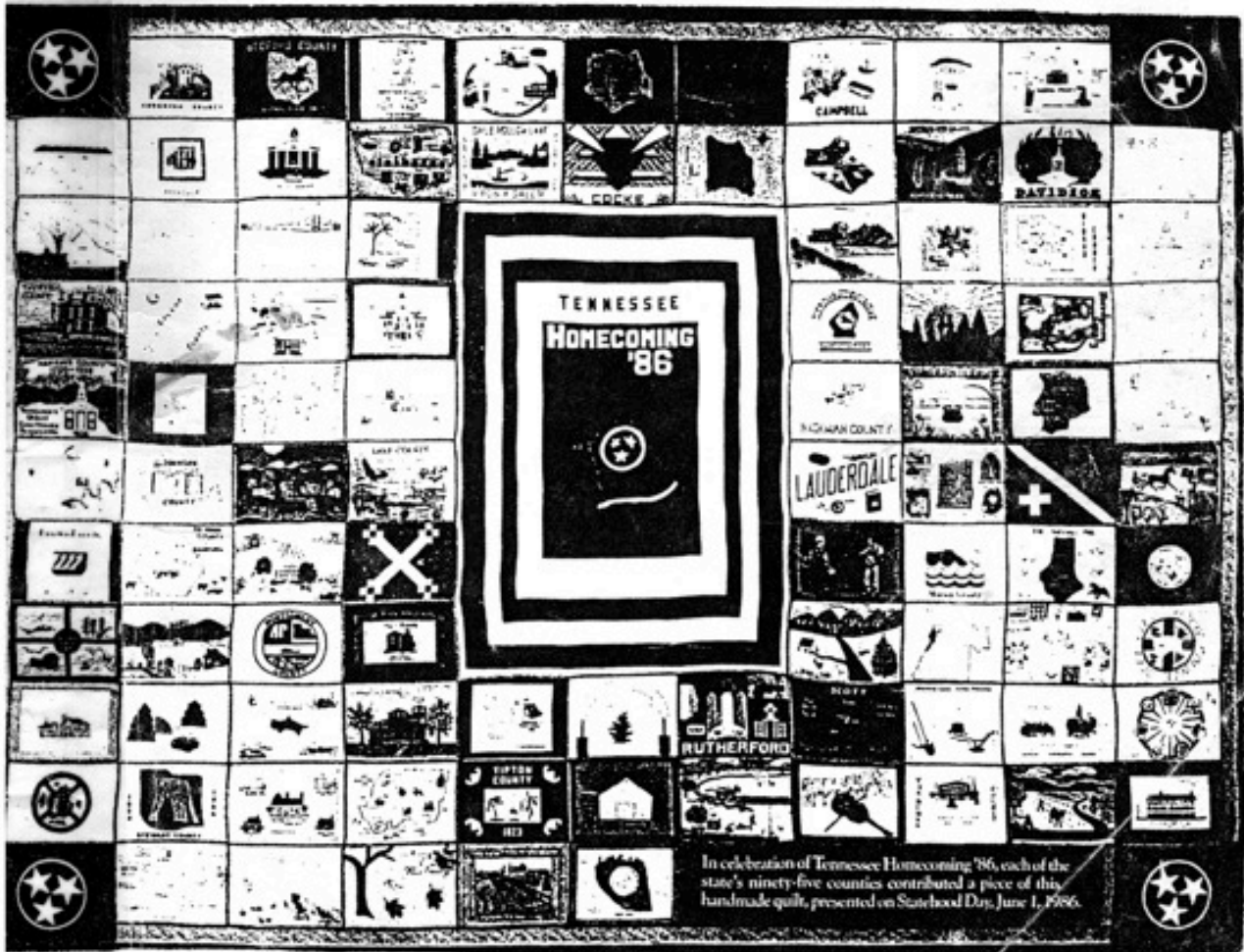




FAIRFIELD



**FAIRFIELD
GLADE
HISTORY**

PREFACE

"I feel so sorry for Mr. Smith. He tries so hard to make American History interesting." This was the caption below a cartoon depicting two high school age girls leaving a classroom. I have long since forgotten the magazine in which this appeared, but the obvious humor of the situation reveals something of our attitudes toward the past, and possibly is an indirect reflection on the way many of us learned our history in the classroom. Like liver or raw oysters, it appears that citizens either love history or leave it alone. Hopefully, this brief account of Fairfield Glade area history by an amateur "come here," as one would be called in rural Virginia, will increase the readers appetite for the past in the same way that it affected mine.

