

Excerpt from Dummy Lines Through the Longleaf by Dr. Gilbert H. Hoffman

KEYSTONE LUMBER & IMPROVEMENT COMPANY, Wellman

In 1886, George S. Lacey, a lumberman operating a sawmill in Kentucky, heard that the Wesson & Money mills in Mississippi were lying idle and up for sale. His curiosity aroused, he made a trip to investigate the property and decided that what he saw would make a good investment.¹ Although he found the mills and railroad in a dilapidated and decayed condition, what really interested him was the 10,000 acres of prime longleaf timber that went with them. Here was enough timber to form a sound basis for a substantial lumbering operation. After all, the mills and railroad could be rebuilt.

Lacey's next step was to contact Frank Davis of Elizabeth, New Jersey, the owner of the Wesson & Money property, to arrange a deal. Davis agreed to sell for \$30,000, with a \$10,000 down payment in cash and the remaining \$20,000 to be paid in \$1,000 monthly installments beginning in June 1889.² The grace period would give Lacey enough time to rehabilitate the mills and make them a paying proposition. In the meantime, he talked over the deal with his Kentucky friends William C. Wood, Butler McClanahan, and several others, including Mrs. Minnie Osborn from Pennsylvania. The group decided to put up the \$10,000 down payment and Lacey, Wood, McClanahan, and Osborn would move to Bogue Chitto, set up a new company, and get the mills running again. In addition, about \$5,000 would have to be spent to settle a number of suits against the property stemming from the Wesson & Money ownership.³

Lacey, McClanahan, and Wood were all experienced lumbermen and surprisingly, in an era and business dominated by men, Mrs. Osborn also had experience in lumbering. For several years before coming to Mississippi, she had run her late husband's lumber business in Pennsylvania.⁴

By the time George Lacey moved to Bogue Chitto in 1887, he had already led an adventure filled life. He was born in 1843 at Laceyville, Wyoming County, Pennsylvania, where his father was a lumberman, merchant, and farmer. While still a boy he decided that following in his father's footsteps would be too dull, so he ran away from home to the excitement of life on the high seas. For the next eight years, he was connected with the whaling industry and merchant marine, and by his last voyage he had become first mate on a packet vessel. When this phase of his life ended, he settled down and took up lumbering as a career. By the 1870s, he was cutting hardwood lumber in Kentucky. Before moving to Mississippi, he was a partner in Emery, Lacey & Company, which operated a hardwood sawmill at Farmer in Rowan County.⁵

Upon arrival in Bogue Chitto, Lacey and his associates organized the Keystone Lumber & Improvement Company to operate a sawmill business on the newly acquired property. The name was chosen in honor of the nickname of Lacey's native state, Pennsylvania. The charter of the new company was approved by the governor of Mississippi on May 21, 1887, with the incorporators being Lacey, Osborn, and McClanahan, as well as George B. Lovy, R. S. Cottingim, and Anthony Janette. The capital stock was set at \$100,000, with the provision in the charter that as soon as \$25,000 had been subscribed, the stockholders could organize and begin business. Although William C. Wood was not one of the original incorporators, he became the company's first president. George Lacey became vice president and Minnie Osborn, secretary and treasurer. Another provision of the charter was that the vice president was to serve as the general manager. The business was operated as a partnership until January 1888, when the corporation was formally organized and took over operation.⁶ Presumably the seven month delay was the time required to raise the necessary \$25,000 subscription in stock.

The Wesson & Money property bought by Lacey and his partners contained 10,440 acres of land lying directly east of Bogue Chitto and extending to within a mile of the Lawrence County line. Also included were some town lots in Bogue Chitto, two sawmills, a planing mill, dry kilns, six miles of railroad running from Bogue Chitto to the mills, one Porter locomotive, and ten flatcars. The trouble was

that the entire plant was in extremely run down condition from two years of idleness and neglect. The mills were almost worthless except for some of the machinery in them. The railroad was unsafe for use, with much of the trestle work badly rotted.⁷ To put everything in proper shape so that operations could begin was going to require a lot of money.

To obtain the necessary working capital as well as the \$20,000 still owed to Frank Davis, the partners went to New Orleans where they talked to Henry Wellmann, president of the Teutonia Savings Bank and the Orleans Manufacturing & Lumber Company. Wellmann agreed to put up the money, probably in exchange for a majority of the capital stock in the company and its presidency. By May 1889, Wellmann had become president and Wood had stepped down.

Wellmann was a self-made businessman in the classic American sense. He had immigrated to the United States from Germany, landing in New Orleans in 1866 with practically no money or material possessions. He got his start, according to one story, with money made from selling a few pounds of butter saved from the voyage. From this lowly beginning, through hard work, shrewdness, and good judgment he eventually became successful.⁸

By early 1888, the work of rebuilding the mill was underway. The old sawmill nearest Bogue Chitto, built by Wesson & Persons in 1880, was stripped of its machinery and the building burned. The machinery was saved to be used in the newer Wesson & Money mill six miles east of Bogue Chitto, which was rebuilt and became known as Keystone Mill Number One. The rebuilt mill contained an 80 horsepower engine that powered a single circular saw with a shotgun feed. Its cutting capacity was about 40,000 feet daily. By the late spring of 1888, a second mill of the circular type, known as Mill Number Two, had been completed about a quarter of a mile west of Mill Number One. This second mill had been bought outright in Michigan and moved piece by piece to Bogue Chitto. Mill Number Two was powered by a 120 horsepower engine and had a cutting capacity of about 65,000 feet per day. Three dry kilns and a planing mill containing nine machines, giving it a capacity of 100,000 feet of lumber a day, completed the new facilities.⁹ The sawmills were spaced a quarter of a mile apart as a precaution against the spread of fire. In the late 1880s, the foremen of the two Keystone mills were James S. Scutt and Butler McClanahan.¹⁰

In the space of two years the company had become the largest employer in Lincoln County. Including regular hands and contract loggers, the company employed about 300 men with a monthly payroll of \$8,000. Although some of the employees were from the North, the major portion were native whites and Negroes.¹¹

The town that sprang up around the Keystone mills was called Laceyville after George Lacey's hometown. Fortunately for posterity, the editor of the Brookhaven *Leader* visited Laceyville in August 1889, and wrote the following description:

