

PINTLALA HISTORICAL ASSOCIATION



*c/o Pintlala Public Library
255 Federal Road
Hope Hull, Alabama 36043*

Volume XXVIII, Number 3

www.pintlalahistoricalassociation.com

July 2014

Mosley's Store, 1928



Photograph courtesy of Jean Mosley Ivy

2014 OFFICERS

President..... Gary Burton (334)288-7414
Vice President Lee Barnes..... (334)288-4855
Secretary..... Karon Bailey (334)281-6239
Treasurer Ina Slade (334)284-0337
Parliamentarian Jack Hornady..... (334)396-2130
Program Chairperson ... Alice T. Carter..... (334)281-3708
Members at Large
Place 1
Place 2 Daisy Anne Brady (334)612-0766
Place 3 Rene Barnett (334)288-0231
Place 4 Gregg Linn (334)281-9050
Newsletter Designer Angelique Pugh

TABLE OF CONTENTS

President's Message	Page 2
Pintlala, Mosley's Store, And The Advent of The Automobile	Page 3
Now We Know What He Looked Like: Henry Holmes, Pintlala Plantation Owner	Page 10
An Update From Dianne Bush	Page 15
PHA Program for July 2014 - Visit to Alabama Voices	Page 16
The Rest of the Story... ..	Page 16
You Can Visit Now: Bethel Cemetery	Page 17
BROOKS BARROW: He Can Repair Gravestones Too.....	Page 17
Lee Barnes at the Figh-Pickett House	Page 18

From the President

This newsletter is about one month late and it is entirely my fault. My excuse is the inefficiency brought on by the aging process and the attempt to undertake too much at one time. A more predictable schedule should resume in a couple of months. Much has happened over the intervening weeks:

1. **The Bozemans.** Other writing assignments convinced me that research and writing about this worthy subject would require more time. While this edition of the newsletter features a Confederate veteran (Walter Bozeman) and a contemporary friend (Ray Bozeman), there is a treasure trove of information to be digested about this family from the early settlement period moving forward. I am indebted to Bobbie Williams and Hazel Phillips for their assistance. Please stay tuned.
2. **Progress on the Mildred Smith Project.** Jerrie Burton has typed and entered 60 installments of Mildred Smith's columns beginning with 1951. She wrote at least one column per week for The Advertiser and other news outlets. We are indebted to Jerrie for helping the PHA get off to a dramatic start. Jerrie has learned much about community life in Montgomery County in the early 1950s. Mildred Smith was a community columnist for over four decades. Consequently, this is a staggering task. Do the math. There is an urgent need for more volunteer typists. A volunteer may 1.) type directly from the micro-filmed copies or 2.) type using Dragon voice recognition software provided by the PHA. Jerrie will be glad to provide some orientation.
3. **A Good Word About Alice, Karon, and Ina.** Alice, not only researches and writes for every other edition of our newsletter, but she has proven to be invaluable in checking out the facts of other submissions. She is constantly asking about documentation to corroborate assertions often made. Planning quarterly programs is now a way of life for her. Karon Bailey keeps meticulous minutes and has done so for years. In a sense, the history of our organization has been maintained by her skill and faithfulness. Ina Slade has brought her managerial talents to our stewardship of the financial resources entrusted to us. Accounting for every penny, Ina has provided the best in oversight.

I hope you are as grateful as I am for the support provided by so many who are enthusiastic about the history and heritage of Pintlala and southwest Montgomery County.

Gary Burton, President
garyburton1@charter.net
July 27, 2014

PINTLALA, MOSLEY'S STORE, AND THE ADVENT OF THE AUTOMOBILE

Gary Burton

The sky was a brilliant blue on May 5, 2014. The bright spring day found Ray and Ruth Bozeman in the main corridor of the Pintlala Baptist Church awaiting the start-up of the annual Baptist Ministers Conference. It was the end of the ministerial year and years of tradition had witnessed the influx of Baptist ministers and their colleagues into Pintlala Baptist Church for meaningful fellowship.

The Bozemans are faithful members of Gateway Baptist Church. While seated with Ken May, Director of Missions for the Montgomery Baptist Association, along with Ken's wife, Helen, Ray Bozeman talked about the popularity of Mosley's Store in the early twentieth century. Ray, currently 89 years old, reached deeply into his undiminished mind and recalled his father, Walter Coy Bozeman, relating an interesting story about the store which has been the hub of the Pintlala community for well over a century.



Before Ray Bozeman was born in 1925, his father worked at a carriage shop on the Mobile Road in Greater Washington Park on the western outskirts of Montgomery. According to his father, a "Mr. Mosley" would come to the shop and with Walter Bozeman they would make road signs promoting Mosley's Store. The signs would then be posted in strategic locations sometimes well beyond Alabama. The sign might read something like: *Visit Mosley's Store, Pintlala, Alabama. 133 miles*. The mileage, of course, varied depending on the location of the sign. Such early advertising probably took place just prior to 1920. Perhaps the "Mr. Mosley" who was responsible for this marketing ploy was George Adkin (Addie) Mosley (2/27/1893-1/3/1963), son of the Mosley patriarch, Anderson William Mosley (11/26/1867-2/3/1928). Addie Mosley, though a very young adult when creating signage for the community store, would go on to experience a stellar career in law enforcement. He eventually served Montgomery County as Sheriff.



Thomas Chesnutt,¹ nephew of Carroll Mosley and soon to be 92 years old, can quickly remember with clarity earlier periods in Pintlala, has vivid recall of Carroll Mosley (3/20/1909-12/26/1985), younger brother to George Adkin Mosley, painting roadside signs in the store itself and then posting them along Highway 31. One particular sign read: *Treat Your Wife Like A Pet. Eat At Mosley's Store*. Meals at the store had been prepared for many years by Cora Taylor, Lula Mae Mosley Tyre and Pearl Britt Mosley.

