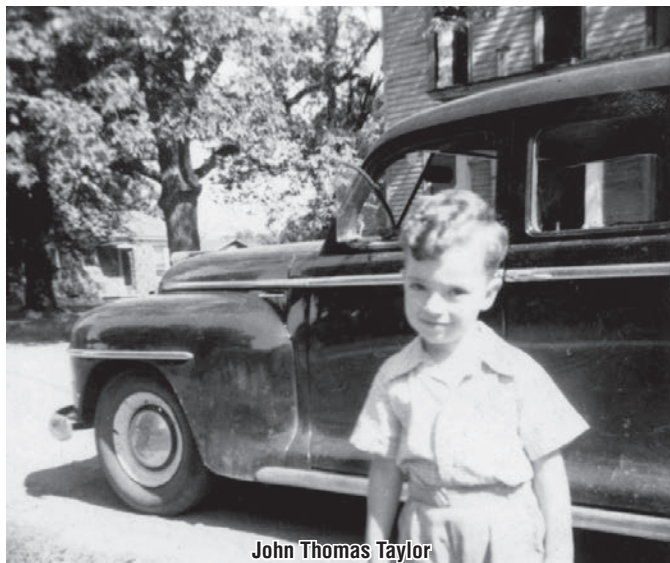
As always, I thank the Historic Jefferson Foundation for the excellent work they do promoting Jefferson and preserving its heritage. This publication, superbly edited by Pam Thomas, provides our community with a valuable asset for its promotion and outreach in our region and beyond. It is worthy of your support and advertising dollars. Thank you for allowing me to share my memories with you. And, again, any mistakes in fact or memory are mine and mine alone.

If you would like to contact me about any of my Growing Up Jefferson stories or suggest a subject for a future article, please contact me at jttaylor258@aol.com.

## "I'm an Excellent Driver.", Raymond Babbitt, Rainman

The checklist had been completed. All the tasks a careful (i.e., excellent) driver completes before operating a motor vehicle had been accomplished. Seat adjusted, check; rear view mirror, check; air conditioner in off position to avoid draining the battery, check; clutch fully engaged to prevent those embarrassing lurches, check; seat belt fastened, never mind, no seat belt; hands at 10 and 2 on the steering wheel before and after ignition, check. In the early evening of Saturday, September 22, 1962, I most carefully backed my parents' car out of the driveway onto Line Street. Of course, this was after carefully looking both ways for traffic, probably twice, and, also just as probably, checking wind speed and direction, just in case weather had become a factor. But all that taken care of, the moment had finally arrived. I was flying, er, driving solo. No licensed driver beside me in the front seat, no mother in the back seat telling me to slow down, no encumbrances at all. Just me and the open road. Independence. Freedom. And the mindset of a newly licensed driver at age fourteen, ready to see where the wind took him. Actually, this first wind-driven destination was three and one-half blocks up the road to my cousin's birthday party. But, still, one can imagine. Today, 407 E. Clay; tomorrow, who knows, maybe Marshall!

And my age in the first paragraph was not a misprint, although some of my younger readers, as well as my children, might think so. In 1962, as well as for several years before and after, The Great State of Texas had deemed fourteen year olds ready to take the Department of Public Safety drivers' test. If you passed it, you drove. But, before that, you had to complete a certain number of hours of classroom work and supervised driving with an instructor. The



John Thomas Taylor

said instructor had a handy extra brake pedal on the passenger side of the floorboard; you know, just in case. Drivers' Ed was a summer school class, taken after eighth grade graduation. I had a later birthday, in August, so even though I had completed the classroom course, I couldn't take the written test until then. That threw me a little late, compared to my classmates, but two or three others with that affliction and I got a pretty condensed version of hands-on drive time. So, because of that, we got finished before school started in September. Our instructor was Mr. Stacy Newman, also the junior high school principal. I imagine the extra money he earned was his reason for volunteering to teach this course. Otherwise, I can't imagine what sort of atrocity he must have committed to condemn him to riding around with a car full of teenagers all summer while his buddies were on the golf course. Just a fun factoid here about our drivers' ed vehicle: It was a salmon-colored Rambler, probably one of five Ramblers being driven in Jefferson at that time. If not for the new car smell and the novelty that the seats reclined to a fully prone position, it would not have been my car of tenth choice. Or maybe even twentieth. I mean, junior high hormone-induced imagination aside, what kind of selling point could a fully reclining driver's seat be to an adult? If you get tired, you can pull off the road and take a nap? I believe Rambler ceased production pretty soon after that, so maybe they were just reaching.

Now, bear with me, because I'm going to need to walk you through a few dates here. Calendar dates, not dates with girls. The car dates with girls topic is going to have to wait until the next installment. My apologies to your inquiring minds, but I've got a lot of ground to cover here and a deadline. I turned fourteen on August 8, 1962; I passed the written test a week later and got my learner's permit; I took and passed the driving test on September 6, yet my unsupervised driving premier did not take place until September 22. So, why the delay, you ask? It couldn't be the Texas Department of Public Safety. I had more than met all their requirements. But what I hadn't counted on nor expected was I had not yet earned the Ed and Thelma Parental Seal of Approval. All of my peer group were driving and had been for months.

And I didn't think that was right at all. I also discovered what I thought was right didn't particularly matter when it came to driving the family carriage at Taylor Manor.

So I did what any deprived teenager would do when feeling the sting of parental obstinance and obfuscation. I reasoned, I bargained, I sulked; I drug them out with me every day to the abandoned airport

or some rural road to practice. We drove after my dad got home from work, and we drove on the weekends. In short, I wore them down. Well, I wore my dad down. I think he had probably bound and gagged my mother the evening I backed out of that driveway, because he was ready to throw in the towel.

And that first drive went without incident, as did the second, third and many more. I do seem to remember during Christmas vacation, my confidence having grown immeasurably, backing into a drainage ditch while executing a three point, high speed turnaround. But, that could happen to anyone, right? I mean the Law of Averages and all. Wrecker called, wrecker came, problem solved. But, I soon found out

that if your grades started to suffer or you raised a rather strenuous objection to a parental position, Ed and Thelma had a new weapon in their punishment quiver: taking away those car keys, or, even worse, total home restriction." You think you have freedom, buster? Just think about that freedom everyone else has next Saturday night while you're home with us watching Lawrence Welk." Yep, I got that message more than once, and the tee shirt that came with it.

The longer I drove that freshman year in high school, the more I started noticing other cars and the kids who drove them. It hit me that the cool kids had the cool cars, or drove their parents' cool cars. And some even had their own cars, the ultimate goal I had in mind. Now I knew that wasn't going to happen anytime real soon. The \$3.14, later \$3.12 when FICA increased, I brought home from working on Saturdays at City Drug was going to have to compound at an astronomical rate for me to ever afford a car on my own. And my parents were tucking money back every paycheck for my college education. We were not, in the vernacular of the day, well off. We probably would be considered middle-class Jefferson, like most of my friends. My father owned a drug store and my mother was a schoolteacher. So, I concentrated on getting them to buy a new car, preferably one that could be considered, or at least approach, cool.

Now the car we had was dependable and paid for, but it was four model years old and definitely not cool. My uncle Jesse Haggard was a salesman for Blaine Chevrolet on Lafayette Street in Jefferson and he drove a demonstrator. It was always sweet, he got a new one at least once a year and one like he drove was what I wanted. Our car was a beige 1959 Chevrolet Bel-Air, standard transmission, Body by Fisher, made in the U.S.A., four door road hog with rear fins out to here. It weighed nearly two tons, was over seventeen and one-half feet long, and over six and one-half feet wide. If you saw it coming down the road today, you'd think it was running sideways. Oh, and it didn't have a radio. And did I mention it was beige? Yes, I did. Beige isn't really a color; it's more of a condition or a state of mind. My father was a good father and well respected in our community. But like many fathers who had survived the Depression, he was practical, he realized the value of a dollar, and when looking for a car he wanted one that could dependably take him from Point A to Point B. End of story. What else would one want a car to do? I guess he was a little beige himself, so I had my work cut out for me.

We were a Chevrolet family. My friend Bill Ford's family was a Ford family, and occasionally

a Plymouth or Dodge family. Back then you were one or the other, never both. There wasn't a lot of gray area in the 1960's: Yankees or Dodgers, Lion or Rotarian, Baptist or Methodist, Army or Navy, Ford or Chevy. Chevrolet was fine with me, as my aforementioned Uncle Jessie would come through for me for a new red or black Impala, loaded. And I'm sure he tried; after all, he was a salesman. My love for a 1963 red Impala had started on one of the big events held annually in downtown Jefferson—the annual September unveiling of the new car models on the dealer's showroom floor. Body styles changed frequently then, and we kids speculated about what we thought this year's model might look like. Single or dual headlights, fins or no fins, taillights, colors, engine size and instrument panels were some of the topics of discussion I remember. The dealers added to the speculation by covering their showroom windows with paper to prevent onlookers from getting a look before the big day. When the day arrived, the town turned out for refreshments and prize drawings at each dealer, as well as to examine the cars and the window sticker that listed options and, of course, price. Lester Pierce Ford, Blaine Chevrolet and Liverman's Plymouth were all located within a stone's throw of each other, the last two on West Lafayette and the Ford dealer on Polk. That day in September, 1962, I saw that red Impala convertible and knew it was destined to be mine. Well, I knew my Dad would never go for the convertible, but Uncle Jessie assured me he could get that same car in a 4-door Hardtop. I immediately got busy.

I read everything I could find about the 1963 Chevrolet Impala. I knew gas tank capacity, reported gas mileage, turn radius, available options, color options (though red would be the only one I would mention), advantages of automatic transmission over standard transmission, advantages of factory installed air conditioning over dealer installed, and everything I could think my dad might need to know to make this happen. I presented my case. I did it discreetly, of course, as in "Gee, is that a new 1963 Impala parked over there?", or "Look at the wheel covers on that car, Dad. Think that's the new Impala?" and on and on. Now here was the deal. My dad was a practical man. Did I mention that already? Of course I did. He only bought a new car in August right before the new models came out, and then he took what was on the lot. So I had a lot of time to give hints of what I thought we would need in this car. When the summer of 1963 came, he started to succumb to "new car fever". I could tell because he started talking about cars, and I knew that my subliminal subtlety had the desired effect. So I struck, telling him first of all the family should select the Impala because the trade-in on the next car would be better. His response—"Impalas are for wealthy people. We're not wealthy." Then I told him red cars were distinctive and had a great resale value. He came back with "My drill sergeant in the Army had





# Hey, Let's Go To Jefferson!

By Skip Torrans

Making plans for a trip to visit Jefferson? Great! But what all is there to do? Where do we stay, eat, party, visit and what to experience? I'm so glad you asked because I just love talking about Jefferson and all the things there are to do here. To be perfectly honest, there quite literally



is something to appeal to everyone.