Over 100 neat and comfortable frame cottages have been built, streets laid off, gardens and fruit trees are being planted and everything looks comfortable and homelike. Two or three boardinghouses are kept by employees to accommodate such hands as are without families. One of the neatest and most comfortable school and church houses in the county will soon be ready for occupancy and a Sabbath school has already been organized. Mr. W. C. Woodbury (from Michigan), the purchasing agent, has a handsome residence out at the mills where he resides. The company has a store on the ground where it sells supplies at a slight advance on cost to such of its employees as choose to purchase there and a post office will be established at an early day.¹²

The business office of the company was at Bogue Chitto and was connected with the mill office by a telephone line. To be near where he conducted his daily business, George Lacey lived in Bogue Chitto, sharing the home belonging to Mrs. Minnie Osborn, located on the east side of the Illinois Central near the depot. Also at Bogue Chitto the company had a large lumber shed which was kept stocked with different types of lumber ready for shipment. The shed was located on the Illinois Central Railroad and

included a platform 700 feet in length, where lumber was unloaded from the Keystone narrow gauge flatcars and reloaded on IC standard gauge cars.¹³

By 1889, the Keystone company had established a sound reputation in the lumber business, and during that summer, was shipping 18 to 20 carloads of lumber daily.¹⁴ An advertisement in the *Northwestern Lumberman* of March 1892, shows that the company was producing "railroad, bridge, building and car timbers in any quantity on short notice" as well as "kiln dried rough or finished flooring and car decking," all made from longleaf yellow pine. One definite advantage Keystone had over its predecessor Wesson & Money, was that Lacey, McClanahan, and Wood, with their experience in the lumber business, had the necessary contacts in the North to establish a good market for their lumber.

In the meantime, the six miles of original railroad from Bogue Chitto to the mills had been rebuilt with new cross ties and trestles. Most of the rail was also replaced with new and heavier steel, although the gauge remained 36 inches, the same as in the days of Wesson & Money. In early 1888 a three mile extension was laid beyond the mills in the direction of Monticello, to tap the large acreage of company owned timber between Laceyville and the Lawrence County line.¹⁵ Not long afterward, a second branch line was constructed from Laceyville southward to reach timber in that area. By the summer of 1889, the company had a total of 11 miles of railroad in operation and was building more all the time as timber was cut.¹⁶

Initial motive power at the Keystone mills was a small Porter saddletank locomotive weighing five and a half tons, acquired in 1887 with the rest of the Wesson & Money property. During the next two years, as the logging needs of the mill increased, the company added two secondhand rod engines, one weighing 11 tons, and the other 17 tons.¹⁷ One locomotive was kept busy hauling flatcars loaded with lumber from the mills to Bogue Chitto and bringing supplies back to Laceyville, while the other two brought logs in from the woods on the branches extending northeast and south from the mills. The company built its own log cars in the shops at Laceyville and by 1889, about 80 of these homemade cars were trundling over the Keystone rails.¹⁸ In April 1891, with business on the increase, the Keystone company added a fourth and final logging locomotive to its roster. The new arrival, the pride of the company, was christened Number 4, and at 20 tons, was the heaviest of the Keystone locomotives. It was a 4-4-0 built in 1878 by the Brooks Locomotive Works of Dunkirk, New York, for the Springfield, Jackson & Pomeroy Railroad in Ohio. This line was standard gauged in 1880, which suggests that the engine had other owners before coming to Wellman.

The Keystone company had the dubious distinction of being the first lumber company in Lincoln County to have a serious wreck on its logging railroad. Late one Wednesday evening, in May 1889, a train loaded with lumber left the mills headed for Bogue Chitto. Aboard the loaded cars were a number of employees who had wanted a ride to town. Norton Lacey, the son of George Lacey, was in charge of the engine, and riding with him in the cab was William C. Wood, the former president of the company. The train was moving along at a good clip as it rattled over a wooden trestle about a mile or two from town. When the last four cars reached the trestle they jumped the track and plunged in a mass to the ground some 25 or 30 feet below, taking the trestle with them. The result was a tangled mess of broken timbers, jumbled flatcars, and lumber. Cliff Collins, Sam Bowman, and Rolla Howell, all employees of the company, had the misfortune to go down in the wreck. They were pulled out as soon as possible by Norton Lacey and others, but Rolla Howell died of his injuries before morning. Collins and Bowman suffered serious and painful injuries but did recover.¹⁹

Besides riding on the tail-end flatcar of the lumber train to Bogue Chitto, employees were also permitted to ride the log train. This practice led to another fatality on the railroad, several months after the trestle mishap near Bogue Chitto. On Monday morning, September 9, John Q. Rawls, the caretaker of the ox lot on the south spur, boarded the log train for a ride to the mills to pick up his monthly pay. While walking a coupling pole he lost his balance and fell beneath the moving cars, whereupon the train rolled over him, causing instant death.²⁰

The company established ox lots in the vicinity of the logging sites, and as the scene of the logging shifted, the ox lots were also moved. An ox lot was a pen in which the oxen, used in the logging, were kept when not working. Each lot had a caretaker whose duties were to care for the oxen and to see that they were fed. At Keystone these lots were generally known by the name of the caretaker. The Rawls ox lot was located two miles south of the mills, not far south of what is now called "Five Points" on Highway 583. In the summer of 1889, logging on the south spur was taking place in the vicinity of this ox lot.

Mrs. Will R. Hope, a daughter of John Rawls, recalls that the Rawls ox lot covered an acre and was enclosed by a four board fence. Inside it were four or five long troughs from which the oxen ate their feed. The feed was grain or shelled corn and was stored in a small shed outside the fence.²¹

The buying of new timberland began in 1888. By the end of 1890, some 7,000 acres had been added, bringing the total holdings to slightly over 17,000 acres of longleaf yellow pine. The largest part of the new timber was on the south side of Myers Creek between the mill site and the Bogue Chitto River. Most of this was in the Brooks tract, which consisted of 2,760 acres of land purchased from E. A. Brooks on June 9, 1890, for \$8,500. All of this timber was in an area accessible to the south spur. Of the remaining new timber, the major portion lay in scattered patches northeast of the mills, toward the East Lincoln community.

In the summer of 1890, the Keystone company picked up some stiff competition in the contest for acquisition of available timber in southeastern Lincoln County. At that time, the Norwood & Butterfield Company was in the process of establishing a large new sawmill operation south of Bogue Chitto and began buying practically all the timber south of the Keystone holdings, all the way from the Bogue Chitto River eastward into Lawrence County and beyond. The Keystone company thus became hemmed in on the south. Within a decade, Norwood & Butterfield would also cut them off on the east in Lawrence County, and the huge Pearl River Lumber Company would do the same in the northeast. From the very beginning, the Keystone company pursued a much too conservative timber buying policy to ensure a very long life for its mills. The company certainly had the opportunity to buy the necessary timber, because it was there before the other big mills arrived in that part of Lincoln County.