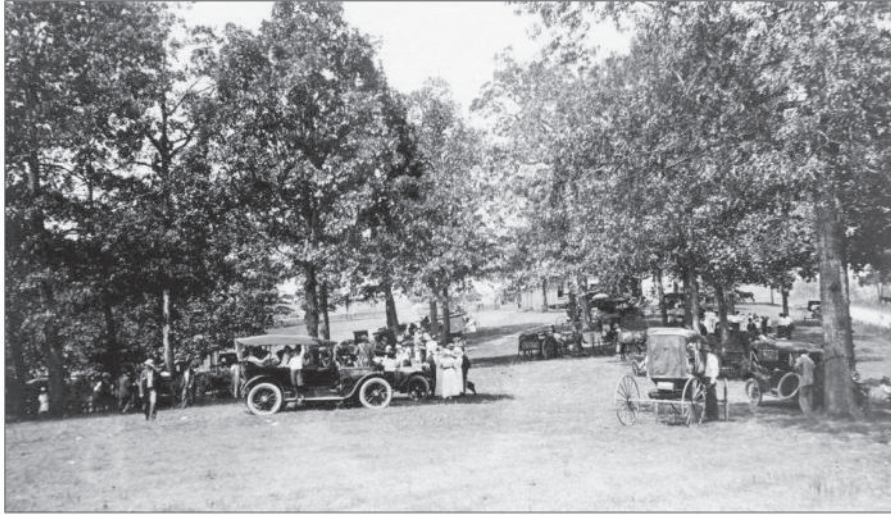
Also recalling signage used in advertising the store was Jack Hornady.² For years, according to Jack, there was a sign posted on Highway 31 north of the intersection. The sign alerted the public to an irresistible opportunity: *Mosley's Store - 400 Yards*.

It could very well be that Anderson Mosley, and sons George Adkin Mosley and Carroll Ballard Mosley, took advantage of the burgeoning popularity of Highway 31 and the proliferation of the automobile by promoting the services offered at Mosley's Store.

ROAD CONDITIONS

The public's embrace of the automobile forced officials to improve traveling conditions throughout the nation and especially the South. Highway associations were often formed to galvanize public opinion and to pressure politicians into providing money for road construction.

After the turn of the twentieth century, good highways eluded most Americans and nearly all southerners. In their place, a jumble of dirt roads covered the region like a bed of briars.



*Automobiles and carriages at a Pintlala gathering
Photograph courtesy of Alabama Department of Archives and History*

Introduced in 1915, the Dixie Highway changed all that by merging hundreds of short roads into dual interstate routes that looped from Michigan to Miami and back.

In connecting North and South, the Dixie Highway helped end regional isolation and served as a model for future interstates.³ What was true of the Dixie Highway was also true of Highway 31. The automobile was rapidly changing the American culture and

economy. Changing dynamics on a grand national scale would eventually concentrate themselves in the South, Alabama, and Pintlala.

For fifty years, U.S. Highway 31 was the main north-south route through America's middle basin, whining under the wheels of millions of motorists. Three Hundred and ninety-six miles of it belonged to Alabama, according to Alan Grady.⁴ He further observed that most Alabamians, as they approached the twentieth century, traveled the same trails and met roughly the same road conditions their ancestors encountered more than three hundred years before.

*Although Interstate 65 is quicker, Highway 31 is bolder. It winds, turns, speeds up, slows down, stops, and aims directly at the center of the very towns and villages the interstate shies away from.*⁵ To play on a thought used by Grady, Pintlala was not just a name on a roadside sign passing like credits at the end of a movie. Pintlala had a face and a history.

HIGHWAY 31, ALABAMA'S MAJOR NORTH-SOUTH ARTERY

Traveling Highway 31 would take one through small towns and villages which are never seen today by those who refuse to get off the parallel and beaten path, Interstate 65. Consequently, Pintlala was well known for its hospitality and friendliness often experienced first at Mosley's Store.

Alice Carter reminds us of the growing density of traffic on U.S. Highway 31 long before I-65 was ever considered. From Montgomery to Spanish Fort, Highway 31 became known as the



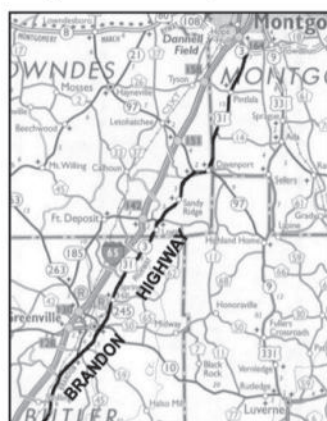
Gov. William Brandon
Photofors public domain

Brandon Highway and was incorporated into the Bee Line Highway. Like parading insects, cars would be seen moving either north or south through the heart of Pintlala. *The Highway was named for Governor William Woodward Brandon (1868-1934) who served one term as Governor of Alabama from 1923 through 1927. Brandon followed Governor Thomas E. Kilby and preceded Governor Bibb Graves. Brandon was elected state auditor in 1907 and in 1918 he ran for governor against Kilby and came in a close second in the race. He was elected governor in 1922 over Bibb Graves. His campaign platform focused on economy in government, no new taxes and he defended the practice of leasing convicts as laborers. Brandon created the Alabama State Docks Commission which was seen by many as his most notable achievement. Brandon used bond funds from the Kilby Administration to improve*