Let's start with a typical day in Jefferson. You might like to take a leisurely walk through town or along the river early in the morning or ride a bike through our tree lined streets. Traffic is never a problem in any of the residential areas plus you get a perfect opportunity to gaze at our numerous antebellum homes which have been lovingly restored and are actively maintained. The gardens around town, while mostly kept private are easy to view from the sidewalk and many mornings there is an occasion to possibly see the owner outside tending to it. Polite questions are always welcomed. If you're staying at one of Jefferson's downtown hotels or in one of our 30 plus Bed & Breakfast homes, just ask for possible routes that will take you by these beautiful old homes and buildings.

After your morning's tour, you might like to peruse some of the many well stocked antique emporiums and specialty shops. Jefferson is well known for its unique shopping and almost all the businesses are within easy walking distance. That elusive treasure you've been looking for could be right here! Once you've made your way around a few, it's time to think about lunch. This in itself can be a little difficult because of all the great choices we have available. Without naming all the fabulous restaurants, how about let's just talk food! The range includes but certainly is not limited to, world class hamburgers, down home

Southern plate lunches, award winning barbeque, excellent Cajun food, superb salads, pasta and pizza, mouth watering Tex-Mex, specialty sandwiches, killer soups and the most fantastic pies, cakes, pastries, breads and treats that are nothing less than to die for! In a hurry? Jefferson has several fast food restaurants located just a few blocks from downtown supplying you with all your favorite choices.

Now that we've eaten, how about a tour of some of the more historic aspects of Jefferson? The choices for this are varied and it's well worth your time to experience each one. These include a classic carriage ride through downtown and around some of the old neighborhoods. A leisurely boat ride down Big Cypress Bayou and then a trip into the woods on our famous narrow gauge steam train. All of these rides and tours include an informative narrative of all the interesting and historical features that help make Jefferson one of the most interesting and significant towns in all of Texas.

Once you've made your way back and begin to think about what to do and where to go for some nightlife Jefferson again boasts some of the most excellent evening and nighttime dining this side of Dallas. Experience remarkable steaks, outstanding soup and pasta dishes, fantastic east and west coast traditional fare powered up with a little Texas flare, Creole and Cajun dishes that are tre' bon and a long list of house specialty offerings made fresh just for you. Don't forget to save a little room for desert! All our restaurants proudly offer their own knock-your-socks-off sweet courses to top off a great meal. Also, most all of our evening eateries offer full bar service. Many stock a nice list of interesting local Texas wines you may not have enjoyed before and enough beer choices to satisfy any die hard beer aficionado. If you're taste buds are in the mood for a good ole' Southern catfish dinner then please make the short trip down river for a truly memorable dining experience on the waters of Big Cypress Bayou. There's nothing like a fresh fish dinner served right on the water with towering moss draped cypress trees as your canopy!

Now it's time to let your hair down and sample Jefferson's entertaining night life. On most weekends, live entertainment can be found in several venues about town. You never know who might be on stage! It could be comedy, Texas rock and roll, country, juke box classics, jazz, or folk. Or, if the timing is right, an interesting mix of both national and international talent from all around the world that I predict will thrill you thoroughly!

As your night draws to a bitter sweet end and the remains of the day wash over you like a gentle breeze, Jefferson puts on its night clothes and gets ready for another busy day. But this doesn't mean

it's time to pack up and leave! No, Sir! We are but just getting started!

Within the downtown area of Jefferson lies at least, according to last counts, six high quality museums. Their interests vary from all things antique and historical about Jefferson and the area, the history of surveying and time pieces, antique and vintage automobiles, military artifacts from around the world, to the in-depth study of the world famous southern movie classic "Gone With The Wind" and one of the most spectacular and painstakingly detailed miniature railroads available to the public.

There are guided tours given during prescribed hours for several of Jefferson's more unique historical homes. Take a guided moon light walking tour of downtown. In spring time, our local Garden Club proudly presents its annual Pilgrimage tour of homes. Get a close up visit within some of Jefferson's restored Civil War era homes. During this same event you can be part of exciting live Civil War reenactments and skirmishes with actual mounted cavalry complete with booming cannon battles, riverboat Ironsides clashes with land forces, ladies in high boots and hoopskirts, men in period costumes, vendors offering handmade late 1800s apparel and accessories, colorful parades through downtown and the infamous stage presentation, retelling the tragic murder mystery of young and lovely Diamond Bessie Moore.

Throughout the year Jefferson proudly hosts several vintage/classic car, hot rod and Corvette shows along with various motorcycle events, rallies and racing competitions. Automobile and motorcycle clubs routinely visit Jefferson offering an opportunity to see classic, restored, new and custom vehicles as they make a much needed pit stop in our downtown area.

During the winter Holiday season, Christmas is on everyone's mind and Jefferson dresses up for this annual occasion. There is a lighted Christmas tree forest in the park that comes suddenly to life with a flick of an oversized magic switch directly after our annual Christmas parade where Santa Claus is guest of honor on the town's largest fire truck. Afterwards, all good little boys and girls and some just young at heart get to sit on Santa's lap and whisper to him their Christmas wishes. It's a Norman Rockwell experience if there ever was one!

Also during this same period is our famous Candlelight Tour Of Homes®. Vintage homes are opened for ticketed guests and put on display dressed up in all their holiday finest with the warmth and welcoming of the Christmas season. Docents in period dress guide you through the tour homes with details about the past owners and families that resided there plus other usual and sometimes rather unusual facts about them and their home. Elsewhere in town one of the period churches hosts concerts featuring outstanding vocal and instrumental talents from all around the area.

Beginning early in the year, Jefferson plays host to its annual quilt show where accomplished quilt makers from far and wide come to display and offer their handiwork. Then we turn our attention to celebrating Mardi Gras Up River with a weekend of festive parades, food, activities, parties and all things for you to laissez les bon temps roulez!

Our July 4th Celebration is another traditional hometown event with red, white and blue flying every way you look! A fund raiser cake auction is held downtown along with Scouts selling treats to keep you cool and then there's the ice

cream contest where participants pair their own homemade frozen concoctions with others to be crowned the best made. Don't miss the outstanding fireworks display along the river front!

Twice each year in the spring and fall Jefferson is home to our local Gun & Knife show with dealers from around the area offering to buy, sell and trade just about anything that has to do with shooting, hunting and target sports.

Close to the same time each Fall, the Marion County Chamber of Commerce hosts its Taste of Jefferson food venue with area restaurants competing for top awards with samples of their favorite culinary talents for all to taste.

There are other, somewhat more sedate things to take in if this appeals to you. Jefferson is home to one of the earliest original Carnegie Libraries in the nation. This well maintained, highly active and remarkable library houses a wealth of unique information that includes both historical as well as genealogical research material. Throughout the year, the library puts on fund raising events that are more like glitzy parties that somehow always seem to revolve around great eating!

If being outdoors and enjoying nature is your cup of tea then we have plenty of that to go around. On the cypress draped waters of Caddo Lake lie several cozy B&Bs, restaurants, watering holes and numerous tour activities. Ride the river just like they did in the old days on a genuine wood fired, steam powered stern wheeler or explore the back country in a swamp boat with expert guides that know everything there is to tell about Caddo and its history. Rent a boat or canoe and do some photography or cast a line. The fishing is excellent in Caddo and there are several qualified fishing guides that know the lake top to bottom. Just upriver from Jefferson lies beautiful Lake O' The Pines. This is an Army Corp of Engineers project lake built in the late 1950's. Here you can enjoy fantastic fishing, boating, camping, swimming or sailing. There are several well equipped marinas with rental services available.

Then last but not at all least, there's nothing better to do on a quiet lazy afternoon than to just take a drive. In your meanderings, you might want to drop buy some of the area's placid wineries. Two are within a short drive of Jefferson and routinely have tastings and food events that attract wine lovers from all over.

This is not a complete list but you should get a good picture that visiting Jefferson can be as much or as little as you care to make it. Obviously there is way more to get to than one weekend will allow. Between early spring through July 4th, Jefferson has something going on almost every weekend. We take a little time off until Labor Day then activities and events pick back up. Jefferson is like reading a good book. You don't want it to end but then you're anxious to reread it over again and again!

The Historic Jefferson Foundation can be reached at 903-665-7064 or online at [www.historicjeffersonfoundation.com](http://www.historicjeffersonfoundation.com).

For more information, please check in with the Jefferson Tourism Department located at 305 E. Austin or call 903-665-3733 or visit online at [visitjeffersontexas.com](http://visitjeffersontexas.com)

Additionally, please contact the Marion County Chamber of Commerce located at 115 N. Polk or call 903-665-2672 or visit online at [jefferson-texas.com](http://jefferson-texas.com) Y'all come see us now, ya hear!