Through the energetic efforts of Lacey, Osborn, McClanahan, and Wood, plus an infusion of New Orleans money, the Keystone company had become a paying proposition in the course of three years. By 1890, the capital stock limit had been raised to \$200,000, with \$100,000 paid in. Out of the earnings of the company, an estimated \$125,000 had been spent since 1887 to put the plant and railroad in proper running order and to buy new timber.²²

Eighteen ninety also marked the beginning of a turnover in the stockholders and the management of the company. Late that spring, Butler McClanahan and William C. Wood sold out and moved to Eastabuchie in Jones County, where they bought a two-thirds interest in the Eastabuchie Lumber Manufacturing Company.²³ There, they began an association with James M. Wesson, Jr., one of the partners in the predecessor of the Keystone mills. McClanahan was president of the mill at Eastabuchie for many years and helped to found other lumber companies in Mississippi and Alabama. He also became a director of a bank in Hattiesburg, his home in later years.²⁴ In 1903, W. C. Wood established the W. C. Wood Lumber Company at Collins in Covington County, which remained in operation well into the 1920s.

Then in February 1892, Minnie Osborn and George Lacey left the Keystone company for Kentwood, Louisiana. Mrs. Osborn was already a stockholder with Lee O. Bridewell in a small sawmill at Kentwood known as Bridewell & Company. She and Bridewell, together with Lacey and others, formed the Isabella Lumber Company, which bought out Bridewell & Company.²⁵ Mrs. Osborn, the largest stockholder, became the president of the new company, while Lacey became the vice president and general manager, the same position he had held at the Keystone company.

George Lacey had been very popular with the employees at the Keystone company during his

stint as general manager. About two months before he left for Kentwood, a group of Keystone employees threw a surprise party for him that he would always remember.

On Christmas night at about eight o'clock in the midst of a heavy rainstorm the whistle of one of the Keystone Lumber & Improvement Company's locomotives was heard. Investigation revealed that about 50 of the company's employees had come to town (Bogue Chitto). They soon marched up to the office of the company and inquired for Capt. George S. Lacey, the general manager. Having found that worthy they informed him that they had come to have a dance. They soon got at it and all appeared as smooth as the finest silk. Suddenly in the middle of the dance the music stopped. Capt. Lacey was asked to step forward and he was then presented with a diamond-set Knights Templar's charm, a gold chain, and a Knights Templar's ring from the employees of the Keystone Lumber & Improvement Company as a mark of their esteem and affection. The presentation was made on behalf of the employees by Mr. John Mason, the genial bookkeeper of the company, himself a high mason of the K. T. 32nd degree and shiner and was done in a few words well chosen.

For once, at least in his life, the Captain was lost for words, his voice failed and down his rugged cheeks slowly trickled the tears that showed the feelings of his heart, but which his tongue refused to utter. The gathered throng gave three cheers for the Captain and resumed the dance that had been so strangely interrupted.²⁶

Besides being one of the pioneers in the development of the yellow pine industry in South Mississippi, George Lacey was also one of the founders and officers of the Southern Lumber Manufacturers' Association. For the remainder of his career, he operated sawmills in southeastern Louisiana and southern Mississippi, but none of these was as successful as the old Keystone company at Bogue Chitto. Eventually he moved to Franklinton, Louisiana, where, after being in poor health for about two years, he died on January 15, 1912.²⁷

With the departure of George Lacey and Minnie Osborn, W. C. Woodbury, the company's purchasing agent, took over as vice president and general manager. Although out of the management, Lacey and Osborn held on to their stock in the company. The new secretary of the company was Albert Baldwin, Jr., of A. Baldwin & Company, a large hardware concern in New Orleans. W. C. Woodbury remained in the general manager's job for only about a year before leaving the company. In early 1891, at the bidding of George Lacey, the Converse brothers, Charles and Frank, came to Bogue Chitto from Michigan to join the company, with Charles becoming assistant general manager and treasurer as well as a stockholder. In 1893, after W.C. Woodbury left, Charles Converse moved up to become vice president and general manager while still remaining treasurer.²⁸

Another event that occurred in the year 1890 at the mills was the establishment of the Wellman post office, named in honor of the company's president, with Chester D. Woodbury as the first postmaster.²⁹ Wellman (with the second "n" dropped) also became the name of the company's mill town in place of Laceyville. Although the town and post office have been gone for many years, the name Wellman still survives on modern day maps of Lincoln County.

Throughout most of the nineties, the town of Wellman continued to grow, reportedly boasting in 1893 a population of more than 1,000 people.³⁰ Like many other sawmill towns, it developed a reputation as a violent place. In the early 1890s, the local newspapers were full of killings and other unsavory goings on there. In 1891, lawlessness in Wellman was causing increasing concern among the town's law abiding citizens. On February 27, 1891, the *Lincoln County Times* carried an article with the caption "Lawlessness at Keystone Mills," which reported the situation as follows:

Coroner Phillips was called to the Keystone Mills on Tuesday to hold an inquest on the body of Ike Johnson, colored, who was assassinated in his own house Monday night. The inquest brought out testimony to the effect that Ike Johnson was sitting by his fireside with his family and was shot in the head with a load of number two shot and instantly killed by someone outside the house who fired through a crack

in the wall. The jury brought in no verdict but adjourned until today to take further testimony. This is the second killing at that place in this month. The law abiding people are much alarmed over the situation. The Negroes are leaving and the mills are shorthanded.

It is also reported that on Thursday night of last week, John Dillon, a Negro, entered the store and began cursing William Boutwell and immediately drew a pistol and fired on Mr. Boutwell, who would have been killed but for the fact that the ball was deflected by striking the suspender button at the top of his pants and he was not seriously injured. With that, the crowd rushed from the store and the firing became general. No one was hurt except Dillon, who carried off five wounds, all of them insignificant. It is said he was engaged in another row Saturday and badly wounded. It is evident he is a dangerous character.

With occurrences of this sort happening with such appalling frequency, there is reason for the good people of that neighborhood to be alarmed and steps should be taken at once to stop such lawlessness. The aid of the law should be invoked to put an end to the carrying of weapons, gambling and carousing, which are responsible for the worst crimes.

As the 1890s wore on the town began to settle down and the lawlessness of the early days became a thing of the past. Respectability had more or less descended on Wellman.