Alabama's roads. In 1911 the state legislature established the state highway commission though there was little to administer! William Simpson Keller (half brother to renowned Helen Keller) was selected as the first chief highway engineer. He was eminently qualified with a 1893 degree in civil engineering from the University of Alabama. Keller was charged with designating which state roads were significant enough to form a system of trunk or state roads. In 1915 the legislature approved thirty-four state trunk roads. Ultimately, in 1926, a route beginning in Ardmore, Alabama, passing near the center of Montgomery, cutting through Pintlala and continuing south toward Mobile, was adopted and numbered U. S. Highway 31. This road included a branch which cut eastward at Montgomery through Troy to Dothan, all named the Bee Line Highway. The section of



William Simpson Keller
Photograph courtesy of
Alabama Department of
Archives and History



Portion of official
Alabama highway map.
See map printing of
Brandon Highway just
above bold letters of same

Highway 31 from the city of Montgomery south to Spanish Fort, where it meets U.S. Highway 90, was named the W. W. Brandon Highway in honor of the governor who in 1923 began the reorganization of the state highway department. Both names, the Bee Line and Brandon, remain on official highway maps but there are no road markers indicating that highway 31 as it runs through Hope Hull/Pintlala is named the Brandon Highway.⁶

It would be hard to overestimate the thorough cultural changes which came to the South with the advent of the automobile and improving road conditions. Although the technology for the automobile existed in the 19th century, it took Henry Ford into the twentieth century to make the useful vehicle accessible to the American public. Ford used the idea of the assembly line for automobile manufacturing. He paid his workers an unprecedented \$5 a day when most laborers were bringing home two, hoping that it would increase their productivity.

Furthermore, they might use their higher earnings to purchase a new car.

Ford reduced options, even stating that the public could choose whatever color car they wanted so long as it was black. The Model T sold for \$490 in 1914, about one quarter the cost of the previous decade. By 1920, there were over 8 million registrations. The 1920s saw tremendous growth in automobile ownership, with the number of registered drivers almost tripling to 23 million by the end of the decade.

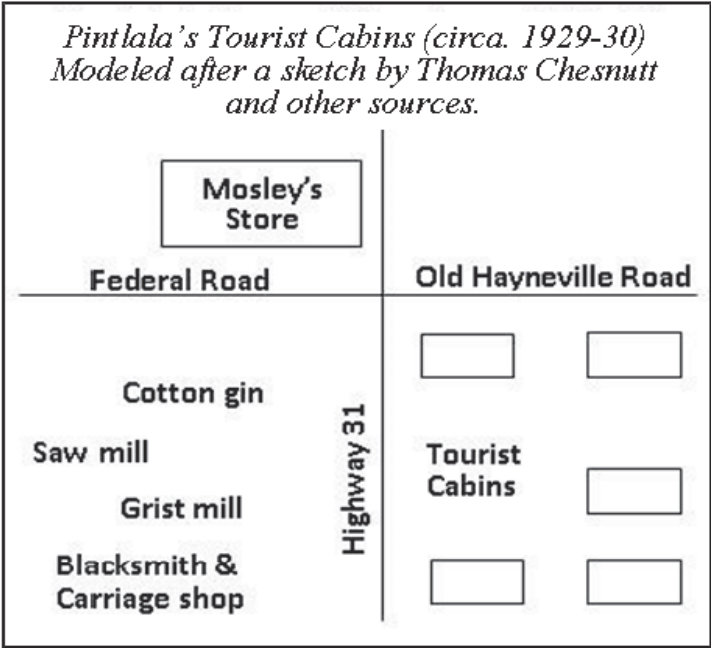
The fast growing automobile industry caused an economic revolution across the United States. Dozens of spin-off industries blossomed. Of course the demand for vulcanized rubber skyrocketed. Road construction created thousands of new jobs, as state and local governments began funding highway design.

Even the federal government became involved with the Federal Highway Act of 1921. Gas stations began to dot the land, and mechanics began to earn a living fixing the inevitable auto problems. Oil and steel were two well-established industries that received a serious boost by the demand for automobiles. Travelers on the road needed shelter on long trips, so motels began to line the major long-distance route like Highway 31.

Cuisine was transformed by the automobile. The quintessential American foods — hamburgers, french fries, milk shakes, and apple pies were hallmarks of the new roadside diner. Drivers wanted cheap, relatively fast food so they could be on their way in a hurry.⁷

PINTLALA'S EATERY AND TOURIST CABINS

The events of 1928 were defining for Pintlala. Mosley's Store, occupying the northwest quadrant of the Pintlala Intersection with Highway 31, was well established in providing meals for the traveling public. However, the community was shattered upon the death of Anderson William Mosley on February 3. He died at Memorial Hospital in Montgomery with his daughter, Lula Mae, holding his hand. The body of the man who had given community leadership and created businesses in Pintlala was brought back to his home to lie in state. At the time of Anderson Mosley's death, his house was the former Quinn house located west of the store and across the road from Pintlala Elementary School. Interestingly, Anderson Mosley's funeral was held in the almost six-year old Pintlala School. In the years that followed, many recalled the enormous attendance and the large number of automobiles which had covered the grounds like kudzu. The funeral procession to the Bonham Cemetery was so long that, as the first cars were turning off the highway onto the cemetery road, other automobiles were still turning at Mosley's store.⁸ Drivers were probably taking note, as they made the turn, of the saw mill, cotton gin, grist mill, and the soon-to-be outdated blacksmith and carriage shop located where the Pintlala Baptist Church exists today.