Skip Torrans  
VP Historic Jefferson Foundation





2015 - 2016 Calendar of Events

2015

September

4 thru 6 ..... Jefferson Flea Market  
4 thru 5 ..... Labor Day Celebration at Historic Jefferson  
Railway  
12..... Classic Car Show  
18 thru 20 ..... Jefferson Flea Market  
19..... Casting for Kids Charity Fishing Tournament

October

2 thru 4 ..... Jefferson City Wide Rummage Sale  
2 thru 4 ..... Jefferson Flea Market  
3..... Runaway Fright Train at Historic Jefferson  
Railway  
8 thru 10 ..... Runaway Fright Train at Historic Jefferson  
Railway  
9 thru 11 ..... Bike Rally: Burn Run Benefit  
10..... EggFest - Grilling on the Bayou  
15 thru 17 ..... Runaway Fright Train at Historic Jefferson  
Railway  
16 thru 18 ..... Jefferson Flea Market  
18..... 25th Annual Taste of Jefferson  
22 thru 24 ..... Runaway Fright Train at Historic Jefferson  
Railway  
24..... Auntie Skinner’s Monster Bash  
29 thru 31 ..... Runaway Fright Train at Historic Jefferson  
Railway

November

6 thru 8 ..... Jefferson Flea Market  
20 thru 22 ..... Jefferson Flea Market  
26 thru 28 ..... Rail of Lights Christmas Train at Historic  
Jefferson Railway  
28..... Christmas Parade  
28..... Enchanted Forest Christmas Tree Lighting

December

3 thru 5 ..... 33rd Annual Jefferson Candlelight Tour of Homes  
3 thru 6 ..... Rail of Lights Christmas Train at Historic  
Jefferson Railway  
4 thru 6 ..... Jefferson Flea Market  
4..... Stuff Your Stocking Bazaar  
10 thru 12 ..... 33rd Annual Jefferson Candlelight Tour of Homes  
17 thru 20 ..... Rail of Lights Christmas Train at Historic  
Jefferson Railway  
18 thru 20 ..... Jefferson Flea Market  
24 thru 27 ..... Rail of Lights Christmas Train at Historic  
Jefferson Railway  
31..... Rail of Lights Christmas Train at Historic  
Jefferson Railway

2016

January

2..... Jefferson Flea Market  
14..... Night at the Museum  
15 - 16 ..... Jefferson Flea Market  
18..... MLK Banquet  
22 - 24 ..... Quilts on the Bayou Show  
23..... Krewe of Hebe Queen Mab Ball

February

5 - 7 ..... Krewe of Hebe Mardi Gras Celebration  
5 - 6 ..... Jefferson Flea Market

14..... Chocolate Sunday - Opera House Theatre Players  
19 - 20 ..... Jefferson Flea Market

March

4 - 5 ..... Jefferson Flea Market  
12..... St Patrick’s Day Express Train  
18 - 19 ..... Jefferson Flea Market  
18 - 19 ..... 5th Annual Route 49 Rally and Festival  
19..... Rabbit Run/Walk 5K  
26..... Easter Egg Hunt  
26..... Easter Egg Express Train

April

1 - 3 ..... City Wide Rummage Sale  
1 - 2 ..... Jefferson Flea Market  
2..... History Haunts & Legends  
7 - 10 ..... Diamond Don’s 14th Annual Vintage Motorcross  
10..... American Girl Book Club Tea  
15 - 16 ..... Jefferson Flea Market  
15 - 17 ..... Outlaw Nationals Antique Rod Show  
15 - 17 ..... East Texas Performing Arts Spring Play  
16 - 17 ..... Jefferson Gun & Knife Show  
21 - 23 ..... East Texas Performing Arts Spring Play  
28 - 30 ..... Diamond Bessie Murder Trial Play  
29..... Civil War Living History School Days  
29 - 30 ..... 69th Jefferson Historical Pilgrimage  
30..... Naval Battle of Port Jefferson & Great  
Locomotive Chase  
30..... Battle For Jefferson Civil War Reenactment  
30..... Strutters Spring Fling Craft Bazaar

May

1..... Naval Battle of Port Jefferson & Great  
Locomotive Chase  
1..... Diamond Bessie Murder Trial  
1..... 69th Jefferson Historical Pilgrimage  
1..... Battle For Jefferson Civil War Reenactment  
6 - 7 ..... Jefferson Flea Market  
7..... Mother’s Day Express  
13..... Friday the 13th Ghost Train  
14 ..... Jefferson Kite Day  
14 - 15 ..... Jefferson Train Days  
20 - 21 ..... Jefferson Flea Market

June

3 - 4 ..... Jefferson Flea Market  
3 - 4 ..... 6th Annual Corvette Classic Car Show  
11 ..... Flag Day Train  
17 - 18 ..... Jefferson Flea Market  
18..... Father’s Day Express

July

1 -2 ..... Jefferson Flea Market  
1 - 4 ..... East Texas Performing Arts Summer Musical  
1 - 4 ..... 4th of July Celebration & Fireworks - Special  
Steam Train  
2..... An Independence Day Celebration of American  
Music  
4..... Jefferson Salutes America Event & Fireworks Show  
15 - 16 ..... Jefferson Flea Market  
22 - 23 ..... National Day of the Cowboy Steam Train

August

4 - 7 ..... Texas Sounds International Country Music Awards  
5 - 6 ..... Jefferson Flea Market  
13..... Civil War Symposium  
19 - 20 ..... Jefferson Flea Market  
27 - 28 ..... Jefferson Gun & Knife Show

September

2 - 3 ..... Jefferson Flea Market  
2 - 3 ..... Labor Day Celebration at Historic Jefferson  
Railway  
10..... 6th Annual Jefferson Fire Brigade Benefit Car Show  
10..... Cypress River Airport Fly-In  
11 ..... Remembering 911  
16 - 17 ..... Jefferson Flea Market  
30..... City Wide Rummage Sale  
30..... 32nd Annual Lake of the Pines Rally  
30..... Jefferson Flea Market

October

1 - 2 ..... Jefferson Flea Market  
1..... Jefferson Railway Runaway Fright Train &  
Halloween Festival  
1 - 2 ..... 32nd Annual Lake of the Pines Rally  
1 - 2 ..... City Wide Rummage Sale  
6 - 8 ..... Jefferson Railway Runaway Fright Train &  
Halloween Festival  
7 - 9 ..... The Burn Benefit - Continuing the Ride  
10..... Egg Fest - Grilling on the Bayou  
13 - 15 ..... Jefferson Railway Runaway Fright Train &  
Halloween Festival  
14 - 15 ..... Jefferson Flea Market  
14 - 15 ..... Marion County Fair  
16..... 26th Annual Taste of Jefferson  
20 - 31 ..... Jefferson Railway Runaway Fright Train &  
Halloween Festival  
29..... Auntie Skinner’s Monster Bash  
31..... Krewe of Hebe Zombie Run

November

4 - 5 ..... Jefferson Flea Market  
4 - 5 ..... KnightLight Tavern’s Medieval Wine Faire  
5..... History Haunt’s & Legends  
12..... Toys For Tots Casino Night  
18 - 19 ..... Jefferson Flea Market  
24 - 26 ..... Rail of Lights Christmas Train  
26..... Christmas Tree Lighting Ceremony  
26..... Christmas Parade

December

1 - 3 ..... 34th Annual Candlelight Tour of Homes  
1 - 4 ..... Rail of Lights Christmas Train  
2 - 4 ..... East Texas Performing Arts Candlelight Play  
2..... Stuff Your Stocking Bazaar  
2 - 4 ..... Jefferson Flea Market  
8 - 10 ..... 34th Annual Candlelight Tour of Homes  
8 - 10 ..... East Texas Performing Arts Candlelight Play  
9 - 25 ..... Rail of Lights Christmas Train  
16 - 17 ..... Jefferson Flea Market  
29 - 31 ..... Rail of Lights New Year’s Eve Train





Samuel Fountain Moseley

Samuel Fountain Moseley was born on November 15, 1818 in Madison County, Alabama to John Moseley (b. 11-19-1785) and Elizabeth Wakefield (b. 11-8-1788). He was one of twelve children born to John Moseley and his first wife, Elizabeth Wakefield and third wife, Epsey Gaston. Eight children of John Moseley who located in what would become Marion County were Samuel Fountain, Thomas Madison, William Hilary, Charles Fleming, Abner Pulaski, Nancy E., Lucy C., and their half-sister, Sarah Elizabeth Moseley.<sup>1</sup>

Sam Moseley came to Texas in 1845, settling in Bowie County and serving in the first and second Legislatures of the State of Texas and as the first lieutenant of Company F, of Col. William C. Young's Third Texas Mounted Volunteers during the United States' war with Mexico. Upon receiving his discharge in 1846, Moseley became one of the earliest settlers in eastern Marion County, establishing a 1400 acre cotton plantation eight or nine miles east of Jefferson. The plantation was accessible to Smith's Landing where he loaded cotton. He was the first of several siblings to settle in the eastern part of the county.<sup>2</sup>

Moseley was a prominent lawyer, land agent and served for awhile as editor of *The Jefferson Herald*. Moseley was also a part owner of the *Herald* from 1850 through 1854. Moseley formed a law partnership with Edward Benners and Montraville J. Hall of Marshall in 1851.

**Benners, Moseley & Hall,**  
**ATTORNEYS AT LAW.**

**WILL practice in the several counties of the sixth Judicial District, and in the Supreme and Federal Courts of the State at Tyler.**

**ADDRESS:**  
**E. G. BENNERS,** } Jefferson, Texas.  
**S. F. MOSELEY,** }  
**M. J. HALL,** Marshall, Texas.  
**May 3, 1851. n37**

Advertisement from a Jefferson Newspaper on May 3, 1851

The firm of Benners, Moseley & Hall practiced in several courts of the 6th Judicial District and in the Supreme and Federal Courts of the state at Tyler. This firm dissolved by mutual consent in January 1857.