Wellman was never incorporated as a village or a town, nor did it have a mayor. It was just a good sized, sprawling, company sawmill town. At roughly its center, stretched out along Myers Creek, were the mill facilities. The creek was a mere trickle as it meandered westward behind the sawmills and underneath the dry kiln, then curved northward behind the planing mill. The dummy line ran almost due east and west through town, directly to the north of the sawmills. North of the railroad and roughly paralleling it, the public road led to Brookhaven. Most of the white employees lived along this road. South of Myers Creek behind the sawmills was a low ridge known as "Greasy Ridge," where the "Quarters" were located. This area was where the Negroes lived.³¹

Each group had its own schools, the Negroes at the west end of Greasy Ridge behind Mill Number Two, and the whites on the north side of the public road. These schools were operated from six to eight months of the year. Since many of the Keystone managers were from the North, they did not understand or necessarily sympathize with the Southerner's attitude toward separation of the races. One old-time employee remembers that James S. Scutt, the general superintendent, who was from Lansing, Michigan, wanted to integrate the schools at Wellman.³² This idea did not set well with the white folks there and some serious talk began of "hanging Old Man Scutt." For his own safety, Scutt had to leave town for a while. Finally the ruckus died down and he was able to return to Wellman, after which there was no more talk of integrating the schools.

No church building as such existed during the life of the town of Wellman, but church services were held regularly on Sundays in the schoolhouse. Both the Baptist and Methodist-Episcopal denominations were represented. The Southerners took a dim view of some of the religious practices of the Northern mill management. Ira Brister, who lived in Wellman as a boy in the late 1890s, remembers that the Converses and the Scutts played the fiddle during church services and that the Southerners thought this bordered on the scandalous.³³

The town gathering place was the company store which was in front of the dry kiln on the north side of the railroad. It was a fairly large wooden building with a front porch usually occupied by a lot of whittlers, men too old to work. Attached to the back was the mill office and the post office. On one side was a good sized storeroom which had a large entryway but no door to protect what was stored inside, yet thievery was never a problem. When the train came in from Bogue Chitto with a load of supplies, there was just enough room to unload between the track and the front porch. The store was patronized by company employees as well as people from the surrounding area, because it was more convenient than traveling to Bogue Chitto.³⁴

In common with other lumber companies in Lincoln County before the turn of the century, the Keystone company had its own currency, called "Keystone checks" by the employees.³⁵ These were brass

coins that came in denominations the same as regular money but were good only at the company store. When an employee needed groceries or supplies from the commissary, he went to a window in the rear of the store, where the company clerk issued him a supply of Keystone checks which were then charged against his salary. The checks in turn were used to buy whatever was needed at the commissary. Some of the employees even used leftover checks to pay off debts among themselves. The company did pay the men the remainder of their wages in cash. Wages were about average for mills of that era. Luther Nations, who worked in the planing mill about 1902, says that his pay was \$1.25 for 12 hours of work.

The two Keystone sawmills were large wooden structures built off the ground. With this arrangement, the machinery that powered them was on the first floor, while the log deck, carriage, and saw were on the second floor. Instead of a log pond, each mill had a sloping log ramp that extended out to the railroad. The logs from the woods were unloaded on these ramps and rolled down onto a cart-like contraption that was winched up a second ramp to the log deck. From there, the logs were fed to the saw. To provide steam for the engine that powered the saw, each mill had its own boilers. Only longleaf yellow pine was cut at these mills and according to old timers, the company discarded better lumber than can be bought today. Perhaps the proudest achievement of the Keystone company was the order it filled for the U. S. Navy to cut and plane all of the decking used on the second battleship U. S. S. Mississippi.³⁶

One of the few still visible traces of the old Keystone operation at Wellman is the sawdust pile that stood on the south side of Myers Creek near Mill Number One. Ira Brister tells how it got there.

That sawdust pile out there in the road was all rolled out there with a mule and a cart. It made a big fill about five feet high and they made a road across there with it. They had their main dumping place out across the creek just below Number One Mill. You could see the smoke rising from it all the time. It burned for many years down in that bottom. It was just a two-wheeled cart they used and the same way at the other mill. At the other mill they probably burned a heap of that sawdust in the dry kiln.

Between the two sawmills, next to the railroad track, ran a dolly line that was used to transport the green lumber to the dry kiln. Once dried, the rough lumber was transferred to the planing mill on small tram cars pushed by hand. A shunt of these cars would be brought inside the rough shed at the rear of the planing mill, where they were unloaded and the lumber stacked. From the rough shed the lumber was taken directly to the planing machines. The man in charge of moving the lumber from the dry kiln to the planing mill was Will M. Lea, who went to work for the company in 1888, shortly after it began business. His crew consisted of about 30 men, mostly Negroes.³⁷

Not all of the lumber was kiln-dried. Near the planing mill was a large field, used as a lumber storage area, with a spur track leading into it from the main line. The switch engine would bring carloads of lumber in to this storage area from the mills to be stacked and air-dried. When the drying process was completed, the lumber was reloaded on cars and switched into the rough shed to go to the planing machines.

The method used to dispose of the waste from the planing mill is recalled by Ira Brister:

They had a little car that hauled that waste stuff. They had a pit dug there at the planer mill. When they got out there with that waste stuff, that little car had a dump body arrangement and they'd just unhook it and it'd go right up endways and turned that stuff right out into that pit and burnt up good lumber.

On cold winter mornings the townspeople's cattle, which roamed free around Wellman, would gather at the burning slab pit to get warm. On those days, the mill hands would have to punch the cattle out of the way in order to unload the waste lumber into the pit.

As a small boy in the 1890s, Herman D. Coon would lie in his bed and listen to the company's alarm clock.

I well remember the fireman's name that used to go down to the mill around four in the morning and fire up the mill boilers. Rannells was his name. The way he blew the whistle was to tic it down and walk off. That meant come out of there.³⁸

If the continuous whistle blast didn't wake up the mill hands and everybody else for miles around, then nothing would. In those days the hands worked twelve hours a day, from 6 a.m. to 6 p.m., Monday through Friday, and six hours on Saturday morning.