In advance, I would like to thank all of those people and publications from which I have "borrowed" information. These will be listed and acknowledged, hopefully without omission, at the conclusion of this history.

Thomas B. Martin

IN AND AROUND THE GLADE
1776-1986

DEDICATION

This effort is dedicated to the Fairfield Glade Homecoming '86 Committee and the many special events it has sponsored during this past year. May the interest it has generated help us all to become better "transplants" for having experienced "THAT WONDERFUL YEAR, 1986!" (With apologies to Garry Moore)

Among the commemorative activities sponsored by various organizations during 1986 were the following:

- January - Monte Carlo Night
- February - Barn Dance
- March - Ides Dance
- April - Barn Raising & Bowl for Sight (Lions Club)
- May - Merchants' Festival
- June - Monte Carlo Night
- July - July 4 Parade, Gospel Sing & Ice Cream Social (Baptist Church)
- August - Pancake Breakfast (Firemen)
Dinner Theatre & Heritage Ball (Theatre sponsored by Ladies Club)
- September - Fish Fry (Fisherman's Club)
- October - Circus (Lions Club), Octoberfest, Halloween Party
- November - Turkey Shoot
- December - Luminaries for Residents

Fund raising projects were held during the year.

CHAPTER 1 THE CRAB ORCHARD

The first Cherokees to notice the oversize footprint of the first white man to invade and settle in the Cumberland Plateau and threaten the deer, elk, and buffalo infested hunting grounds, must have reported that a giant was among them. Thomas "Big Foot" Spencer was indeed among them and had taken temporary lodging in a large and hollow Sycamore tree. The year was 1776; and by 1778, he had cleared land, erected a cabin, and grown corn. In 1794 upon his return from a trip east to collect an inheritance, as the story goes, he was attacked and killed by Indians at a point about a mile east of Crab Orchard. Two tributes to his memory remain. Spencer's Rock and Spencer's Mountain are visible just east of where Interstate 40 crosses US- 70, and the rock serves as a fitting gravestone for this relatively unknown pioneer. A plaque near the entrance to Renegade also reminds us of his legacy. A party of some forty Indians, reportedly headed by the Cherokee, "Doublehead," carried out the raid. Ironically, the leader of this group was probably named for a conspicuously large skull while Spencer was nicknamed for the opposite anatomical prominences.

Also, ironically, this attack took place three years after the "Treaty of Holston," which was to guarantee safe passage through the area to travelers from Washington to Nashville for a fee of **\$1,000** in goods. Under the terms of this treaty, Indians were to own land from the Clinch River to the mountain divide between the Tennessee and Cumberland Rivers. This divide is in the present Cumberland County. A previous treaty the "Hopewell" had allotted all but the southern reaches of the plateau to the Indians. Finally, the "Treaty of Tellico" was to "forever" yield the area to white settlers. This document was signed in 1805.

It might be helpful at this point to note that the plateau has been variously called "The Wilderness," in earliest days; then part of the "Mero" district in 1788. Prior to becoming Cumberland County in 1856, this area of the plateau was made up of the far corners of neighboring counties: Morgan, Rhea, Bledsoe, Fentress, and Putnam.

Returning to the late 1700's, the trails and stage roads, all passing through Crab Orchard were the ones blazed by the Indian, Tallonteeskee, later to be broadened to 10 feet by Avery, roughly bordering the present Tennessee Central tracks and later to become the famous Walton Stage Road in 1801. The large North Carolina wagons, which sometimes required 12 or more mules to pull the load, paid tolls as they proceeded westward. Sections of the road were maintained by settlers who collected the usage fees. Note: It should be mentioned that it was near Crab Orchard that a party of Creek Indians attacked and killed four militia soldiers in 1794. An historical marker along US 70 marks the site of this attack.