**Dissolution.**

**THE partnership heretofore existing between the undersigned as Attorneys at Law, in this day, by mutual consent, dissolved. The business heretofore confided to them will receive the attention of all the firm until finally disposed of.**

**S. F. MOSELEY,**  
**E. G. BENNERS,**  
**M. J. HALL.**

**LAW NOTICE.**

**M. J. HALL, Attorney at Law, Marshall, Harrison county, Texas.**

**Will practice in all the counties in which the old firm heretofore practiced and in the Supreme and Federal courts at Tyler.**

**Feb 14 '57**

Dissolution Notice of the Firm in a Newspaper on February 14, 1857

Moseley then joined Seaborn Wilkinson to form Moseley & Wilkinson, practicing in the 6th and 8th Judicial Districts and in the Supreme and Federal Courts of the state at Tyler. Mont Hall continued to practice in Marshall and reestablished a partnership with Moseley in February 1858 under the name Hall & Moseley.<sup>3</sup> According to a statement dated October 21, 1851 and published in the Star State Patriot on January 10, 1852, Moseley was a candidate for District attorney in the 6th Judicial District. The outcome of this election is not known.<sup>4</sup>

**District Attorney.**

**ST. SAMUEL F. MOSELEY, Esq., of Cass county, is a candidate for District Attorney, for the Sixth Judicial District, at the ensuing election.**

**In due time, I will publish an address to the people of the District, setting forth my opinions of the moral, personal, and legal qualifications, that should characterize that officer; and the duties connected therewith.**

**As soon as my health will permit, I will take pleasure in visiting the people, addressing them free to face, and making my views on this subject more fully known, as I deem that office to be second to none in the State, to sustain and vindicate the laws of the land, and in protecting the rights of her citizens. I wish—yea, I demand, at least for myself, that these things be fully discussed by the press and the people, and in so doing, that you “nothing extenuate nor ought set down in malice.” Such is the ordeal I am of opinion all public officers should pass through before they are permitted to assume the powers thereby delegated, and enjoy the honors and profits arising therefrom. When the merits and qualifications of the candidates shall have undergone this test, then the people need have no fears that the office will not be filled by one of merit.**

**SAMUEL F. MOSELEY.**  
**Jefferson, Texas, Oct. 21, 1851. n27 1f**

Announcement of Moseley's Bid for District Attorney, October 21, 1851

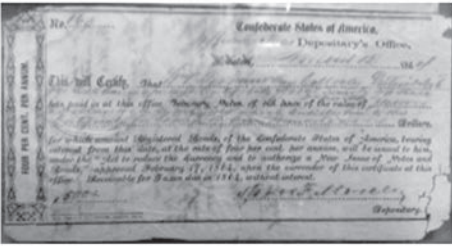
Sam Moseley married Eliza Irby Wilkinson (1835-1874) on August 24, 1852 in Cass County (Marion County was still a part of Cass County then). Eliza was a daughter of Moseley's future law partner, Seaborn Wilkinson. They became the parents of at least ten children. The 1860 census

of Marion County contains the following information on the Moseleys:

Saml. F. Moseley 41 Atty At Law Born Ala.  
Eliza E. 25 female Ala.  
Seab. W. 7 Texas  
Lizzie 5 Texas  
Sam F. 4 Texas  
Eliza E. 2 Texas

This census listed Moseley's real estate assets at \$80,000 and his personal property at \$35,000. It does not indicate the number of slaves in the Moseley household.

Moseley was quite active in supporting the Confederate war effort. He evidently requested some position in the Confederacy as evidenced by the June 7, 1862 letter to Moseley from John H. Reagan, the CSA Postmaster General of the Confederacy. In June 1861 he was attempting to help purchase arms and ammunition in New Orleans for some of the troops and to procure cloth for the uniforms of Capt. Albert Clopton's Company D, Star Rifles, 1st Texas Infantry. Moseley headed the Confederate Depository office in Jefferson which dealt with Confederate registered bonds and notes. Based on the letter from W.S. Oldham to Moseley on March 14, 1863, this appointment occurred in March 1863.



An Interim Depository Receipt document from the Jefferson Depository's Office signed by Sam F. Moseley

Several letters between Moseley and William Bramlette, the Secretary/Treasurer of the Memphis, El Paso and Pacific Railroad, indicates that Moseley had some type of professional relationship with the railroad. He was also involved in the issue of getting the railroad iron delivered to the railroad. Some of it was delivered to the railroad but the Confederate government confiscated most of it for use in fortifications at Shreveport.

After the Civil War ended, President Andrew Johnson issued his "Amnesty Proclamation" There were fourteen classifications of southerners who were ineligible for amnesty and required a special pardon. Moseley was forced to request a Presidential Pardon because of his role as a Confederate Depository during the war (First classification) and possibly his net worth (Thirteenth classification). Sam Moseley received a Presiden-

tial Pardon from President Andrew Johnson dated 4 October 1865. The original pardon document is framed and on display in the Jefferson Historical Museum along with the Oath of Amnesty certification by the clerk of the Court of Marion County.

After the war, Moseley continued to practice law and to deal in real estate. Although he had owned the land occupied by the Confederate Ordnance works or powder magazine property on the north side of the Big Cypress Bayou since 1850, Moseley had to re-purchase the land from the U.S. Treasury eight months following the Trans-Mississippi Department's surrender. After the murder of a carpetbagger named G.W. Smith on October 4, 1868, many leading citizens of Jefferson were incarcerated by the Federal authorities in a stockade. Moseley was one of the lawyers representing some of those citizens detained in the stockade. In Moseley's papers, there is a note to Moseley from a George W. Warren who was in the stockade. He asks Moseley to send him some fruit and cigars in the stockade. Samuel F. Moseley died on January 23, 1878 and is buried in the Wilkinson Cemetery, the family burial ground near Smithland. The cemetery is named for Seaborn Wilkinson, Moseley's father-in-law and former law partner.

Authors Notes:

- a. The authors received family information from Moseley descendants for this article. We thank Sam Moseley of Marshall, a direct descendant of Sam F. Moseley, for family information and images of Sam F. Moseley and Ms. Juanita Davis Cawthon, a descendant of Abner Pulaski Moseley, for Moseley family information.
- b. This article is an excerpt from the book "It is Naber against Nabor, Sun Against Father ..." *Civil War Letters from Jefferson, Texas* by Weldon Nash, Jr., John Taylor and Mitchel Whittington, 2015. The book was released at the 2015 Jefferson Civil War Symposium and is available for purchase at the Jefferson Historical Society and Museum, 305 E. Austin Street, Jefferson, Texas.

(Endnotes)

- 1 Jefferson Carnegie Library, *Marion County Texas, Family Profiles 1840-1900*, September 1, 1981, by Juanita Davis Cawthon. Page 31.
- 2 Jefferson Implicute, Jefferson, Texas; August 9, 1962.
- 3 Jacque D. Bagur, *Antebellum Jefferson, Texas: Everyday Life in an East Texas Town*. Pages 395, 488-89.
- 4 Ibid., 406.



# The Death of the Mittie Stephens Or Sinking was a Caddo Lake Disaster

By Vic Parker

The following account is a fictionalized account by a passenger aboard the Mittie Stephens, a steamboat which sank on Caddo Lake in 1869, claiming more than 60 lives.

The savage fire lit the night sky above Caddo Lake, bringing faint hope for a way to shore, but offering an awful glimpse of bodies floating on the ink-black surface of the water. Everywhere about us mothers cried out for their drowning babes, and men cried out for their wives. Along the shore came blessed rescuers, determined to wrest victims from the devilish twins of fire and water.

We had departed New Orleans at the foot of Canal Street. Our carriage was the Mittie Stephens, a handsome packet of more than 300 tons, nicely appointed and a comfort for the hundred or so passengers.

I felt only slight unease as I gazed forward at the stacks of hay and the nine kegs of gunpowder.

“Is there no danger with that mixture?” I asked the steersman, Joe Ludwick, as we negotiated northward on the route from Alexandria to Shreveport.

“There’s always danger,” Joe replied, “but we’ve made this run before. I wouldn’t worry about it. Look how calm the water and clear the sky. We’ll see Jefferson without much trouble.” Truly he must be right, I thought, as willows and cottonwoods grew down to the shore as we wended our way north. A slight breeze from the south brought with it the promise of spring.

Our captain was a hearty type named Kellogg. He had watched as the Mittie took shape in Madison, Indiana in 1844. He knew her every cranny, and he was most familiar

with our route which would take us from Shreveport up the Red to the bayou and on into Jefferson, by all accounts a most pleasant, if bustling and busy metropolis.

Rumors swirled about the boat that she carried a hundred thousand dollars in gold as the payroll for the Union soldiers stationed in Jefferson.

Yet her most precious cargo were the passengers, many of them young mothers bound for Jefferson and a reuniting with their husbands who had gone ahead to stake claims in the promised land of East Texas.

Upon our arrival in Shreveport, several of the men disembarked. Though their destination was Shreveport, they gave no reason, and a certain unease filled me as we watched them fade from view.

It was Feb. 11 at 4 p.m., and darkness soon engulfed the Mittie. As we made the turn into Caddo Lake, the night became stygian, and the cypress trees looked as beckoning wraiths, their skeletal limbs reaching across the black water beneath.

I had supped early and retired, but something brought me from my cabin to the deck as midnight drew nigh. Torches had been lit on the bow to help the pilot across the blackness of the lake, and now a stronger breeze gusted across the Mittie.

As I watched, there came a shudder as our ship struck a snag, and a sputtering straw broke from the torch and found refuge on a nearby hay bale. Immediately, it sparked, and a flame arose.

“Mr. Swain, Mr. Swain,” I cried to the pilot above me. “There’s fire.”

It was but a moment’s work and other bales were blazing. Attempts by Mr. Swain, myself and others to dampen the

fire proved fruitless, and the fire jumped. In but moments, flames were everywhere.

Capt. Kellogg immediately turned the Mittie toward shore, but our ship was mortally wounded.

Passengers faced a fiery death behind and a watery death before, but many leaped into the water, some of them mothers with babes in arms.

I and the other men began throwing overboard anything that could be used to save a life. The flames crept nearer, but most labored on heroically, tossing to those already in the water chairs and planking. Moments later, the Mittie jammed into the mud of the bank near Swanson’s Landing. To keep her there, the captain ordered that the stern wheel be kept churning to hold her position. The noise and the churning water only added to the panic and confusion, and several desperate souls were drawn into the whirling blades.

I jumped from the rear of the boat and found myself among other survivors bent on reaching the safety of the shore. Nearby, a young mother held her baby high as she struggled to keep her head above water. I grasped the child from her clutches just as she sank beneath the water, and I stood helpless with an orphan in my arms.

Hearing shouts, I turned toward the bank and saw a man on horseback guide his steed into the lake where he plucked a young lady from the icy water. He raced to shore, dropped her into the waiting arms of another survivor and immediately returned to help another.

As I watched, he returned again and again, in the matter saving several before his mount tired from their heroic mission. One of those he saved was the



infant I had claimed from its mother.

As I clambered up the bank to dry land, another shout rose from behind me. I turned and saw racing through the dark lake water the Dixie, another packet plying the lake, on a mission of mercy to save her dying sister. She came heedless of the deadly cypress stumps and the leaping flames.

I later learned that her captain, Thornton Jacobs, saw the night sky drawn with red, crimson and orange and guessed the fate of the Mittie.

Ignoring the ravaging snags, he brought his ship near the Mittie and began taking off survivors.

As I staggered onto the shore, I noticed groups of stunned survivors, clutching each other for warmth and human touch following the horrors of the past hours.

Joining one such group, I found myself next to the very mother who I thought had drowned. Here, on the muddy bank of the menacing lake under a chill February sky, she was reunited with her babe.