The men who worked in the woods either lived in Wellman or near the various logging lines that were in operation. Early each morning, the work train left Wellman headed for the woods carrying a flatcar on the rear end. The loggers who lived in town would get on the flatcar as the train left, and others would be picked up on the way to the woods. In the evening, the procedure would be reversed. In town, where the men waited for the train, a stack of old crossties was kept. When the weather turned cold, a blazing fire would be built out of these ties, and the men would huddle around the fire trying to keep warm until the train came.³⁹

Four wheel log wagons drawn by oxen were used in the woods to haul the logs from the cutting sites to track side. Later on, near the end of operations, eight wheel log wagons of the Lindsey type were used. Log ramps were built beside the spurs to make the loading of the logs easier. The loading was done by the traditional method of the period: oxen, skid poles, cant hooks, and crosshaul chains. The Keystone company, unlike its innovative neighbor to the south, the Norwood & Butterfield Company, never used steam loaders.

During most of the 1890s, Manson Ryals was the logging superintendent for the Keystone company. When he left in 1899 to become team foreman for the Pearl River Lumber Company in Brookhaven, his brother-in-law, John Leggett, took over the job. The last logging superintendent was Parks Roberts. Herb Scutt, the son of James S. Scutt, ran the engine that hauled the lumber into Bogue Chitto for practically the entire existence of the company. Lucius Cole, who worked in the planing mill at Keystone, recalls that one time Herb ran his train to Bogue Chitto and back to Wellman, covering the 12 mile round trip in 15 minutes.⁴⁰ A company official was dying (probably Charles Converse), so Herb was told to pick up the doctor in Bogue Chitto and make the trip as quickly as possible. Numerous men were employed on the logging engines over the years. Isome Peavey was a locomotive engineer for a while, until he lost a leg in an accident, and then Bill Reedy replaced him. Clem Smylie was another locomotive engineer during the 1890s, and was still there at the end of the Keystone operation, running the one remaining logging engine.

With the men working 66 hours per week, there was little time left for entertainment. At Wellman, like other sawmill towns of that period, what entertainment there was usually came from church related activities. A baseball diamond was located on the east edge of town, but the employees had no organized team to play against teams at other mills. The men played ball among themselves when they had the time.⁴¹ The most anxiously awaited social event was a picnic and excursion on the dummy line. Once in a while, the company had these to Bogue Chitto or out to the woods. Accommodations for the people on the excursion train were spartan. Several flatcars were provided with rows of rough wooden seats, and that was the extent of it.

The grandest picnic ever held in connection with an excursion on the Keystone railroad took place on August 2, 1894. The Wellman Sunday School decided to give the children a picnic in the woods, and invitations were sent to all the people in the surrounding countryside to meet at the end of the Keystone railroad for a box social. Tables, seats, and a stage were built in a grove of trees near a well of cool water. The excursion train arrived at 10 a.m. from Wellman, with about 300 people on board and enough food and drink for a small army. At least an equal number of people from the surrounding area were already gathered at the grove with their own box lunches. The Sunday School children then put on a program for the assembled throng, consisting of a march up to the stage, complete with banners and

flags, followed by recitations. After a speech by Professor J. W. Garner on education, free lemonade was served, and everyone sat down to a box feast. In the afternoon, Manson Ryals, the Keystone woods boss, entertained the crowd by having his crew give a demonstration of log loading, using two yoke of oxen, to the delight of many who had never seen this feat performed before. Finally, the excursion train, with engineer Clem Smylie at the throttle, returned late in the afternoon to take the people from Wellman back home.⁴²

Quite a few stories about life at the old Keystone mills have survived by word of mouth. Ira Martin, who worked in the planing mill for several years around the turn of the century, had a seemingly inexhaustible supply of these stories which he enjoyed telling to his children and grandchildren and anyone else who was interested. His grandson, Gordon Tynes, remembers many of these tales and tells the following story about the mill's mascot, a large billy goat:

Probably the best remembered story of that era was of a transient billy goat named "Old Bill." He just appeared one day, and it seemed that nobody could ever learn where he came from. He was received with much mixed feelings by the community of Wellman, for he was a rather large goat, had a cantankerous, touchy disposition and was prone to charging anyone who challenged his rights or authority, and generally was into some sort of mischief most of the time. There wasn't much that Old Bill could do to hurt mill property or disrupt the mill operations, but somehow the housewives of the area did object to his chewing clothes hanging on the clotheslines, and raiding the vegetable gardens. Generally the mill hands kept him pretty well supplied with special treats or shared their lunches with him.

But once a month Old Bill lived like a king. Each month Keystone had delivered a carload of sacked shelled corn destined for the Keystone ox lots. Somehow, no one ever really knew just how, Old Bill knew the day that corn was to be brought back to Wellman from Bogue Chitto, on the flatcars of the lumber train. As the lumber train departed from Wellman, Old Bill would be on one of the flatcars loaded with outbound lumber. Sometimes he wasn't there for the departure, and everybody held their breath in gleeful anticipation that at last Old Bill had missed the corn trip day. But on those rare occasions when he did miss the departure he would suddenly appear from behind a stack of lumber on the mill yard or from behind some building, and then leap aboard the already moving train. One way or another Old Bill made the trip when the corn was coming. He never went to Bogue Chitto on the lumber train any other time; just when the corn was to come back.

Could he count the days? Well, that wouldn't have helped, for the corn never came exactly periodically every 30 days or so. It might be two or three days early one month or two or three days late the next. There was no difference in the appearance of the flatcars on that date in preparation for the corn. They were loaded with lumber like any other day, and the train departed each day at a different time, whenever they got a trainload of lumber to go. Unless Old Bill could foretell the future, or he had a "tap" on the telephone line from Bogue Chitto to Wellman, there just never seemed to be any other explanation for his knowledge, for the mill officials didn't even know when the corn was to arrive in Bogue Chitto until the depot agent there called the office at Wellman and told them the corn was there.

Triumphantly, Old Bill would ride the six miles to Bogue Chitto on a flatcar with his whiskers waving in the wind and folks said, "with a smug, satisfied smile on his lips," and on the return trip, he would hook one horn in a sack of corn and rip it open and gorge himself with all the shelled corn he wanted.⁴³

Another story passed down to Gordon Tynes from his grandfather concerns the theft of the Keystone company's most valuable locomotive, probably Number 4. As Gordon remembers it:

My grandfather, Ira Martin, told me many times about the big narrow gauge locomotive that the company bought. It was bigger and heavier than any of the other locomotives that the company already had and when they brought it out to the Keystone mill from Bogue Chitto, they were concerned about getting it over the trestle across the Bogue Chitto River because of its weight. Once at the mill it was used around the yards and on the log train where there were no bridges. They never again took it to Bogue Chitto except

when the mill closed down and the equipment was hauled out to be sold. There was one exception and it wasn't the company's doing. One night the mill watchman heard this engine pop off which meant that somebody had put fuel in the firebox and got up steam. The watchman started down to see about it but he got there in time to see the engine pull out. He saw a man up in the cab. The switches were already lined up for the main line and he couldn't catch the engine because of this. By the time he got the superintendent out of bed and got on the phone to call Bogue Chitto and they went to see about it down at their station, the engine was already there. Whoever had stolen it apparently wanted to go to town that night and he just used the engine to get himself to town where he stopped it, set the brakes, got off, and went about his business. So then the company had the concern of getting the engine over the Bogue Chitto River trestle again. The theft caused quite a stir around the Keystone company because it could have wrecked their most valuable locomotive and ruined their trestle, too. My granddaddy said they never did run down the culprit, but they figured it was somebody who knew about running locomotives.