Militia escorted travelers, passing through Crab Orchard in those early days, certainly observed by Indians from the high rocks of Crab Orchard Mountain, could look forward to meals consisting of fresh-killed meat, corn, chestnuts, apples, brandy, and other commodities, such as gun powder and bullet molds furnished by the "stands" or taverns, which provided necessities for the pioneer travelers. Also from the high rocks and mountains on the approach to this stopover, one could see the abundant crab-apple trees for which the valley was named; and no doubt see evidence of limestone outcroppings, which resulted from carcasses of shellfish and coral from the salt water which covered the area millions of years ago, later to be revealed by deep cuts in the plateau from waterways which coursed through the area.

Travelers were restricted by treaty to hunting within a mile on each side of the road and only the brave or foolhardy would venture further in search of game. Not all travelers passed through Crab Orchard on this "road to some place else." Thomas Clark claimed 640 acres there in 1796. This was the standard claim offered to Revolutionary War veterans of the time. Other settlers spread out to such areas as beautiful Grassy Cove to the south and later to the north

into the present Fairfield property. Long before this expansion, Crab Orchard had become a landmark for travelers, particularly following the building of a permanent Inn in or about 1825. Bricklayers from Knoxville, aided by slaves, were credited with making this building one of the finest of its kind. Stagecoach drivers would "bugle" the pending arrival of hungry travelers from the mountains so that meals could be prepared. Andrew Jackson, John Sevier, and James K. Polk most certainly stopped here during their travels. It is said that the descent from Spencer's Mountain into the valley was so steep that trees were dragged behind coaches and horses to provide makeshift brakes for the 'slide." The mountain top was consequently almost devoid of trees.

John Ford, who settled Grassy Cove, was stalled near Crab Orchard when the brakes on his wagon failed on the descent and his team was killed. The Hassler family was said to have settled in Crab Orchard due to flooding of Daddy's Creek, making the trip further west impossible at the time. So both 'human" and natural accidents contributed to area settlement.

Crab Orchard Inn stood on the rise east of the present Crab Orchard Water Office until its demise by fire in about 1929. Robert Burke had owned the Inn for most of its tenure.

About 1900, the Tennessee Central Railroad was extended through Crab Orchard and Hotel 1880, which still stands, also provided lodging and food for visitors. This building is now an antique shop run by Marty Drake. The railroad offered transportation for sandstone and limestone mining operations established in Crab Orchard. Presently called Franklin Limestone, this company ships 95 percent of its product out of Tennessee. With mixed emotion, it is interesting to note that the IRS Service building is made of Crab Orchard stone as is Rockefeller Center in New York City. Locally the Homestead area, constructed in post-depression years, provides local examples of this native sandstone construction as do many buildings in Crossville. Common "fieldstone" has been used in much area construction, Fairfield Glade included. The Tennessee Central tracks now extend only a short distance west of Crossville.

Several landmarks remain as reminders of earliest days in Crab Orchard. A mile east of town stands a two-story structure built in 1830 by DeRossett. This five room home has a large garden which also was the location of the old stage road. A mile north of town, the Burke cabin, constructed in 1826, also remains. (Although published reports indicated that the DeRossett and Burke homes were still standing in 1983, a search for these buildings in those locations proved fruitless. Only foundations remained.) On the north side of US 70 about a mile east of town is Hassler Cave, which has not been fully explored. A spring marks the entrance to this cave, and it no doubt provided lodging for Indian, and probably white, area inhabitants.

The reader, at this point, might wonder about all of this attention to Crab Orchard history. This somewhat bumpy "back door" to Fairfield Glade was really the hub of the settlement wheel, and some of its older residents enjoy recalling that Crossville had hogs rooting in its muddy streets long after the Crab Orchard was a thriving operation. East to west travelers almost invariably funnelled through this historically significant little community.