Before his death, Anderson Mosley used his strong influence to determine the paved route for Highway 31. The new, straight route departed from the old Mosley home place. At the time of paving, the sister of Anderson Mosley, Lula Jane Mosley Powell, occupied the old house. She did not speak to her brother for some time, according to Clanton Mosley.⁹

The character of the Pintlala community was further shaped by tragedy when, only a few weeks after the death of Anderson Mosley, Mosley's Store burned down. Seizing the opportunity to serve the motoring public came to an abrupt stop. The store, supported on brick pilings, was consumed quickly. What might have been accepted as the end of a significant revenue stream only renewed the determination of the Mosley family. It seemed as if the entrepreneurial spirit of

Anderson Mosley had been passed on to the next generation. In the fall of 1928 a new store had been built.¹⁰



*Jean Ivy standing on a millstone step of one of the cabins in Pintlala
photograph courtesy of
Jean Mosley Ivy*

Note: The cover photograph is that of the new store. Tom Chesnutt remembers signage on a post located on the south side of the store which read, "October 1928," probably the completion date. The gasoline pumps would indicate the pre-electricity era for Pintlala.

The age of the automobile was kind to the people of Pintlala. Not too many months after the building of the new store, Tom Chesnutt further recollects the building of tourist cabins across Highway 31 in the southeast quadrant of the intersection.¹¹ After Anderson Mosley died, his land was divided among members of his family. Using the land across Highway 31 from today's Pintlala Baptist Church, land where cattle now graze, was a choice location, and perfect for motorists to stay overnight in cabins with simple construction. Tom Chesnutt even remembered the cost involved: one dollar per night!¹² Durward Newell, grandson of Anderson Mosley, built the cabins. Jean Ivy, daughter of Carroll Mosley, has vivid memories of growing up in and among those cabins. At one point, her father and mother lived in two of the combined cabins.

Jean and Don Ivy have said that years after the cabins ceased being used and were rapidly in structural decline, they were buried on site along with the old mill stones once stacked on each other and used for steps.¹³

Without a doubt the contagious fever to own and drive an automobile, not only changed the character of large cities, but also the nature of living in rural areas too. The emergence of the Interstate highway system during the Eisenhower administration would change forever that character of small towns and rural villages like Pintlala.

ABOUT RAY AND RUTH BOZEMAN

Ray and Ruth Bozeman are very remarkable people. In the October 2013 issue of the *River Region's Journey: Sharing Hope, Building Community*, Pastor Alan Cross wrote a powerfully inspirational overview of their lives of faith and mutual love. His words follow, but such a

snapshot will not do them justice.¹⁴ Their serendipitous connection with Pintlala was the genesis for highlighting our roads, automobiles, and Mosley's store.

Ray Bozeman is a World War II veteran. He served in the Navy in the South Pacific and once spent 3 1/2 days in a life raft after his patrol boat was sunk by a Japanese submarine. Ray was also a scout who was one of the first Americans on Okinawa before the invasion and spent a night hiding from a Japanese patrol looking for him. The next morning when he climbed out of the ditch that he had been hiding in, all of his hair had fallen out during the night from fear of being captured. As far as Ray knows, he was also the first American to set foot on Japanese soil as he was a machinist's mate who helped get the first dignitaries to Japan on a small boat called a Captain's Gig. When it hit the dock in Tokyo harbor, Ray was the one who jumped off to help tie the little boat up so the dignitaries could begin to negotiate Japan's surrender. Sitting and talking with Ray about his life, his experiences in World War II, and his faith in Christ through all of it is a history lover's dream....



*Ruth and Ray Bozeman
Photograph by Lori Mercer*

Ray returned home to Montgomery from the war in 1946 and met Ruth Greene. He says that he went all over the world and ended up marrying the girl next door, as Ruth lived next door to his parents. Like Ray, Ruth was a Christian and cannot remember a time when she did not love Jesus. They married in 1947 after Ray returned from another six months of ferrying troops back home from the Pacific and after Ruth completed a year of college at Huntingdon in Montgomery. They had a daughter, Barbara, in 1949, and a son, Mike, in 1951. They were a happy little family who were active in their church, Forest Avenue Baptist, and who enjoyed being together.

However, in September 1952, polio struck Ruth with viciousness.

...Ruth was in her motorized wheel chair, as she has been in one form or another for over 60 years since she was struck with polio as a 25-year-old wife and mother of two young children. Ray was by her side, as he has been for 67 years.

Ruth stayed in the hospital until November, 1952, and when she returned home she was on a stretcher for several months. But her and Ray's spirit was indefatigable. Clinging to the Lord and each other, they began to face the hard reality of what their new life was going to be like. But, they were not going to give up. Ray took Ruth to vote in the 1952 presidential election in a stretcher. She wouldn't be denied. She went to church in that stretcher as soon as she was released from the hospital.

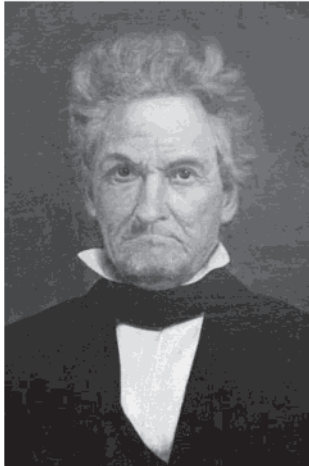
The example of Ray and Ruth Bozeman as people of faith and hope serves as an inspiration to many.