I slept fitfully for a few short hours, cold and hungry, but eternally grateful to God Almighty for sparing my life and the lives of so many others.

Daylight brought news of a different sort. A short distance into the foul water brought the sight of corpses bobbing on the surface. All that remained of our packet was a burned hull.

The dark and dreary lake had claimed her sometime during the night, and all that remained was the flotsam of human tragedy ... a child’s doll here, a gentleman’s hat there.

We learned a short time later that the awful mishap took the lives of more than 60 souls, and we suspected that the Mittie Stephens disaster would prove the deadliest incident in the history of the mysterious lake known as Caddo.

About the only remnant remaining today from the steamboat Mittie Stephens is the ship’s bell which is on display at the Jefferson Historical Museum.





# Candlelight Music Concerts

## 33rd Annual Candlelight Tour of Homes®

First Baptist Church of Jefferson is thrilled to host the Candlelight Christmas concerts for 2015. This church is well suited for these performances because the choir loft, pulpit platform and congregational seating are large enough to accommodate ever-growing musical groups and audiences. First Baptist Church of Jefferson has played an important role in Jefferson history and has been a dynamic and viable ministry since its founding in 1855. The church was host to the Southern Baptist Convention in the late 1800s. At that time, that was the largest meeting ever held by that body west of the Mississippi River. The Reverend David B. Culberson, who pastored this church during the mid-nineteenth century, was father to both a Texas Governor and a United States Senator. The congregation remains a leading spiritual influence in the entire Ark/La/Tex area. What better way to begin the holiday season than to enjoy the sounds of the seasons as we prepare for the true meaning of Christmas. This year the musical selections are better than ever. There is something for everyone including large classically-trained community and church choirs, gospel choirs, hand bell choirs, and much more.

Performances will be on Thursdays, December 3 and 10, and Fridays and Saturdays, December 4, 5, 11, and 12.

Admission to all concerts is free. The church looks forward to celebrating the season and welcomes all to share in the music of the most joyous season of all.



## The Great River Raft

By Vic Parker

The Great Red River Raft of the 19th century was both a boon and a bane to Jefferson; a boon because it created a thriving port, and bane because it then took it away.

The origins of the raft are unknown, but Indian guides told the early explorers it had always been there. It apparently formed just north of Natchitoches and spread up the river, a solid mass of logs 25 feet high in some places.

Cottonwoods and willows sometimes took root in the decaying mass, further adding to the morass. Estimates are that the raft, first identified in 1805, grew at an annual rate of four-fifths of a mile. In 1828, Joseph Paxton of Arkansas reported the raft was 80 miles long.

While it made for only limited movement on the Red, the resulting backwaters created the port of Jefferson as Big Cypress Bayou gradually became a large and navigable waterway.

Since its identification, however, the raft was the focus of efforts to remove it, beginning as early as 1828. Paxton supposed that the removal would be worth as much as \$700,000 to the young nation as it would reclaim flooded land.

Congress responded on May 23, 1828 by appropriating \$25,000 to be used over the next four years for little more than planning.

Appointed by the Army Corps of Engineers to remove the raft was Capt. Henry Miller Shreve, who was tasked with evaluating a plan to open shorter canals and deepening bayous to create a passage around the raft.

On Sept. 29, 1832, Shreve replied that a better, and less expensive, plan would be to re-

move the raft by loosening the timbers and allowing them to float downstream. He proposed that the snag boat Archimedes, which he had designed, would accomplish that task.

Shreve arrived at the raft on April 11, 1833, at which time the jam extended from Natchitoches 1390 miles north to a point 27 miles above the present site of Shreveport.

A month later, Shreve reported he had removed five miles of the raft, and a month after that, wrote that 40 miles had been cleared.

In the first three months of the project, the Archimedes and three other snag boats cleared a total of 70 miles.

Shreve then asked Congress for \$100,000 to complete the task. The government responded with \$50,000, and then Shreve learned that the raft had replenished itself.

Over the next four years, Congress appropriated a total of \$230,000 for the project. Shreve, in the meantime, had developed an improved snag boat, dubbed “Uncle Sam’s Toothpuller.” With a double hull and powerful lifting machinery, the boat delivered a blow with enough force to loosen snags weighing as much as 75 tons.

In March 1838, one of the powerful boats rammed its way past the head of the raft, clearing the channel and letting the current flow downstream. That allowed steamboats to move upriver.

The raft, however, seemed determined to restore itself. After heavy rains on April 15, 1839, fallen timbers created a blockage as large as the only recently dispatched. In addition to completely blocking the channel, the raft ensnared two steamboats.

More than \$250,000 had been spent and the river remained blocked. No funds were appropriated the next two years, and the raft continued to grow.

There were separate efforts in 1845 and 1852 to remove the raft, but it wasn’t until 1872 that Congress appropriated more funds.

Jefferson, in the meantime, was taking full advantage of the Red River obstruction, growing to become the state’s second largest port, trailing only Galveston. More than 25,000 people called Jefferson home, and the city was a major player in commerce and industry.

The end was in sight, however, when Congress allotted \$150,000 to remove the raft. Much of that money was dedicated to the purchase and use of a new explosive: nitro-

glycerine. It would prove the raft’s undoing.

Under the direction of Capt. C.W. Howell, cans containing as much as 20 pounds of nitro were sunk near the bottom of the river and then exploded. Those explosions loosened the mass.

The triumphant day was Thanksgiving 1873 when the last remaining section of the raft floated downstream in the rapidly rising water. The total bill for the entire effort was more than \$2.4 million.

The consequences were as predicted. Removal of the raft eliminated the backwater that had raised the levels of Caddo Lake and Big Cypress Bayou.

Jefferson found itself beyond the range of water traffic, and a slow economic decline began which continues to this day.





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 "Olde World Restaurant"

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**The 4th annual**  
**Medieval Wine Faire**  
**2015**

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 Tastings & Vendors Saturday, Nov. 8th

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# American Patriots

## 69th Annual Pilgrimage

Jefferson, Texas  
 April 28, 29, 30 and May 1st

*Tour Historic Jefferson Homes*  
 Friday, April 29th & Saturday April 30th, 2016

### Tour Tickets

Adults \$20  
 Children 12 & under \$3  
 Tickets available at -  
 The Excelsior House Hotel  
 211 W. Austin St.  
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 (800)490-7270

[www.theexcelsiorhouse.com](http://www.theexcelsiorhouse.com)  
[www.jeffersonpilgrimage.com](http://www.jeffersonpilgrimage.com)

### 62nd Annual DIAMOND BESSIE MURDER TRIAL

Jefferson Playhouse  
 corner of Henderson & Market Streets  
 Thurs. April 28th  
 Friday April 29th  
 Saturday April 30th  
 Sunday May 1st  
 Tickets \$20  
 on sale January 2016  
[www.diamondbessieplay.com](http://www.diamondbessieplay.com)

### JEFFERSON GUARD PRESENTATION OF COLORS RE-ENACTMENT

Sunday May 1st, 10AM  
 Christ Episcopal Church  
 703 S. Main Street

### PILGRIMAGE EVENTS

Pilgrimage Parade and Town Skirmish Sat., April 30th, 10AM  
 - Craft Fair & Sale, William Perry Park, Fri., Sat., Sun.  
 - Heirloom Plant Sale, William Perry Park Fri., Sat., Sun.  
 - Tours of Atalanta (Jay Gould's Private Rail Car) 10AM - 4PM  
 Quilt Show, Fri., Sat. 9AM 'til 5PM  
 - Twilight Garden Strolls Fri. and Sat., 5:30 'til 7PM



# JEFFERSON’S 33<sup>RD</sup> ANNUAL CHRISTMAS CANDLELIGHT TOUR OF HOMES® SET FOR DECEMBER 3-5 AND 10-12

By Bill Gleason

Christmas may come once a year but Jefferson, Texas has two weeks of Christmas Cheer. So if you’ve got a case of the “bah humbugs” from all the doom and gloom deliveries you’ve been getting at your doorstep or over the television, it’s time to SHAKE IT OFF, FIGHT BACK and join the thousands of yearly visitors who choose to immerse themselves in the quaint and beautiful sights, scents and sounds of Christmases past.

This is your official invitation to the 33<sup>RD</sup> ANNUAL JEFFERSON CANDLELIGHT TOUR OF HOMES® brought to you by the HISTORIC JEFFERSON FOUNDATION. Tours this year will be December 3-5 and 10-12 (Thursday through Saturday both weeks) This year we will feature as our Candlelight Homes a fine example of early Texas Greek Revival architecture, an

antebellum Greek Revival home later renovated into its current Neo-Classical style and a newly constructed historical Neo-Classic replica home. A special treat this year will be the addition of a 1920’s downtown building that is the home of an antique car museum featuring pristine vehicles and docents in period costumes appropriate to each car era represented. The tour homes will, as always, be decorated with all natural greenery, the warm glow of candlelight and traditional decorations. You can also expect to take in the incredible scents of Christmas as you are escorted through the homes by docents dressed in period costumes who will provide you with details about the homes and are more than willing to answer your questions.

The town will be dressed up as usual for the

season and you, your family and guests can join in with our numerous repeat visitors to shop for that special gift or souvenir, dine at one of our fine restaurants, visit our Enchanted Christmas Tree Forest, take a carriage ride, listen to Christmas music offerings, take a Christmas themed steam train ride on the Historic Jefferson Railway, visit our award winning museum and view the R. D. Moses model train extravaganza adjacent to the museum. There will be our annual Christmas play and plenty to keep the family occupied for a day or the entire weekend. Remember, Jefferson has a host of bed and breakfast establishments, historic hotels and modern motels where you can relax for the weekend while you bask in the glories of the season. The tickets are good for the entire tour so if you want to see different homes

on different nights, you may.

Tickets are \$20 each with a discount for groups of 15 or more. Tickets for children under 10 are \$2.00.

Thursday tours are from 3-7 p.m. Friday and Saturday tours are from 5-9 p.m. You need to plan from 30 to 45 minutes per home but each ticket is good for both tour weeks if you decide to space them out. Now is the time to book your lodging reservations as the hotels and B and B rooms fill up quickly. You can call 903-665-7064 or visit our website [www.Jeffersoncandlelight.com](http://www.Jeffersoncandlelight.com) for ticket information and to purchase tickets online. For lodging information see [www.VisitJeffersonTexas.com](http://www.VisitJeffersonTexas.com). Looking forward to your visit, the Historic Jefferson Foundation welcomes you with open arms and the spirit of Christmas.