Figure 1-1 Watson house in Hebbertsburg



Figure 1-2 Walton Road Marker



Figure 1-3 Franklin Limestone Crab Orchard



Figure 1-4 Site of Historic Crab Orchard Inn

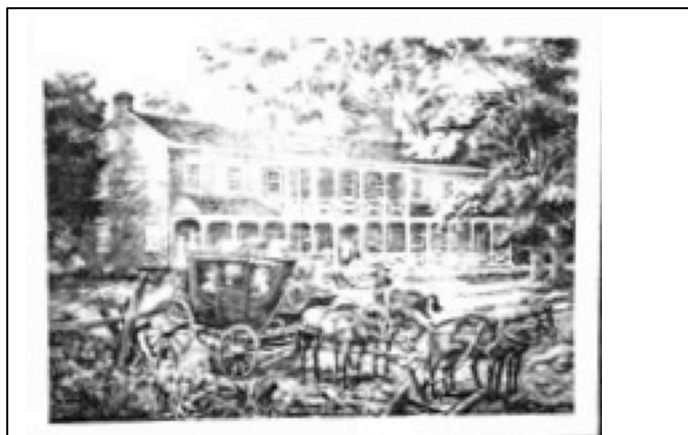


Figure 1-5 Artist's Concept of Inn at its "Peak."



Figure 1-6 Spencer Mountain Cut with Spencer Rock in Background

CHAPTER 2 SPOKES OF THE WHEEL

Centers, Dorton, Hebbertsburg, Chestnut Hill, Peavine, New Forest Hill, and other early communities could all be considered spokes of the settlement wheel, the hub being Crab Orchard.

Radiating northward, Reuben Hamby and family settled at the junction of Daddy's Creek and Yellow Creek and began farming. Hamby had left North Carolina, traveled to Missouri, and migrated to what is now the Hebbertsburg area in about 1833. Reuben's son, Levi, had a son Hebbert, who was a Civil War soldier with the First Tennessee Federal Mounted Infantry. The Yellow Creek Post Office was renamed Hebbertsburg in his honor in 1865. His brother, Reuben, was postmaster for 16 years. It may surprise some that Hebbert was a Union soldier. However, like most of East Tennessee, the Civil War often split area families, churches, and communities. There were apparent economic as well as moral and philosophical reasons for this split in loyalties. Whereas some areas of the state, particularly in western parts of the state, utilized plantation slave labor, the mountainous eastern and plateau regions were not involved in this activity to a great degree. This is evidenced by the fact that the black population of Shelby County (Memphis), as late as 1880 was larger than the white population. On the other hand, Knox County (Knoxville) was only one-fifth black. At the same time, Cumberland County registered only 42 black individuals from a population of 4,500. The fact that there are no black students enrolled in the Cumberland County schools at present indicates that this ratio has no doubt decreased. It is not the purpose of this paper to study minority history in this area, except to note that Fairfield, as it grows, could affect the proportion of minorities residing in this part of the county.

Returning to Hebbertsburg, the census of 1860 lists some 49 families residing in our neighborhood to the east along Peavine Road. Many of these were Hambys, attesting to their prolific ways. Most residents were registered as farmers, a few blacksmiths, and a surveyor or two were entered on the rolls. In those days it appears that the females were assumed to be homemakers since no occupations were listed, but boys as young as 14 were listed as farmers.

Since Hebbertsburg has an abundance of historians among its citizens, we will leave further study to them except to note that the Hebbertsburg Community Center continues as an area "hot spot", and seldom does a week go by without social activity in this building.

CHAPTER 3 SENTER OR CENTER

Thomas Senter had only one major obstacle, other than the grade, to overcome in making the trip of some 1 1/2 miles (as the crow flies) from the Walton Road in Crab Orchard to his new property to the north. The year was about 1857. Wait! Let's make that "Center." Although the 1860 census lists a Tom Senter, the 1870 census lists a Tom Center along with a wife and child with the same names and ages as the 1860 document, plus ten years. Mystery solved.

Returning to Tom Center's trip to what is now the Glade's equestrian area, he needed to cross "Daddy's Creek," which he reportedly forded at a point some 200 feet downstream from the present Center Bridge. At times this waterway was easy to cross without major effort; at other times the "shoulder to the wheel" method was necessary due to a combination of rocks and high water. Local historians have suggested that these fords offer excellent places to find contents of pioneer's pockets, accidentally dislodged as they pushed wagons across reluctant streams. Arriving at what was to become their 1800 acre farm and homestead, the family built a temporary log home near Glade Branch Creek, a few hundred yards east and a little south of their permanent colonial style home which still stands. This cabin was apparently in use for several years until the family outgrew it and relocated in the "big house" sometime in the 1870's. They were able to quarry stone for the chimneys and utilize the wood which became available as they cleared land for farming. They had followed the usual pattern of locating their first home near a creek and spring; and later as more sophisticated methods of obtaining water and sanitation facilities evolved, they moved to higher ground and built a much larger and more modern home.