ENDNOTES

1. Thomas Chesnutt, in discussion with the author, July 2, 2014.
2. Jack Hornady, phone conversation with author, July 14, 2014.
3. Tammy Ingram, *Dixie Highway: Roadbuilding and the Making of the Modern South, 1900-1933* (Chapel Hill: The University of North Carolina, 2014), 1-2.
4. Alan Grady, "Aunt Babe, Uncle Simp and the Origins of U.S. Highway 31", *Alabama Heritage*, Number 47, (Winter 1998), 9.
5. Ibid., 10.
6. Alice Carter, "Where Is the Brandon Highway?", *Pintlala Historical Newsletter*, Vol. XXI, Number 3, 7.
7. [ushistory.org](http://www.ushistory.org/us/46a.asp), The Age of the Automobile, *U.S. History Online Textbook*, <http://www.ushistory.org/us/46a.asp>, 2014.
8. W. Clanton Mosley, *Mosley: A Family History*, unpublished, p. 2.
9. Ibid.
10. Thomas Chesnutt, conversation with the author, July 2, 2014.
11. Ibid.
12. Ibid.
13. Don and Jean Ivy, in discussion with the author, June, 2014.
14. Alan Cross, "Meet Ray and Ruth Bozeman: An Inspiring Story of Sacrificial and Lasting Love," *River Region's JOURNEY: Sharing Hope, Building Community*, (http://www.readjourneymagazine.com/index.php?option=com_k2&view=item&id=578:meet-ray-and-ruth-bozeman-an-inspiring-story-of-sacrificial-and-lasting-love&Itemid=104), October 4, 2013.

**NOW WE KNOW WHAT HE LOOKED LIKE:
HENRY HOLMES, PINTLALA PLANTATION OWNER
Gary Burton**

Tim and Debbie Slauson are members of the Pintlala Historical Association. At our April 13/Palm Sunday meeting, while mingling on the porch of the incredible house belonging to Charles and Catherine McLemore, Tim disclosed the fact that he had acquired the portrait of Henry Holmes.



*Henry Holmes
November 17, 1795 –
December 9, 1866*

Henry Holmes owned large parcels of land and was a prominent slaveholder in Pintlala. He joined the Bethel Baptist Church in 1833 as a new believer and was baptized. Church records¹ indicate that he stayed with the church through the Primitive/Missionary division of 1837, but Holmes obviously was not happy with the results of the schism. When the church became Primitive Baptist, missionary-minded Baptists had no nearby options regarding church attendance.

However, eight years later, only a short distance from his plantation, Allen's Hill likely became the location for the first "Pintlala Baptist Church." So where is Allen's Hill? Traveling from the Pintlala intersection north on Highway 31 and crossing Pintlala Creek, the next rise in the road is Allen's Hill. Holmes and his wife, Ann, were dismissed from Bethel Church in 1845 and granted their "letters of membership." It is not surprising that Henry Holmes became a charter member of the new church. Unfortunately, the new and struggling church failed to thrive. Minutes of the Alabama Baptist Association indicate that the church was often "destitute of preaching."² By 1850 there is no information about the fledgling church. A dearth of consistent leadership seems to be the cause of its demise.

The provenance of the Holmes portrait is unknown. The identity of the portraitist is elusive too. However, it seems that the painting has been handed down through the Holmes family over the years. Tim Slauson acquired the work from Kate Young Houston whose late husband, Robert Houston, was a descendant of the Pintlala plantation owner through the lineage of his daughter, Mary Walker Holmes, who married Dr. George Rives, Jr.³ Both are buried at Coosada. Interestingly, Mr. Slauson himself is descended from the older sister of Henry Holmes, Celia. Both Henry and Celia were two of several children born to William and Mildred (Partin) Holmes.

Henry Holmes is buried in Oakwood Cemetery in a well-defined plot. His marker indicates that he was born in Edgefield District, S.C. on November 17, 1795 and died December 9, 1866.

AN EARLY SETTLER

Henry Holmes, while still in South Carolina, married Ann H. Walker in 1815. They both arrived in Alabama in 1820. The Memorial Record of Alabama, in an article about Dr. George Rives,

who married the daughter of Henry and Ann Holmes, mentions the fact that Holmes was an uneducated man but possessed “fine natural gifts.”⁴

W.G. Robertson remembered Henry Holmes when he wrote the following in 1892:

*Henry Holmes was an early inhabitant. He was a good citizen in every respect and a member of the Baptist church. He was very rich and was a large money lender, but never charged above legal interest. These old citizens did not think it was right to charge over the legal rate for their money. Sixty thousand dollars was about the usual amount that he returned on his tax list. He had a beautiful plantation, well improved, and was a first-class farmer.*⁵

LAND AND SLAVES

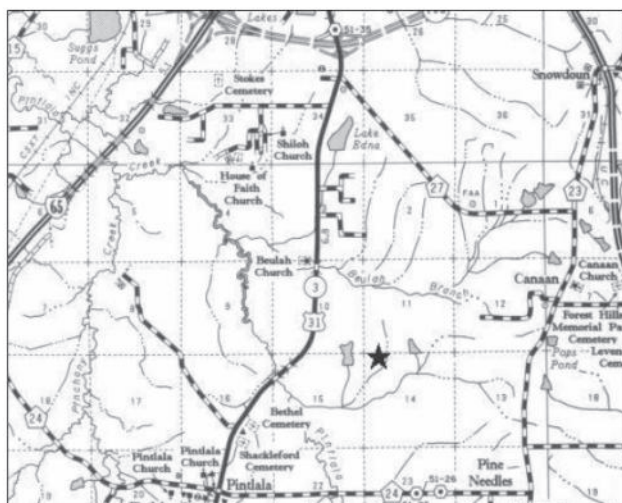
Early land records show that a total of 677.5 acres was issued to Henry Holmes throughout the 1830s. The slave census of 1850 indicates that Holmes owned 54 slaves and in 1860 he owned 95 slaves.⁶