## THE EANBEORHT (e un bord t) HOME

Nestled in the county of Olney, just north of London, lies the present day sleepy village of Emberton, England. In 1999, Dr. Sherilyn Emberton traveled to the tiny, historic hamlet to learn more about her heritage. After meeting with the town historian, she learned that her family name originates from the English version of the surname Eanbeorht (ee un bord t). The village name is an Old English word and means Eanbeorht’s Farm.

When relocating to East Texas in 2011, Dr. Emberton looked for a town that recreated the historic small village feeling of Emberton and fell in love with all things Jefferson. The lot where the house stands was originally part of the Urquhart subdivision and developed by Allen Urquhart who was a professional land surveyor and ferry owner who acquired a significant tract of land be-

tween Big Cypress and Black Cypress Creek in the mid-1800’s.

Eanbeorht, located at 410 Walnut is a modern recreation of history. Built in 2012, careful thought went into planning a Reconstruction era feel with room for historical interpretation of past and present history. For example, when you stroll up the front walk, visitors notice a single line of faded brick stones. These stones celebrate the history of the Civil War, being transported from the original iron ore smelter on the banks of the Tennessee River, which predicated several early skirmishes between Northern and Southern troops.

The exterior of the home is covered in restorative brick from the Old Marshall School built in the early 1900’s and just recently torn down in the last few years. As you move through the home, many of the furniture pieces are original to East Texas and the Emberton and Spencer families,

including original items from early Presbyterian churches and missionaries, the Shaver family homes in Maud and Redwater, as well as the original bedroom set from Mrs. Ocie Ledbetter Emberton as she made her home in Texarkana from Oklahoma in the early 20’s.

For Candlelight, the home’s theme will be Santa’s workshop. Each room will represent the staging and preparation areas for all that the Claus’ will need to make each family’s Christmas that perfect time of year.



## DOTSON-KING HOUSE

In October 1862, Lucy VanDuzen Culberson Dotson (known as ‘L.V.’) and her husband, James B. Dotson, purchased the land at 312 North Walnut Street and built their home. Her parents, sisters and brothers had homes east of the location, and his family had homes west of the location. Her brother, David Browning Culberson, was a lawyer and served as a Texas legislator, serving terms before and after the Civil War. He helped defend Abe Rothschild in the famous Diamond Bessie murder trial, His son and L.V.’s nephew, Charles Allen Culberson, became Governor of Texas from 1895 - 1899 and afterwards served in the U.S. Senate.

Hopes and dreams for their lives and that of their 18 month old daughter Lula would be short-lived, however. The spring of 1863 found Dotson fighting with Company K of the 7<sup>th</sup> Texas Infantry. He died in the battle of Raymond, Mississippi on May 12, 1863. Ms. Dotson supported herself and Lula as a seamstress. Lula married a son of the George Todd’s who lived in a Victorian two story home next door to the First Baptist Church on Polk Street. Lula died on 9/8/1879 at age 19 from an unknown illness while expecting their first child. “L.V.” never remarried and lived in the Walnut Street home until May 1905 when she sold the property to Minnie and James King. She moved into the home of Lula’s in-laws, the George Todd’s, as a boarder and died there in 1924.

The Kings were relatives of Marion/Cass county pioneers. Both were born and reared around the Prospect Community. Mr. King worked for Kirkland Grocery, located at 120 Lafayette Street, later buying and operating it as King Grocery. After Mr. King retired, his son, Louis, and his wife, Tatum, operated the store until 1948 when the Franklin family purchased the grocery.

The original home consisted of three rooms and an outside kitchen with a couple of outbuildings on the property. Deed records show the construction of the original home in early 1863. The 1873 map of Jefferson shows the home and 2 out-buildings. The Kings significantly enlarged the house to nine rooms to accommodate their five children. After the children married and left home, the Kings remodeled the home to accommodate boarders. The living room and dining room were converted to bedrooms and one large bathroom was divided to create two small ones. Oilfield workers and others rented rooms and enjoyed family meals from the mid-1930s until the mid-1950s. For the young women boarders, Mrs. King kept strict rules for their conduct while in her home.

In 1965, Mrs. King sold the home to Mary Hitt and she continued to rent rooms for several more years. She used the front two rooms to sell homemade jelly, pecans, craft items and plants. The west side of the front porch was converted to a greenhouse. One of Mrs. Hitt’s renters for many years was a local grocer, Nookie Baldwin.

In 1996, the home was sold to the current owner. In the process of renovation, several interesting items were found. In the linen closet

stuck to the wallpaper was a “King” candy sticker. Also, someone apparently caught young Louis carving his initials on the pantry wall, and those unfinished initials remain today.

As two owners after Ms. Dotson were merchants, money storage was handled in two bedroom closets in the home. One bedroom closet had a “money slot” cut into a plank in the floor. Money was pushed through the slot dropping into a container attached to the bottom side of the floor under the house. In the closet in Mr. and Mrs. King’s bedroom, a wooden board section slid up and down where he put his money bags from the grocery store each evening.

An original electrical outlet still remains in the kitchen, and an original telephone connection remains in the back hall. The kitchen pantry is original to the home from the 1863 construction.

Many stories were told by the King daughters, Mrs. Winnie Liverman, Mrs. Frances Liverman and Mrs. Daisy Wheeler and their lifelong friend, Miss Anna “Baby” Shaw, of growing up in the house. As a child, Daisy loved to climb a large pecan tree on the west side of the house so she could sit atop the house. The last major flood in 1946 saw water within an inch of the porch. Mr. and Mrs. King usually slept on a screen porch at the back of the house.

The Dotson-King home has been lovingly restored with information provided by the daughters prior to their deaths. Miss Daisy was able to see the project to completion before she died in August 2005 at the age of 99.

The home is owned by Sharon and James Goolsby.





LAFAYETTE STREET  
VINTAGE CAR MUSEUM

The Lafayette Street Vintage Car Museum is located in the A. J. Woods Building located at 112 W. Lafayette St. This building was built in 1920 and served for several years as home to 3 different banks, all of which failed due to the Great Depression. At one point in time, it also housed the Chamber of Commerce. In 1951 it was purchased by Dr. A. J. Woods who ran his medical practice there from 1951 to 1983. After his death, his daughter Pat inherited the building.

From 1983 to 2007 the building was home to a few other businesses such as a print shop, gift shop and a sandwich shop.

In 2007 Pat’s husband, Jimmy Moore, gutted and remodeled the inside, which at one time consisted of a waiting room, x-ray room, examining room, etc. Mr. Moore did, however, leave the original ceiling.

The A. J. Woods Building is currently home to Mr. Moore’s “Lafayette Street Vintage Car Museum” where you will find several of Mr. Moore’s beautifully restored and displayed vintage cars.

1923 Model T Touring Car

This car was also known as the “Tin Lizzie” and it was produced by Ford Motor Company from October 1, 1908 to May 26, 1927. It is generally known as the first affordable automobile. This car opened travel to the common middle-class American; some of this was because of assembly line production instead of individual hand crafting. The Model T was named the most influential car of the 20th century in the 1999 Car of the Century competition.

1929 Model A Touring Car

The name Model A was first used by Ford in 1903 and was also known as the “Ford Mobile” This was the first vehicle produced by the Ford Motor Company. Standard equipment included: 4 wheel mechanical brakes, speedometer, hydraulic shock absorbers, starter, windshield wipers, dash lights, mirror, gas gauge and tools. Bumpers were a \$15.00 option.

1931 Model A Roadster

The Ford Model A of 1928-1931 was the second huge success for the Ford Motor Company, after

its predecessor, the Motel T. First produced in 1927, it replaced the Model T, which had been produced for 18 years. This new Model A was available in four standard colors.

1931 Chrysler CD-8

The Chrysler Series CD Deluxe Eight line was introduced in May of 1931. They had a V-type radiator that had a similar appearance to the radiator found on the L-29 front wheel drive Cord, Power was from an L-head 282 1 cubic inch engine delivering 100 horsepower. They had a four-speed multi-range transmission and hydraulic brakes. Body styles included Roadsters, Royale and Convertible Coupes and Sedans.



The 1933 Buick

Buick built a solid and sought after series of luxury cars during the classic era. This car was purchased by those desiring a less ostentatious luxury car during the hard times of the 1930’s. This car is powered by a 344.8 cubic inch straight eight and weighed just less than 4,700 lbs. The most prominent improvement was independent suspension. This new suspension developed

by General Motors soon attracted the attention of Rolls Royce, who negotiated to use this enhancement in their Phantom III V-12.

1936 Ford Cabriolet

Ford, which offered a variety of open-car styles, added one more in 1936, the Cabriolet Convertible for four passengers under a single canvas top. Ford called this new model the Club Cabriolet and offered it solely in Deluxe trim. At \$675.00 to start, it cost \$50.00 more than a rumble-seat convertible. With 4,616 built, it enjoyed only about a third of the rumble-seat ragtop’s popularity.

1938 Dodge Brothers Pickup Truck

The 1938 Dodge truck line was the broadest ever. Dodge claimed to meet 98% of all truck needs with one model or another, and a new truck plant began operation in Warren, Michigan. The neat 1938 Dodge RC Pickup with its rounded grille and skirted fenders usually appeared in very plain guise, but buyers could specify chrome headlights and radiator shells. Some dealers offered a variety of aftermarket equipment such as rack-type utility

and stake body parts.

1938 Chevrolet Master Deluxe

The Chevrolet Master and Master Deluxe are American passenger vehicles manufactured by Chevrolet between 1933 and 1942 to replace the 1933 Eagle. It was the more expensive model in the Chevrolet range at this time, with Mercury and Standard providing a cheaper and smaller range between 1933 to 1937.

1939 Ford Deluxe

Ford Motor Company introduced its Deluxe Ford line in 1938 as an upscale alternative to bridge the gap between its base model and luxury Lincoln offerings. The “Deluxe” name was used to specify an upscale trim. During 1939, Ford had five lines of cars: Ford, Deluxe Ford, Mercury, Lincoln-Zephyr, and Lincoln.