Tom Center became Cumberland County's first Superintendent of Schools in 1865. Perhaps his 13 children partially qualified him for the job. It may have been easier to bring the school to them than vice-versa. In any case, a combination school-church facility was built about a quarter mile north of the family home. The family cemetery is close by and contains the graves of many family members and one minister, who might have been a circuit rider who passed on while visiting the church. A stone fence still surrounds the plot.

Several of Tom's children died at early ages, some reportedly from typhoid from a contaminated well. One of the sons, Hugh Center, remained on the property all of his life and raised several daughters; one of whom married Paul Capps, who continued to farm the property until it was sold to Fairfield in 1972. Jane Center Capps and Paul Capps still reside on Chestnut Hill Road just off Glade property.

The farm yielded good crops of potatoes, tobacco, corn and other vegetables; and cattle, hogs, and chickens were raised and grazed. Four barns plus chicken houses at one time stood on the property along with the fruit cellar, which still stands. Glade gardeners who use part of the area for vegetable plots at present can attest to the quality of the soil.

The stable, pasture, and trail area was in use from 1980 until the unfortunate fire of summer, 1985, in which some 23 horses perished. By early 1986, the stable and separate hay storage facility were well on the way to completion; and a bunk house and petting zoo were in the planning stages. The organizing of a local "Historical Society" gave promise of eventual restoration of the Center House, one of the counties oldest structures still standing.

Dallas Swicegood of Chestnut Hill shed a slightly different light on some aspects of the construction of

the Center homestead. According to this version, a John Swicegood of Hebbertsburg was involved in the construction of three homes, the other two very similar in design to the Center House. One was reported to be in Soddy-Daisy and the other just this side of Rockwood. Dallas Swicegood's parents, Baxter and Mary, lived "down Lick Creek" east of Lake Dartmoor not far from Drew Howard, whose home was at the east end of Dartmoor near the dam. Their infant daughter was buried in New Forest Hill Cemetery in 1916 in the northwest corner of the Glade. Baxter worked at the sawmill which was located in the Wilshire Hills area. His neighbor, Drew Howard about whom more will be said in later chapters, was apparently highly skilled in the manufacture of "spirits," especially during moonlight hours.

Another member of the Center family, Tom's brother Frank, resided just beyond the southeast corner of Glade property near where Daddy's Creek makes a hairpin turn. A chimney made of unusually large stones is all that remains of this home site, which lies about a mile south of the "Overlook*" west of the waterway. The chimney was involved indirectly in the death of Frank's six-year-old son, who was sitting close to it during an electrical storm. According to "The Crossville Times" of June 9, 1887, lightning struck the structure, came down the chimney, and killed the young boy.

Attempting to trace the deeding of the Center property leads to some interesting dead ends. Court House records in Morgan County, in which the property was located prior to Cumberland County's becoming a reality in 1856, show no property deeded to Tom Center. Cumberland County records show property sold to the family between 1868 and 1889, but this land appears to lie north of the homestead. The explanation could be, as the Morgan County Recorder put it, "Most of our white kinfolk probably got their property by settling on it." It is apparently true that many of the grants, such as government 5,000 acre grants, Revolutionary War grants, and an act of 1819 which granted squatter's property rights after 7 years on a given property, often involved overlapping and duplication of property lines. Tom Center's wife was a McEwen, and the McEwen family owned large tracts of land in the area. This could explain the settling provided that Mrs. Center was from the same family tree. The lack of records is not too surprising when the Cumberland Court House claims to have no records of structures on properties prior to 1970. This has made the dating of structures in the county more than difficult.

Before leaving the Center family, it is interesting to note that early maps designate landmarks in the area as Center Bridge, Center Ford, Center School, Center Road, Center Chapel, and Center Community following the custom of naming settlements, regardless of size, after the founder.