A survey of agricultural productions in Montgomery County was released in 1850. Over forty leading plantation owners are presented in the report. Henry Holmes owned 600 improved acres and 700 unimproved acres. The cash value of the farm was \$10,000. Equipment and machinery were appraised at \$450.00. Also included were 4 horses, 12 asses and mules, 11 milch cows, 8 working oxen, 25 other cattle, 100 sheep, and 225 swine. All livestock were valued at \$2,120.00. Interestingly, at the time of the survey, Holmes possessed 90 bushels of wheat, 2000 bushels of Indian corn, and 500 bushels of oats.⁷



Tim and Debbie Slauson
PHA Members

Holmes Plantation



T14N, R17E, Sect. 11 (House site)
T14N, R17E, Sect. 14 (Cemetery)
GPS location N 32.11.747 W -86.20.065

It is impossible to know how lucid Henry Holmes was months before his death in 1866. If he possessed an undiminished mind, then he was aware of the radical changes socially, economically, and racially which had come to the South at the end of the Civil War.

Tim Slauson has provided good stewardship and care of the Henry Holmes portrait. It may very well be the only likeness of this early settler in Montgomery County.

DEATH NOTICE⁸

Death of Henry Holmes, Esq. This old citizen of Montgomery County died at his residence on the 10th inst., in the 71st year of his age. He leaves a wife and two children to mourn his loss. Mr. Holmes has resided within thirteen miles of this city since 1828, in which year he moved from South Carolina. - He was a man of peculiarities and great practical sense. By dint of his own industry he amassed a large fortune, all of which he has willed to his family.

HENRY HOLMES OBITUARY⁹

Departed this life at his residence, on the 19th of December, 1866, HENRY HOLMES, in the 71st year of his age.

Henry Holmes had been known to this writer of this notice for many years, and few men ever come within his observation who possessed more striking points of character. He was a native of South Carolina, but had been a citizen of this State about forty years, coming to it at that early day as an adventurer of fortune - and possessed but limited means. He had that with him, however, which is a sure guarantee of success in any of the pursuits of life - indomitable energy, coupled with a methodical style of thought and calculation. His purpose was direct, his resolution undeviating, and his integrity unswerving, all of which had their foundation in the still and strong configuration of his mind.

He was born of good parentage, and had many humble but good facilities of education offered him; and all the brothers were men remarkable for their intelligence, and stood high in their different homes as high-toned liberal gentlemen. But Henry Holmes, himself, almost persistently rejected all efforts in that direction, and grew to manhood almost destitute of its advantages, yet his fine natural sense, quick perception, and correct taste, rendered the fact almost entirely unobservable to those who were not personally acquainted with it.

After emigrating to this State, he directed his attention to the acquisition of fortune; and the secret of his pursuing this one idea was not akin to miserliness, but a necessity, growing out of the peculiar force and conformation of his character. Without educational resources, he could not fall back on himself for recreation and entertainment. An object of accomplishment, therefore, was all that could satisfy the restless energy of his mind.

This want of education of which I have spoken, and which he never ceased to regret, presented the acquisition of wealth, as the almost intellectual idea within his grasp; and at the time of the breaking out of the war, his property was near the quarter of a million. This fortune was not the result of an extortionate system of money dealing - as few men have ever dealt in money at all sought less to get the advantage in a transaction. His price was high, but not exorbitant; and in his settlements he was patient and considerate of the opposite party; and in no case was his honor and strict integrity ever impugned by those who had dealings with him.

This much for him as one of the leading capitalists of this part of the country. As a citizen and neighbor, he was most exemplary and highly esteemed; and in the many years that he lived in the one neighborhood, no man ever had aught to say against him - but on the contrary, always found him willing and desirous to do what was right and just. He was polite and hospitable at home and highly enjoyed the society of his friends.

He had his peculiarities such as all men have whose characters are strongly drawn, and well-marked, and these often led him to be misapprehended; yet, there lives no man whose fortunes were injured by Henry Holmes - nor is there any sigh of the widow or wail of the orphan to disturb the stillness of his long rest.

The old man is gone, gone from his home and friends forever, and now stands before the high courts of eternity to be judged for all the deeds and thoughts of a long and active life. His last days demonstrated his true character; they were calm and peaceful, and found him ready to obey the summons which he knew had been issued for his going. Expressing many kind and generous sentiments for his friends and neighbors, and with a full confidence in his Christian faith, his life ebbed out as softly as an infants breath. He left not one enemy behind, but a large family and small circle to regret his death.⁸

ENDNOTES

1. Bethel Primitive Baptist Church, Minutes and Membership, 1818-1915, Montgomery County, Alabama, personal copy of author.
2. Minutes, Alabama Baptist Association, 1849, 11, personal copy of author.
3. Tim Slauson, multiple phone calls with author, May - July, 2014.
4. Memorial Record of Alabama: A Concise Account of the State's Political, Military, Professional And Industrial Progress, Together With The Personal Memoirs Of Many Of Its People, Madison, Wisconsin: Brant & Fuller, 1893, 730.
5. W. G. Robertson, Recollections of Early Settlers of Montgomery County and Their Families, Montgomery, Alabama: Excelsior Printing Company, 1892, 105.
6. Montgomery County, Largest Slaveholders from 1860 Slave Census Schedules, p.230, ancestry.com.
7. Productions in Agriculture, Montgomery County, 1850. "Selected U.S. Federal Census Non-Population Schedules, 1850-1880," ancestry.com.
8. Montgomery Daily Advertiser, Wednesday, December 12, 1866, 3.
9. Henry Holmes, Obituary, Alabama Department of Archives and History, Surname File, Attribution not stated.