Accidents and mishaps around a sawmill town were fairly common, especially around the mill itself, because of the dangerous nature of the work. The Keystone mills certainly had their share of accidents in which men were maimed and killed in the machinery. One particular mishap, although painful to its recipient, did have a humorous side. Gordon Tynes tells the story:

One time James S. Scutt, one of the mill foremen from the North, really got his comeuppance. He was in one of the sawmills talking to some of the men when a wide leather belt nearby either broke or ran off its shaft. Of course it was whirling at a high rate of speed when it came off so that it ran on the floor of the mill like a stretched out track on a Caterpillar tractor with considerable speed. The belt hit Mr. Scutt in the calf of the legs and just climbed his back, knocking him through one of the walls of the mill. Two 1x12 boards were said to have been knocked off the wall, but Mr. Scutt was hardly bruised on the front side. He was skinned a little bit, but he was blistered from his ankles to the back of his neck where the belt had slapped him on the back when it hit him. All day long everybody went around smiling to themselves because they had got even with one of their bosses. Of course they couldn't enjoy it openly, but that had made their day.

As the 1890s dawned, the Keystone company began to look further afield for new timber, and in 1891, bought its first acreage in Lawrence County, consisting of three parcels of land. The first parcel contained 160 acres and was about a mile east of the county line and directly west of Monticello. The other two, consisting of 200 acres total, were about seven miles southwest of Monticello. In the next seven years, the company continued buying land and timber rights in Lawrence County, a little at a time, until a total of 3,570 acres had been accumulated. Of this total, about 1,700 acres lay in an area directly west of Monticello, from 12 to 15 miles northeast of Wellman. Most of these tracts were scattered, especially those in the vicinity of Monticello. As these acquisitions indicate, the Keystone company had every intention of extending its logging operations well into Lawrence County. The Brookhaven *Leader*, always optimistic, made periodic predictions that the Keystone logging railroad would ultimately reach Monticello and the Pearl River.

Meanwhile, more timber was steadily being bought in Lincoln County, particularly southeast of Wellman, bordering on the Norwood & Butterfield Company's holdings and contiguous to land acquired from Wesson & Money. To log this area, in the summer of 1893, a new spur was begun from Wellman running eastward.⁴⁴ This line, which was called the east spur, divided into two branches about three miles from the mills. The lower branch eventually continued in a southeastward direction to log the lands near those of Norwood & Butterfield. The upper branch curved northeastward to reach timber in the area around Perch Creek and the northern end of East Topisaw Creek, all of which lay close to the Lawrence County line. Although no traces of the eastern end of this line now exist, James E. Griffith recalls that it ended about nine miles southwest of Monticello, in the vicinity of present day Lambert's Store.⁴⁵

The north and south spurs were being extended all the while, too. Eventually the south spur

reached a point about two miles southeast of Bogue Chitto, while the north spur had its terminus close to Richey Creek. The Keystone Lumber & Improvement Company was the only lumber company in Lincoln County to operate three distinct main logging lines emanating from the mill, although they may not all have been operated simultaneously. Other lumber companies in the county all had a single main line leading from the mill to the woods, from which temporary spurs were built at various points to reach the timber.

At the beginning of 1893, the Keystone company was selling as much lumber as it could produce, but then came the financial panic that produced a severe depression in the lumber market. By that summer, business was off so much that the company was forced to shut down Mill Number One indefinitely.⁴⁶ This state of affairs continued through the spring of 1894. The year 1894 was also the only one in the company's history in which no timber was bought.

To make matters worse, on the night of September 6, 1893, the company's shipping facilities at Bogue Chitto were wiped out in the biggest fire that town had ever seen.⁴⁷ The blaze destroyed the entire storage warehouse and loading platforms, containing about 250,000 feet of dressed lumber, as well as five of the company's flatcars on the siding. To compound the situation, the Illinois Central lost eight boxcars loaded with lumber, two section houses, and about 200 feet of track. The depot nearby was saved, although much of the freight inside was damaged by water. All told, the loss suffered by the Keystone company from the fire amounted to \$50,000. Some said the blaze was caused by a tramp sleeping in the lumber sheds, while others laid the blame on the carelessness of a gang of crapshooters who used the lumber sheds as a rendezvous. No one really knew the actual cause. Afterwards, some of the townspeople living nearby became skittish over such a potential fire hazard near their property. When rebuilding began on the original site shortly after the fire, these people persuaded the Illinois Central to stop it.⁴⁸ In its own interests, the IC finally decided to overrule the anxious citizens, and the rebuilding resumed with completion coming a few months later.⁴⁹

Fires were always the scourge of sawmills. The "Great Bogue Chitto Fire" was not the first such disaster suffered by the Keystone company, although it was certainly the worst. Back in February 1889, when the company was getting started, the planing mill and dry kiln, plus a lot of valuable lumber, had burned up.⁵⁰ About 150 men from both mills fought the blaze and managed to save the sawmills and the company store. Then in October of that same year, one of the dry kilns burned again.⁵¹

As if a financial panic and a disastrous fire were not enough, fate had yet another blow in store for the company. The health of Charles Converse, the general manager, began to fail. He went to New Orleans to recuperate, but took a turn for the worse, dying there on August 25, 1894.⁵² His brother, Frank, then took over the position of vice president and general manager of the company.