1940 Buick Eight

The Buick Super is a full-sized automobile produced from 1940 through 1958. Excluding WWII, It was built on Buick’s larger body shared with the Roadmaster. It and the Roadmaster were replaced by the Electra in 1959. When introduced in 1940 the new series 50 Super featured the cutting-edge “torpedo” C-body. It featured shoulder and hip room that was over 5” wider, the elimination of running boards and exterior styling was streamlined and was 2-3” lower. When combined with a column mounted shift lever the car offered true six passenger comfort.

1940 Cadillac Fleetwood

Fleetwood was Cadillac’s in-house coachbuilder, although very little custom building was taking place by 1940, all 1940 V-8 models featured new grille styling. 1940 was the last year Cadillac offered side-mounted spare tires. The 1940 Cadillac continued the “projectile” or “torpedo” body-styling introduced in the prior year. The grilles were some of the most distinguishable differences over the prior years as they were slightly revised and included fewer bars. Louver bars could now be found on the side panels of the hood. The V-8 engines could be found powering the five different wheelbase lengths that Cadillac was offering. A 1940’s Cadillac Fleetwood Town Car was auctioned at the 2006 Christies auction for \$91,650.

SINGLETON’S VIRGINIA CROSS

The old Singleton home located in the older portion of Jefferson at the corner of Soda and Orleans Streets was built in 1859. This year will be the second year that it has been on the Candlelight Tour.

In its early history, the house changed hands many times, being owned by B. J. Terry, Buckner Abernathy and George McFarlane, who was the first railroad engineer on the M, K & T Railroad to run a train from Jefferson to New Orleans. In 1885, Capt. W.E. Singleton purchased the home. Capt. Singleton served as an officer in the Confederate Army and saw action at the battles of Booneville, Carthage, Wilson Creek and Pea Ridge. After the war, Capt. Singleton was a prominent citizen in Marshall. He was elected as a member of the first Board of Aldermen, was appointed district clerk in 1872, was elected sheriff in 1873 and in 1879 was elected county commissioner. After moving to Jefferson, he was appointed custodian of public buildings. The Singleton family maintained ownership of the home until 1985. The last family member to occupy the home was Mrs. Elli Mae Mosely, a granddaughter of Capt. Singleton.

The house is an excellent example of early Texas Greek Revival architecture that was patterned after 18<sup>th</sup> Century Virginia houses of the cross plan, hence the sobriquet “Virginia Cross.” There is not another house in Jefferson like the Virginia Cross. The house has a two-story projection in front with a porch below and a porch above at the second story. This projected porch is supported by classical columns and is covered by a front facing gabled pediment. There is a large central hallway with pairs of doors at the front and back that provided cross ventilation in early times. The front portion of the house is two-story with a stair in the central hall. When viewed in plan, the projecting front porch, central hall and front rooms form a cruciform plan.

The Virginia Cross is constructed of Cypress lumber and the exterior walls are covered with Cypress clapboards. All of the floors are original wide plank, heart pine floors. The Parlor and Central Hall are decorated with period wallpaper. This significant example of antebellum architecture was recorded as a Texas Historic Landmark in 1966 and was entered in the National Register of Historic Places in 1970. In 1966, the National Park Service made measured drawings of the house and filed them in the Historic

American Building Survey in the Library of Congress. The Texas Historical Building Medallion and Interpretive Plate displayed on the house signifies that the structure is worthy of preservation.

In 1989, the house was completely restored to its current condition. The present owners, Mary and Weldon Nash, have furnished the house with American empire and Renaissance Revival antique furniture in keeping with the 1860-85 time period. Candlelight visitors will be treated to a step back in time with natural Christmas decorations and candles enhancing the historic setting of this magnificent home. And as a special treat, descendants of the Singleton family will be among the docents in period dress welcoming visitors to the Singleton’s Virginia Cross home.







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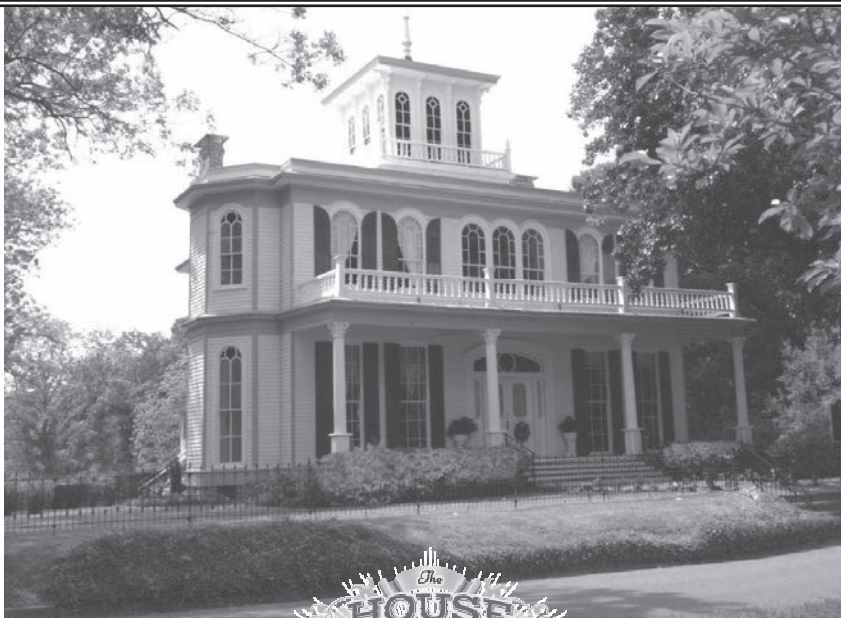
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Viewers Choice Open Show with:  
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For Quilt Entry Form Contact:

Jefferson Regional Quilt Alliance • P.O. Box 316 • Jefferson, Texas 75657  
[www.jeffersonquiltshow.com](http://www.jeffersonquiltshow.com) • Email: [jqshow@yahoo.com](mailto:jqshow@yahoo.com)

**JEFFERSON’S SIXTEENTH ANNUAL  
BATTLE FOR JEFFERSON  
CIVIL WAR RE-ENACTMENTS**

*(See our ad on Page 24 for more information)*

**Medieval Wine Faire**

*(See our ad on Page 11 for more information)*

**69th Annual  
Pilgrimage  
Jefferson, Texas**

*(See our ad on Page 11 for more information)*





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CHURCHES



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Email: [icccjefferson@sbcglobal.net](mailto:icccjefferson@sbcglobal.net)

**Weekend Eucharist Schedule:**  
Saturday 5:30 pm, Sunday 9:00 am

**Reconciliation (Confessions)**  
Saturday 4:45 – 5:15 pm, Sunday 8:15 – 8:45 am

**Pastor: Rev. Joseph M. Nasser, SJ**  
Rectory & Emergency Phone Number: 903-665-8486  
Email: [frjoeaticcc@outlook.com](mailto:frjoeaticcc@outlook.com)



## Christ Episcopal Church

703 S. Main • Jefferson, Texas  
(903) 665-2693  
[www.jeffersonepiscopalchurch.org](http://www.jeffersonepiscopalchurch.org)

**Father David Puckett**

Sunday Adult Christian Education – 9:45 am • Sunday Service – 11:00 am  
Wednesday Evening Service – 5:30 pm  
*Public Invited*

Bridge – Monday 1:00 pm  
Exercise Class – Mon, Wed, Fri. – 10:30 am

From *GROWING UP* page 5

a red car. I couldn't stand that guy. I'll never buy a red car". This was tougher than I thought. Automatic transmission—"Don't try to tell me you get better gas mileage with an automatic transmission. I know better". Finally, I said, "We have to have a radio. You know, the Russians might be shooting a missile over here, we'd be out in the car and we'd never know to take cover". His response, and this nearly floored me, "You'll be out parked and cuddled up with some girl, listening to the radio and you'll run the battery down." Now, I have to tell you first that I was flattered that my dad thought there was some possibility some day in this car that a girl and I would be parked listening to a radio. I came back with "new car radios are transistorized and the accessory key switch won't run down the battery."

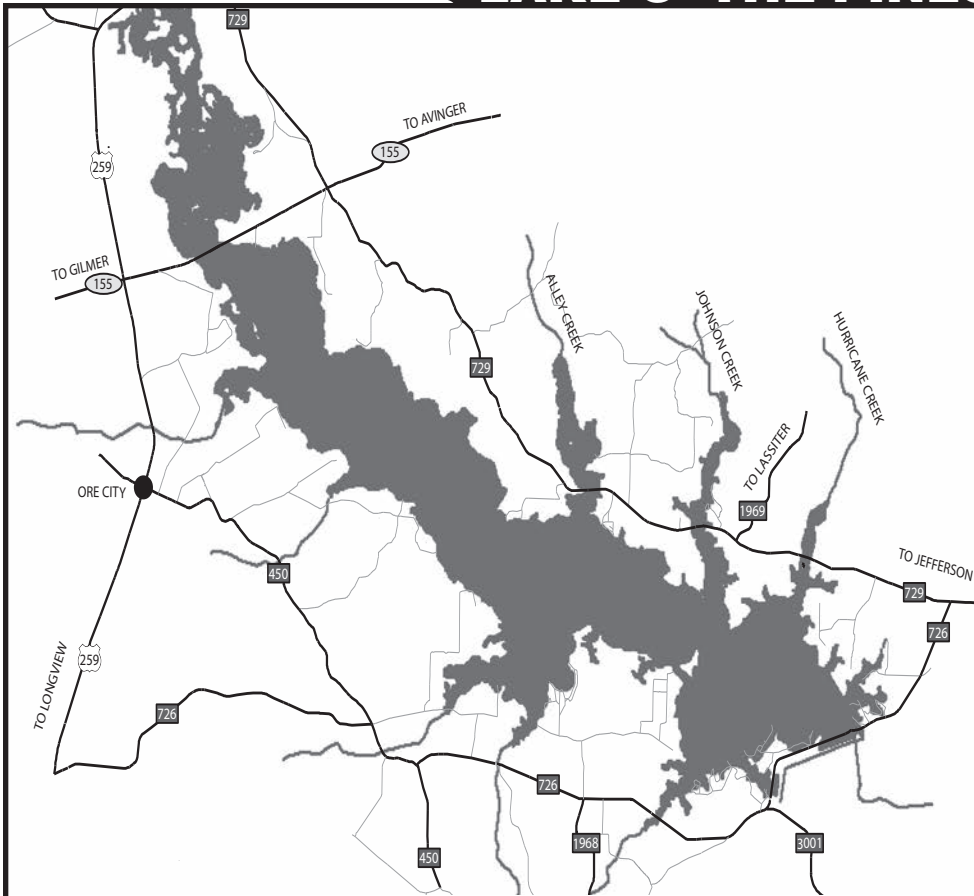
One final thing I want to tell you about the car

radio. After all, I wanted a car with all the trimmings that made it cool because I wanted to have a chance to fulfill that prophecy of the girl and I parked and cuddling. And, I had a suspicion that taking along that portable Philco I had won for selling the most magazines in Boy Scouts wasn't going to fit the profile I was after. So I made a deal with him. I would take a survey by walking up and down Lafayette Street and looking into cars parked at the curb. If more than 50% of them had radios, our next car would have one and if less than 50% did, I would make do with the Philco and probably live the rest of my life alone. So one Saturday afternoon, I set out on my quest and found that 70% of the cars parked there that day had radios. Of course, if less than 50% of them had radios, it would probably have rounded up to 70% also. But he was impressed with the effort although it was non-binding. But I kept at it, until once again, he threw in the towel.