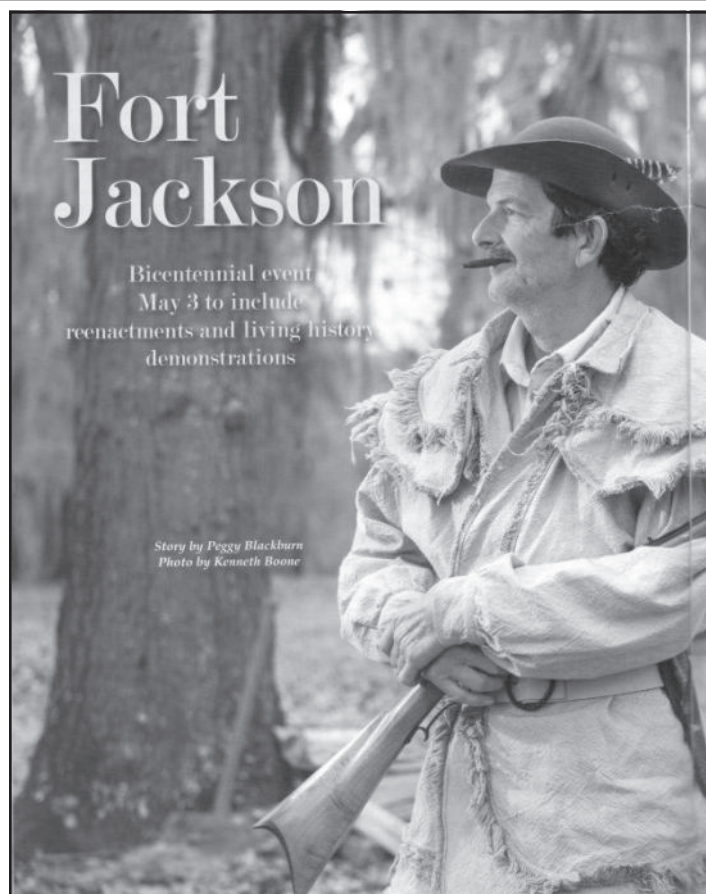
James M. Kelley, Assistant Montgomery County Engineer and Pettus Road resident, met with Alice Carter and Gary Burton on July 15. He brought a 1901 Montgomery County map.



1901 Map: Note Tabernacle and Pettus Road



James M. Kelley and Alice Carter
Photo by Gary Burton



Re-enactor and PHA member,
David Earl Latham of Sprague
Photo by Kenneth Boone, courtesy
of Lake Martin Living

An Update From Dianne Bush

Going back through some old records, I thought that you might be interested in an update about our son, Matthew. At the bottom of the page, is the article that appeared in the PHS Newsletter in July, 2003.

Matt Bush received his Ph.D. in 2008 from the University of California, Berkeley. Following graduation, he pursued post doctoral studies in the UK at the University of Cambridge and then at the University of Oxford. While in the UK he was a Waters Research Fellow and a Junior Research Fellow of Jesus College, University of Oxford. In 2011 he became an Assistant Professor, Department of Chemistry, at the University of Washington and set up Bush Lab there (www.depts.washington.edu/bushlab/). He is also a Faculty member of the Biological Physics, Structure & Design Program (2011- present) and the Molecular Engineering & Sciences Institute 2012 - present), both at the University of Washington. In 2013 Matthew received a Research Award from the American Society for Mass Spectrometry, and this year he was named a Sloan Research Fellow of the Alfred P. Sloan Foundation.

Here is also a congratulations to my oldest son, Erick (Frederick E. Bush, III). In April, 2014, Erick was promoted to Colonel, USAF. He is presently stationed (with his family) at Langley AFB, Virginia. Erick is the third generation, USAF Intelligence officer, from our family - all named Frederick E. Bush, and all having lived in the Pintlala community during some period in their lives.

Hope all is well with you.

Dianne

PHA NEWSLETTER, July 2003:

CONGRATULATIONS TO MATTHEW BUSH! The son of PHA members, Fred and Dianne Bush, graduated on June 14 from Carleton College in Northfield, Minnesota. His concentration was in Environmental and Technology Studies. He was elected to Sigma Xi, the Scientific Research Society. Matthew received his BA degree, "Cum Laude", with "Distinction", in Chemistry. Matthew has accepted an offer to begin his PhD studies at the University of California, Berkeley in August.

PHA Program for July 2014 - Visit to Alabama Voices

Thirty-one members of the PHA, including several visiting relatives, made the trip to the Alabama Department of Archives and History on July 19 to tour the new Museum of Alabama. The section selected by our tour guide was *Alabama Voices*. It was a very informative tour and made most in attendance ready to come back for more! *Alabama Voices* gives an overview of Alabama's history from the 1700s to the 21st century presented through objects, photographs, and written excerpts from diaries, letters, speeches and other resources.

We missed those who could not come and recommend that if you are able to go to make that effort—you will not regret it.

Alice Carter
Program Chair

The Rest of the Story...

The April 2014 edition of the PHA newsletter focused on Ebenezer Primitive Baptist Church at Grady, Alabama. There was discussion of CO. E, 33 Alabama Infantry, CSA that had its organizational roots at property across the road from the church and the eventual placement in the churchyard of a stone monument honoring members of CO. E.