NOTE: "Cumberland County's First Hundred Years" has Tom Center purchasing the property from a Dr. Haley and Robert Burke. Robert Burke had owned the famous Crab Orchard Inn.



Figure 3-1 Homestead, Vintage about 1870



Figure 3-2 Stable, Vintage 1986



Figure 3-3 Probable Site of Center Cabin Near Glade Branch



Figure 3-4 Chapel-School Combination, Variouslly Identified as Center Chapel, Dorton Chapel and Baker Chapel.



Figure 3-5 Number 6, 7, 8, 9, 18, 21, and 23 are Center Children. 16 & 17 are Mrs & Mr Tom Center



Figure 3-6 Remains of Frank Center Chimney Near Daddy's Creek



Figure 3-7 View Near Daddy's Creek Along Pond Branch and Lancashire Drive



Figure 3-8 Glostowbury Spillway from the Bottom

CHAPTER 4 CONTINUING CLOCKWISE

Proceeding west-north-west from Crab Orchard, we cross Daddy's Creek and come upon a Interstate 40 rest stop, the site of Kemmer's Stand on the old Walton Road. It was at or near this point that the Burke Road branched to the west toward Crossville an Sparta, eventually to provide access to Nashville. Of greater interest to Fairfield residents might be the fact that, also branching from Kemmer's Stand was a northward trail which wound across Daddy's Creek at a McGinnis Ford and progressed northward through Northville, now Chestnut Hill, into what is now Glade property, eventually to connect with Antioch Road near Peavine Road. Portions of the Antioch Road will be discussed later as will the possible course of the "Kemmer Stand to Antioch" road through Fairfield.

Some three miles further west-north-west along Walton Road a settlement, later to be named Dorton after a prominent attorney, is encountered. Dorton's effect on our area came somewhat later when a spur from the Tennessee Central into Peavine and the present Glade was completed.

Occasionally, a novice writer blunders into a "find" just when frustration is about to lead to a dead end. After several trips to the Dorton area, I had stopped to restudy my map and make another attempt to find traces of the spur mentioned above when I noticed an abandoned grocery with a sign that said, "Grist Mill," in the window. Noticing an elderly man standing in the yard with his dog, I risked question regarding the old railroad. This innocent question led to an afternoon o exploring the course of the "Cumberland Northern Railway" as it was called, wit octogenarian Rufus Greer of Dorton.

The old right-of-way is described in Sulzer's "Ghost Railroads of Tennessee" as being "ten miles long and capable of handling a locomotive and only two cars" due to steep grades. The engine in service is pictured in Bryan Stanley's "The Way it Was" and was named "Frog Eastern Express," no doubt somewhat "tongue in cheek." The Cumberland Land Company with C. E. White as president, hauled timber, ties, acid wood, and tanbark according to Sulzer; and the opening of a coal mine 'nearby expanded the cargo to include coal.

In tracing my trip with Mr. Greer "end to end" along the old spur right of way, we proceeded from the Tennessee tracks northward a short distance to "North Creek Hill, site of the famous wreck which killed at least two workers who were riding on flat cars hauling ties to be used in constructing a portion of the railroad. The brake failed, reportedly due in part to frosty weather; and the workers were forced to "bail out." Some were fortunate enough to make relatively safe landings; others war not as fortunate.

After crossing North Creek via trestle, the spur followed what is now "Shorty Barnes road, which incidentally was at one time "Peavine Road," and proceeds northward over some fine grazing land and joins the present Peavine Road near Mountaineer Realty' office. The railroad then followed Peavine through what was called "Sandy Flats," an area near the present housekeeping units where thick sand made travel difficult. Upon entering Fairfield property, the apparent course was through the Wilshire Condo area parallel to Dartmoor Drive and across a trestle just west of Stonehenge Drive terminating at White's Sawmill and commissary in the modular home section near the

intersection of Dartmoor and Arthur Court. It should be mentioned here that only the stone trestle across Stonehenge Drive from Oak Knoll and an open well some 15 feet wide and at least 12 feet deep, reportedly for use in the steam engine, are the only landmarks remaining to verify the existence of this roadway except for spikes which have been found on the property. The well can be seen some fifty feet west of Stonehenge Drive directly east of the old sawmill site. (It appears that this well may have been a mine shaft at one time. Timbers appear to have been used to support the entrance, although water makes an exploration impossible.) The sub-spur extended about a mile directly eastward from the mill to the previously mentioned coal mine, now abandoned, of course.