During the summer of 1894, with business for the company beginning to recover, track laying resumed through the pine forest toward Monticello. The company decided to make some substantial improvements on its railroad by putting in dirt fills across many of the hollows which had been spanned by trestles. They were even seriously considering rebuilding the entire line to standard gauge.⁵³ The long trestle across the Bogue Chitto River was also rebuilt. In its construction, two of the largest timbers ever cut in the state of Mississippi up to that time were used.⁵⁴ These timbers were cut at the company's own mills and measured 18x20 inches in cross-section and 36 feet in length. By May 1895, business had picked up to the point where the lumber train was making two trips a day to Bogue Chitto.⁵⁵

In the latter half of the 1890s, timber purchases in Lincoln County all but ceased. Lawrence County west of Monticello became the scene of the major timber buys by the company after 1894, but these stopped after 1898. By then, the company had evidently given up the idea of logging in that part of Lawrence County. Perhaps the deciding factor was that a considerable outlay of money would be required to extend the railroad to reach these holdings. In addition, the company's rod locomotives were unsuited for the hilly terrain to the west of Monticello, which meant that a new stable of geared engines would have to be bought.

The remainder of the 1890s passed uneventfully for the Keystone company. The only newsworthy happening of that period was in 1898 when a dry kiln burned to the ground.⁵⁶ Almost immediately a new one "of mammoth proportions," as described by the Brookhaven *Leader*, was built to replace it.

An awakening period for the company seemed to be in the offing in 1899. Timber buying in Lincoln County east of Wellman began again and continued through 1902. For those four years, a total of only 760 acres of timber were purchased, not enough to feed the hungry appetites of two sawmills the size of those at Wellman for very long. In February 1899, the company even arranged to borrow five miles of 56-pound rail from the Illinois Central to build more logging railroad.⁵⁷ The Brookhaven *Leader* speculated that at last the Keystone company was preparing to push its railroad on through to Monticello, but this was not to be the case. Most likely the company was extending the east spur to reach its new timber holdings south of East Topisaw Creek near the Lawrence County line. This area was the last to be logged by railroad, and at least two ox lots are known to have existed in that vicinity.

In early 1899, the Pearl River Lumber Company came upon the lumbering scene in Lincoln and neighboring counties. It was the biggest such operation ever to hit Lincoln County, and its management had what seemed like an insatiable appetite for buying up all the timberland east of Brookhaven. In particular, the Pearl River Lumber Company not only began buying timber in the area west of Monticello, but soon persuaded the Keystone board of directors to sell the majority of its timber holdings in that same area. Thus, on September 12, 1899, for the sum of \$10,500, the Keystone company deeded 2,900 acres of timberland in western Lawrence County to the Pearl River Lumber Company. The Keystone board of directors now knew that the company could operate only a few more years on the timber that was left. Apparently they did not think that further investment to prolong the life of the company was worthwhile. After all, lumbering was not the primary business interest of Albert Baldwin, who had taken over the presidency of the company after the death of Henry Wellmann in 1898. By 1901, practically everyone knew that the end was drawing near for the Keystone company. The Brookhaven *Leader* at that time lamented that the company's timber supply was running short and added, "We do not know of any lumber company who have established themselves more in the hearts of our Southern people."⁵⁸

The men employed at the Keystone mills also knew that the company's days were numbered, and many began leaving as early as 1899, with the beginning of construction of the mill of the Pearl River Lumber Company at Pearlhaven. Even some of the company stockholders began pulling out to return to the North or for jobs elsewhere.

With the dwindling timber supply, Mill Number One was shut down for good about 1900, and the number of machines in the planing mill was reduced from nine to three.⁵⁹ During this period only one log train was in operation, making two trips a day hauling logs from the woods to the mill. Several people interviewed remember the company owning only one or possibly two logging locomotives plus the Bogue Chitto engine, as it was called, in the last years of operation.⁶⁰ By then the timber on the north and south spurs had been cut out. With only one sawmill operating, the need for logs was reduced so that one or more of the locomotives was sold. In those years, the company was going back over portions of its land, cutting trees that had been too small to cut the first time through. The logs cut from these trees, being in an area close to the mill, were hauled directly to Wellman by ox teams and log wagons.⁶¹ The very last load of logs was hauled by W. A. Benson Brister in this manner from the woods northeast of Wellman to Mill Number Two.⁶²

On January 20, 1903, with less than a year's supply of timber left, the Keystone board of directors held its annual meeting at Wellman and voted to authorize the officers to sell off all the land and personal property belonging to the Keystone company.⁶³ Sale of the cutover lands began almost immediately. That summer, Frank Converse, the general manager, offered to buy the remaining cutover land from the company. The board accepted his offer of \$10,707, and on July 22, deeded to him 9,310

acres in Lincoln County and 670 acres in Lawrence County. For just over a dollar an acre, Converse acquired almost 10,000 acres of land, which he was able to sell in short order for a tidy profit. Many of the company's employees bought this cutover land, which today is still largely owned by their descendants.

One final natural calamity beset the company before the end of operations. In March 1903, heavy rains caused a big washout on the dummy line at the Wylie Hall trestle near Bogue Chitto. As if this were not enough, one of the Keystone locomotives was left "lying in state between the exuberant waters of the Bogue Chitto River and the aforesaid washout."⁶⁴

By August 1903, the Keystone company was clearing up and sawing what scattered timber it had left. The remaining stock of lumber was being shipped from the large storage sheds at Bogue Chitto, and the company was preparing to go out of business. Most of the machinery had already been sold, with a good portion of it going to the Natalbany Lumber Company at Natalbany, Louisiana. The rails that had made up the east spur were sold to J. J. White of McComb for construction of his railroad from McComb to Liberty.⁶⁵ Many of the families began to move away from Wellman and by October, all sawmilling activity in town had stopped.⁶⁶ Where once there had been bustling activity, nothing remained but vacant houses and pine stumps.

Toward the end of the summer of 1903, a rumor was circulating around Lincoln County that some of the cutover lands of the Keystone company would be acquired by a Michigan syndicate that proposed to set up a large truck farm and breeding barns at Wellman. In this instance, the rumor proved to be true. In September, 1903 the Southern Agricultural & Manufacturing Company bought a portion of the cutover lands around Wellman and established a truck farming business there. The main part of the farm was located on Greasy Ridge where the Quarters had been and ran all the way down to the old planing mill. Mill Number Two was made into a barn. The business lasted only a few years, after which the owners returned to the North.⁶⁷

After the mills closed, what happened to the men who had been the officers of the Keystone Lumber & Improvement Company in its last years? Albert Baldwin, Jr., the last president, continued in the hardware business in New Orleans until his death in March 1915, at the age of 48.⁶⁸ James S. Scutt, the secretary and one-time mill superintendent, moved to Bogue Chitto in the summer of 1903, where he took a job as sawmill foreman with B. E. Brister & Company.⁶⁹ Frank Converse, the vice president and general manager, moved to Bond, Mississippi, but returned to Bogue Chitto in 1904 to become cashier of the newly formed Planters Bank.⁷⁰ Finally, in 1909, he and his family moved to Portland, Oregon, where he reportedly went back into the lumber business.⁷¹

1. "A Mississippi Milling Plant," *Northwestern Lumberman*, April 26, 1890, p. 17-8.
2. Lincoln County Chancery Court records, Deed Book 17, p. 81-93.
3. *Northwestern Lumberman*, April 26, 1890, p. 17.
4. *The Timberman*, December 6, 1890, p. 5.
5. *Northwestern Lumberman*, April 26, 1890, p. 17.
6. Lincoln County Chancery Court records, Deed Book 17, p. 102-3.
7. *Northwestern Lumberman*, April 26, 1890, p. 17.
8. *Northwestern Lumberman*, April 16, 1892, p. 5.