While Gary Burton was researching Peter and Jessie Bozeman, he discovered a news article in the Montgomery Advertiser, August 31, 1929 edition by Mildred Smith with an accompanying photo of Walter Bozeman who at the time was 89 years old. Bozeman first enlisted with the 17th Alabama Infantry, Co. A. in 1862. Near the end of the Civil War, the 17th was combined with the 33rd Alabama. Sgt. Walter Bozeman returned from the War as a member of the 33rd. He died after the 1929 article, making him the last surviving member of CO. E, 33 Alabama Infantry. I have been unable to locate his death date and place of burial. Does anyone have this information?

As a point of correction to the April article, there was no homecoming gathering at Ebenezer Church in 1967.



Microfilm image of
Walter Bozeman

Welcome To 2014 New Members:

- Mrs. Elizabeth Norman Kinsinger
 - Mr. and Mrs. David Latham
 - Mr. David Earl Latham
 - Ms. Dolores Ward McGill
- Dr. and Mrs. Charles McLemore
 - Mrs. Denise Ward
- Mr. and Mrs. Darwin Watkins

You Can Visit Now: Bethel Cemetery

The grass is cut, the chain link fence repaired, mildew has been removed from the large metal gates, a ton of leaves relocated, and gravestones have been cleaned. The cemetery is a primer on the early settlement of Pintlala.

Where is it? Just north of the Pintlala intersection on Highway 31, .8 of a mile. Mile marker 168.

Stop by for a visit and then consult the Pintlala Baptist Church website to learn about the historical significance of the Bethel Baptist Church and cemetery. Pintlala Baptist Church bought the cemetery in 1998.

<http://www.pintlalabaptistchurch.com/bethel-cemetery/>

A major work event took place at the cemetery on Saturday, June 21, 2014. Volunteers included Steven and Thomas Sessions, Joe and Margie Poole, Cody Lewis, Harry Burdette, B.J. Osborne, Darwin and Gwen Watkins, Joe McDade, Deborah Dunn, Jim and Margaret Dunn.

BROOKS BARROW: He Can Repair Gravestones Too.

Brooks Barrow and I connected recently through Alice Carter. His repair work can be seen at Bethel Cemetery. Brooks is a stone mason, but he is much more. He brings a studied approach to his work which reflects the very best of his craft. Although living in Montgomery, Brooks has a studio in Davenport.

Check out Barrow Stone Works: barrowstoneworks.com

Many services are offered:

- Stonemasonry Design, Fabrication & Installation
- Landscape & Building Stone Supplier
- Custom Thin Stone Veneer
- Custom Fabrication in Granite, Limestone & Marble
- Concrete & Natural Stone Countertops & Sinks
- Stone Sculpture, Architectural Carving & Lettering

Brooks Barrow: 334-782-0876



Brooks Barrow



Before



After

Lee Barnes at the Figh-Pickett House

Lee Barnes, Vice-President of the Pintlala Historical Association, represented his ancestor, Elly Ruff Barnes, at a recent Bar-B-Q on July 17 of the Montgomery County Historical Society. An overview of the historical significance of the Figh-Pickett House is provided on the MCHS website:

This house was built in 1837 by John Poston Figh, a city alderman and builder, for his own residence. Figh was the contractor for many Montgomery buildings, including the second State Capitol building in Montgomery. After the first capitol burned in December, 1849, Mr. Figh salvaged some of the square marble tiles from the ruins and used them to floor the downstairs (basement) dining room in his home. These are thought to be the only remaining artifacts from the first Capitol. In 1858, Col. Albert James Pickett, Alabama's first historian, bought the house from Mr. Figh, but died before he could move in. His family, however, made this their home until 1906. The building was bought in 1906 by Elly Ruff Barnes and was heavily modified to be used as a school for boys. Professor Barnes operated the Barnes School continuously in this building, until it closed in 1942, having graduated generations of young Montgomery gentlemen.

Descendants representing John Poston Figh and Col. Albert Pickett joined Lee Barnes in carving the initials of their respective ancestors into a column supporting the back porch of the house. James Fuller, Director of MCHS, presided. The symbolism was powerful.

Road convention of 1910 at Dr. Duncan's place on Union Academy Road. Courtesy of Lamar Hall



Original

Having been assured that F. G. Lasseter's application for energy to run his two mills would be necessary, with the other applications, to justify the Alabama Power Company in ^{ing} ~~to~~ build the proposed power line through our communities; and, realising, that in making the change, Mr. Lasseter may not be able to sell his present motor, and light plant, for enough to buy an electric motor, and appliances, that will give him an equal power, and conveniences; in which case he would be loser than others might benefit; and to equalize, as beneficiaries, such possible losses, therefore,

we, the undersigned, agree, and hereby pledge, that in case of a difference of price that will cause any loss, we to Mr. Lasseter will pay such difference, in any amount not to exceed \$200.00, by each of us paying his pro rata share, according to number.

This guarantee is offered Mr. Lasseter to enable him to sign for the power, by eliminating the danger of a possible burden, thus aiding materially the certainty of getting the line.

This March 12th. 1929.

J. O. Henry
Frank Shackelford
A. R. Garrett
Jim Langston
J. E. Garrett
J. A. Reddoch

Early community agreement advancing the installation of electricity for Pintala March 12, 1929. From the files of Ethel Tankersley Todd.



**PINTLALA HISTORICAL
ASSOCIATION**

*c/o Pintlala Public Library
255 Federal Road
Hope Hull, AL 36043*

Join the Pintlala Historical Association

Please mail completed form & dues to:

**Pintlala Historical Association
Ina Slade
15212 Highway 31
Hope Hull, Alabama 36043**

Name _____

Address _____

City, State Zip _____

Phone (Home & Office) _____

E-Mail Address _____

Areas of Interest _____

If you are interested in genealogy, please indicate family surnames _____

\$15.00 Annual Dues