The tenure of the Cumberland Northern Railway was apparently 1909 until 1920 when the rails and ties were sold. The dwindling supply of timber is attested to by the fact that there were 44 sawmills in the county in 1909 and only 14 by 1912. This might explain why coal mines were opened, although coal was no doubt needed to fire the locomotives. Cord wood was also used, probably prior to the coal mining operations. It is interesting to note that both wooden and metal rails were used on some of the spurs.

There was also a narrow gauge spur from the Southern Railroad near Wartburg which entered the present Catoosa preserve. Although the course of this link is subject to conjecture and conflicting "testimony," it probably crossed Daddy's Creek near the Devil's Breakfast Table and terminated at Little Peavine Mountain. Some insist that it did enter Fairfield property and terminate at Peavine Mountain. The Sulzer book has it winding along the Obed and making its way to Genesis.

Before leaving Dorton and Rufus Greer, we returned to his house to examine his ample potato crop, his grist mill, and the private gas wells with which he meets his heating and cooking needs. His skill as a guide was outstanding--the only time he lost bearings was when we entered the maze of new roads which wind through this property. These changes in landscape, although beneficial, do not make studies of history any easier.



Figure 4-1 Approximate Location of Sawmill Complex



Figure 4-2 Deep Water Hole Apparently Used as Locomotive Water. Also Reported to be Mineshaft Entrance Located Near Stonehenge.



Figure 4-3 Spur Railroad Trestle Near Stonehenge Drive.

CHAPTER 5 THE BROOKHART LEGACY

If we continue moving westward a couple of miles, we will reach the familiar confines of Peavine Road. This avenue to the Fairfield properties was "graded through" in 1955 and replaced the old Peavine Road from the Dorton area. According to 'Cumberland County's First Hundred Years,' the general route of this roadway was in use under the name, "Antioch Road," which came from the east through Hebbertburg, across Daddy's Creek near the present bridge, and followed close to Peavine Road and into Crossville on First Street or old Rockwood Road. The Peavine portion of the road was in use sometime after the Civil War. The section from the interstate into Crossville was listed as the Burke Road, which connected the Walton Road with access roads to Nashville. The Burke Road was in use considerably earlier, prior to 1823.

Backing up a bit as we enter Fairfield property from the southwest and west and turn northward on Dartmoor, forking to the left at Red's Store, we approach the location of the original Peavine Post Office and its Postmaster, Chauncey Brookhart. The first road to the right leads to this home, post office, and family plot in use prior to 1900. These lie just west of the Glade property not far from the modular home units. Remains of this two story structure, fruit cellar, well and out buildings can be observed at the site. C. E. Brookhart was born in 1855, about the same time the Center family was settling in Dorchester, and was buried in the family cemetery in 1926. The last burial in this plot was in 1959. Donald Brookhart, former Chronicle publisher and County Historian, is Chauncey's grandson. He still resides in Crossville. The Peavine Post Office was closed in 1949.

This might be a good opportunity to examine something of the origin of



Figure 5-1 Main Building PO and Residence



Figure 5-2 Another View

the name, "Peavine." Some who have traveled this road, especially before its course was "improved," might think the name appropriate due to the vine-like curves and bends. However, the name of the road and area came from the abundant vines which provided both food and often shelter for grazing livestock until it was eaten away or burned off years ago. Local people say that cattle could "live" under the shelter of the vine in severe weather.



Figure 5-3 Outbuilding Foundation

"Moderns" might wonder why post offices were located in such apparently "out of the way" places. Peavine's population was listed as only 95 in 1930 and 109 in 1939, for example; but if you consider transportation and the "spread" of population especially before the auto, there appeared to be nothing but "out of the way" locations. Before leaving Peavine, it seems appropriate to quote from "Cumberland County's First Hundred Years" which closes its section on Peavine with the statement, "Area development should mean new opportunities for Peavine." This was written in 1956 and was more than somewhat prophetic.