9. "A Trip to Bogue Chitto," *Brookhaven Leader*, April 5, 1888; and *Northwestern Lumberman*, April 26, 1890, p. 18.
10. "The Keystone, A Huge Lumber Manufacturing Enterprise," *Brookhaven Leader*, August 15, 1889.
11. *Ibid.*
12. *Ibid.*
13. *Ibid.*
14. *Ibid.*
15. *Brookhaven Leader*, April 5, 1888.
16. *Brookhaven Leader*, August 15, 1889.
17. *Northwestern Lumberman*, April 5, 1890, p. 25.
18. *Brookhaven Leader*, August 15, 1889.
19. "The Keystone Wreck," *Brookhaven Leader*, May 23, 1889.
20. *Brookhaven Leader*, September 12, 1889.
21. Interview with Mrs. Will R. Hope, July 16, 1975.
22. *Northwestern Lumberman*, April 26, 1890, p. 18.
23. "Plant of the Eastabuchie Lumber Company," *St. Louis Lumberman*, June 1900, p. 37.
24. Obituary of N. Butler McClanahan, *American Lumberman*, February 1, 1919, p. 85.
25. *The Timberman*, February 13, 1892, p. 13.
26. "A Surprise Party at Bogue Chitto, Mississippi," *Summit Sentinel*, December 31, 1891.
27. "Death of Capt. George S. Lacey," *Southern Lumberman*, January 20, 1912, p. 46.
28. *The Timberman*, February 14, 1891, p. 12; and *Brookhaven Leader*, July 25, 1893.
29. *Lincoln County Times*, December 26, 1890.
30. "Wellman City, A Thriving Piney Woods Village Surrounded by Fine Moral and Religious Influences," *Brookhaven Leader*, July 25, 1893.
31. Interview with Mrs. L. R. Bowman, September 13, 1974. Mrs. Bowman's father, Ira Martin, worked at the Keystone planing mill for several years around 1900.
32. Interview with Luther Nations, October 24, 1975. Mr. Nations worked in the planing mill of the Keystone company about 1902.

33. Interview with Ira T. Brister, September 24, 1974. Born in 1890, Mr. Brister lived in Wellman as a boy where his father, W. A. Benson Brister, was a teamster for the Keystone company.
34. Ibid.
35. Ibid.
36. Interviews with Ira T. Brister, September 24, 1974; and Mrs. L. R. Bowman, September 13, 1974. Ira Martin helped to plane the lumber that went into the decking on the U. S. S. *Mississippi*. This ship was commissioned September 30, 1905, and decommissioned in 1914, after which it was sold to the Greek Navy.
37. Interview with Mrs. Archie Buie (Ida Lea), daughter of Will M. Lea, September 9, 1974. Mrs. Buie lived in Wellman from 1888 until 1900 when she married and moved away.
38. Interview with Herman D. Coon, December 11, 1974. Mr. Coon was born in 1887 and lived near Wellman. Many of his relatives worked for the Keystone company.
39. Interview with Ira T. Brister, September 24, 1974.
40. Interview with Lucius M. Cole by Bonnie L. Cole, March 23, 1975.
41. Interview with Luther Nations, October 24, 1975.
42. *Brookhaven Leader*, August 7, 1894.
43. Interview with Gordon Tynes, September 13, 1974, and letter to the author from Tynes, September 1974.
44. *Brookhaven Leader*, August 8, 1893.
45. Interview with James E. Griffith, by S. E. Moreton, Jr., June 28, 1977. Mr. Griffith was eight years old in 1894 when his father went to work for the Keystone company.
46. *Brookhaven Leader*, August 8, 1893.
47. *Brookhaven Leader*, September 12, 1893; and *Lincoln County Times*, September 7, 1893.
48. *Lincoln County Times*, September 21, 1893.
49. *Lincoln County Times*, October 5, 1893.
50. *Brookhaven Leader*, February 28, 1889.
51. *Northwestern Lumberman*, November 9, 1889, p. 9.
52. *Brookhaven Leader*, August 28, 1894.
53. *Brookhaven Leader*, July 10, 1894.
54. *Brookhaven Leader*, December 18, 1894.

55. **Brookhaven Leader**, May 21, 1895.
56. **Brookhaven Leader**, July 20, 1898, and August 3, 1898.
57. **Lawrence County Chancery Court records, Deed Book HH**, p. 14.
58. **Brookhaven Leader**, January 23, 1901.
59. Interview with Ira T. Brister, September 24, 1974.
60. *Ibid.*, and interviews with Luther Nations, October 24, 1975; and Mrs. Archie Buie, September 9, 1974.
61. Interview with Ira T. Brister, September 24, 1974.
62. *Ibid.*
63. **Lincoln County Chancery Court records, Deed Book 33**, p. 569.
64. **Brookhaven Leader**, March 11, 1903.
65. **Brookhaven Leader**, August 1, 1903, and October 14, 1903.
66. **Brookhaven Leader**, October 14, 1903.
67. **Brookhaven Leader**, June 8, 1904; and interview with Ira T. Brister, September 24, 1974.
68. Obituary of Albert Baldwin, Jr., in *Lumber Trade Journal*, March 15, 1915, p. 15.
69. **Brookhaven Leader**, September 19, 1903; and interview with Henry McGehee, February 4, 1976. Mr. McGehee's father, Thomas Lee McGehee, was a long-time employee of B. E. Brister & Company.
70. **Brookhaven Leader**, September 2, 1903, and May 11, 1904.
71. **Brookhaven Leader**, October 16, 1909; and interview with Herman D. Coon, December 11, 1974.