We did get a new car in August, 1963. It was a sort of compromise. It wasn't an Impala; it was another Bel-Air. And it wasn't red; it was, you guessed it, beige. But the interior was red. So I had that going for me. It had an eight cylinder engine and an automatic transmission, which was a minimum requirement for a cool car, and it had factory installed air conditioning which also made it cool, just in a different way. But, most importantly, it had a radio. It was AM only, but we only had AM stations then. We listened to KEEL, 710AM during the day. And, at night, it was C. C. Courtney and Lou Kirby at WNOE, New Orleans, 1060AM, "located five blocks from the Sheraton Charles Hotel". By the way, my father was right. I did find myself on occasion cuddled up with a girl parked there by the Lions Club swimming pool listening to the radio. But I was right, too. That never did run the battery down.

It was four years later that I got a car of my own. It was used. It wasn't an Impala, it was a Chevelle. And it wasn't red, but black, which was an acceptable color. It had a large engine and a standard transmission, which had become cool. It's funny sometimes how cool and acceptable depend on our situation and outlook. Coincidentally, my father bought a new car that year. And I believe what mattered to him in a car must have changed also, or maybe he had mellowed. Because this time he bought an Impala and it was loaded with accessories. It wasn't red, or even black, but it did show progress.....this one was white.





## Lake o' the Pines

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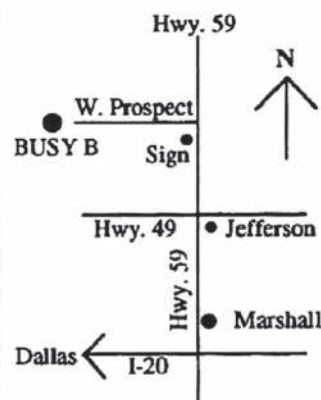


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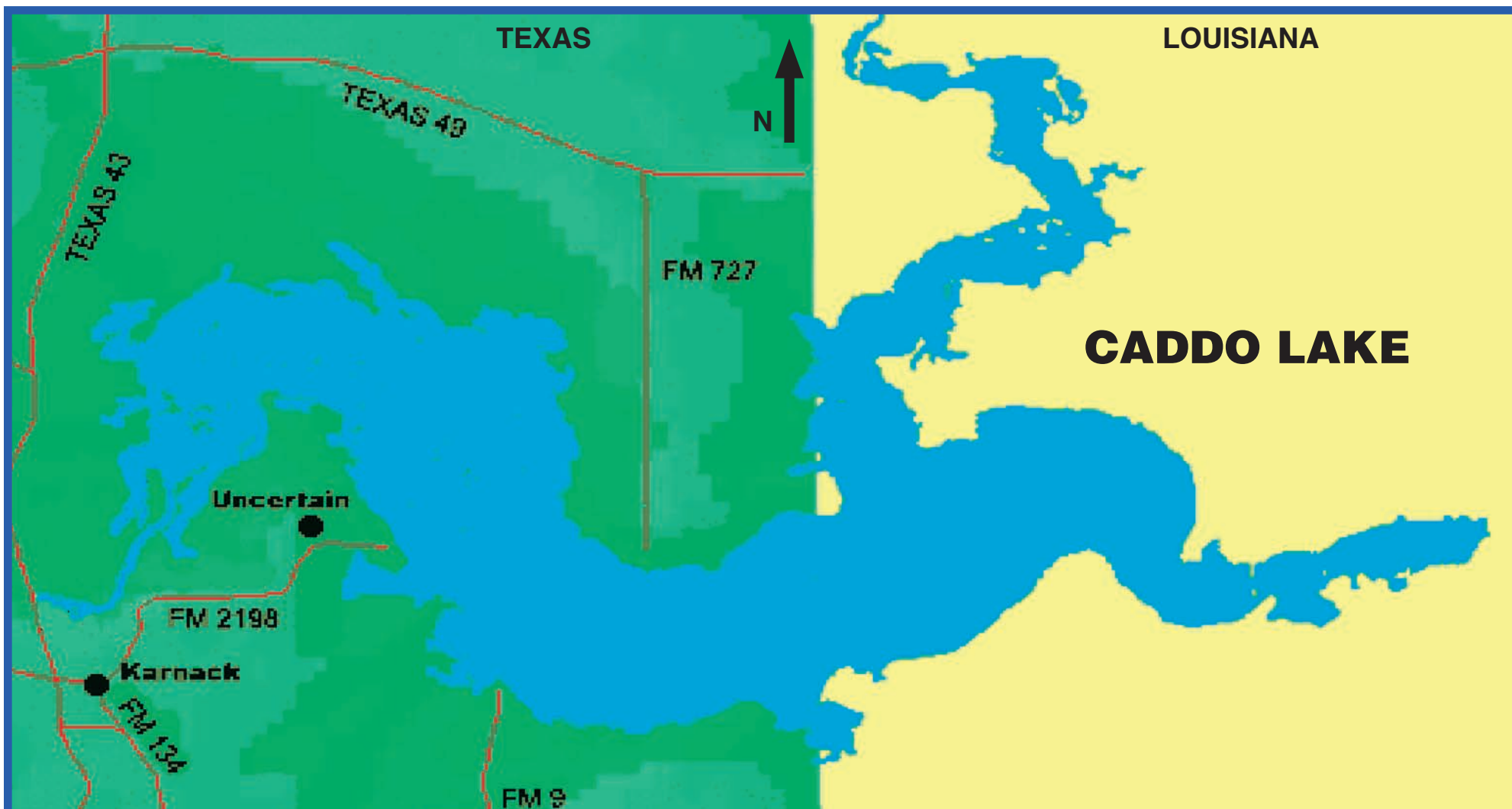
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# SAVE THE DATE:

## JEFFERSON'S SIXTEENTH ANNUAL BATTLE FOR JEFFERSON CIVIL WAR RE-ENACTMENTS

**APRIL 29, 30 AND MAY 1, 2016 IN HISTORIC JEFFERSON, TEXAS**  
**TO ARMS! TO ARMS! FEDERAL TROOPS ADVANCE ON JEFFERSON!!!!**

**[www.BATTLEFORJEFFERSON.com](http://www.BATTLEFORJEFFERSON.com)**



### EVENTS

#### Friday April 29

Registration All Day  
 Illumination at Old Oakwood Cemetery 7:30 to 10:30 p.m.  
 Sutlers' Row -- Downtown  
 Street Dance 8:30 to 10:30 p.m.

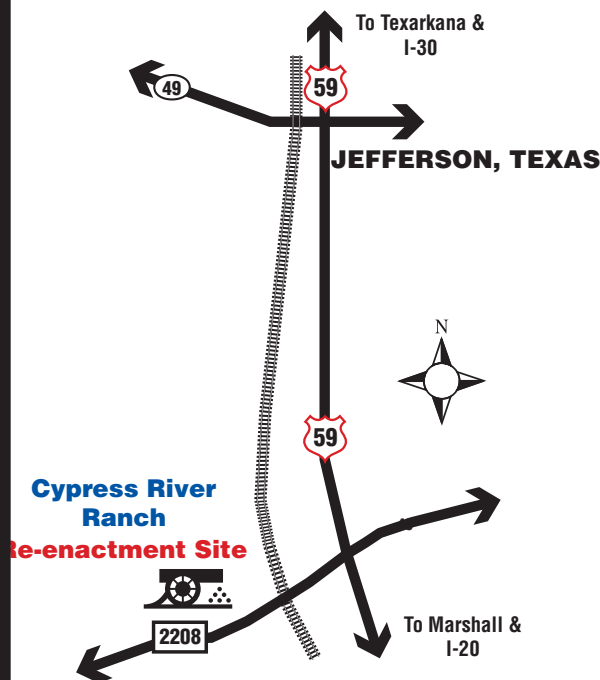
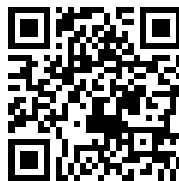
#### Saturday April 30

Registration  
 Sutlers' Row -- Downtown  
 Parade 10:00 a.m.  
 Street Skirmish (after parade)  
 Ladies Tea w/Program 1:00 to 2:30 p.m.  
 First Battle Re-enactment 4:00 p.m.  
 Muskets and Magnolias Ball 8:00 p.m.  
*(formal or period attire required)*

#### Sunday May 1

Presentation of Colors 10:00 a.m.  
 Second Battle Re-enactment 1:30 p.m.  
 Sutlers' Row -- Downtown

**ALL EVENTS OPEN TO THE PUBLIC**



**For More Information:**

**903-240-1599**

**[www.battleforjefferson.com](http://www.battleforjefferson.com)**

**Facebook – Battle for Jefferson**



**Battle Fee \$10.00 • Free Parking • Lawn Chairs and Blankets Suggested • No Alcohol on Premises**

*Largest Civil War re-enactment in Texas, where the one-time "King of Spades" riverport becomes a palette for living history throughout the downtown historic district and at **Cypress River Ranch**.*

Produced by the Jeffersonian Institute, the Re-enactors affiliated with the Trans-Mississippi Volunteer Infantry and a special group of Jefferson Volunteers. Proceeds from the event support historic preservation projects in Jefferson and Marion County.