

Days Of Old Sumner County

Newsletter No. 4, October 2013
Sumner County Historical Society

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Stories Told of Rosemont's Josephus Guild

By Jan Shuxteau, editor

To honor the life and work of the late state historian Walter Durham, lifelong Gallatin resident and author, the Sumner County Historical Association will include stories from and about his books in these quarterly newsletters. Durham, who died on April 9 of this year, wrote 24 books about Middle Tennessee and numerous articles, providing us treasured insight into our heritage. So... for our good friend Walter, we feature the following story from an article by SCHS President Ken Thomson about Durham's book, *Joseph Conn Guild and Rose Mont, Politics and Plantation in Nineteenth Century Tennessee*.

Rose Mont is an overview of the life of political leader-judge-horseracing enthusiast Josephus Guild (1802-1883), one of Sumner's favorite sons of the 19th century and the builder of Rosemont, now owned by the City of Gallatin and listed on the National Register of Historic Places. Guild's friend Gov. William Bate (1826-1905) said Guild was a "student of human nature and learned in all the useful and practical parts of life" and unsurpassed in the "ready application of that knowledge or in adaptability to a given

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Buntin Donated Richland Train Station, Portland

Portland Founded on Buntin Land

By Albert Dittes

Thomas Buntin, founder of Portland, Tenn., bought the land now comprising the city limits in 1841 from a James Wylie, who had purchased it from James Gwin, the first settler of this area.

Buntin and his wife Elizabeth developed this ideal farming property into a prosperous, 19th century plantation.

Sumner County land records show a William Bunton, father of Thomas Buntin, buying 692 acres between 1808 and 1833. William Buntin died in 1831, according to the record. His widow later married Daniel Franklin Carter, owner of the stage coach line between Louisville and Nashville and one of the wealthiest men in Tennessee. The government awarded him a lucrative contract to carry the mail.

William Buntin's father and his two brothers, along with William's grandfather, fought in the War of Independence, earning them valuable land grants in Tennessee. Genealogical records indicate that William and his brother Joseph moved to Tennessee, William settling in Robertson County and Joseph moving on to Logan County, Ky. It was William's son, Thomas, who earned himself a place in history as being the founder of Richland Station and later Portland.

Another son of William Buntin, John Buntin III, born on Jan. 5, 1796,

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Reed Brings Celebrity Era to His 'Fairview' Plantation

By Bill Puryear

Charles Reed meant to make Fairview (as he spelled it) the finest thoroughbred nursery in America and to restore the Gallatin mansion as a grand showplace. If 50 yearlings were led a mile to the Peytona railroad for shipment to New York, they were led all the way by 50 retainers.

A New Yorker, Reed renamed the main road from the turnpike to the house *Broadway* and a parallel one *Fifth Avenue*. Along this road were 24 acre paddocks, each containing a small stable with cypress shingle roofs. At its peak, this famous thoroughbred nursery had 286 box stalls distributed over a number of stables. In 1897, there were about 150 broodmares.

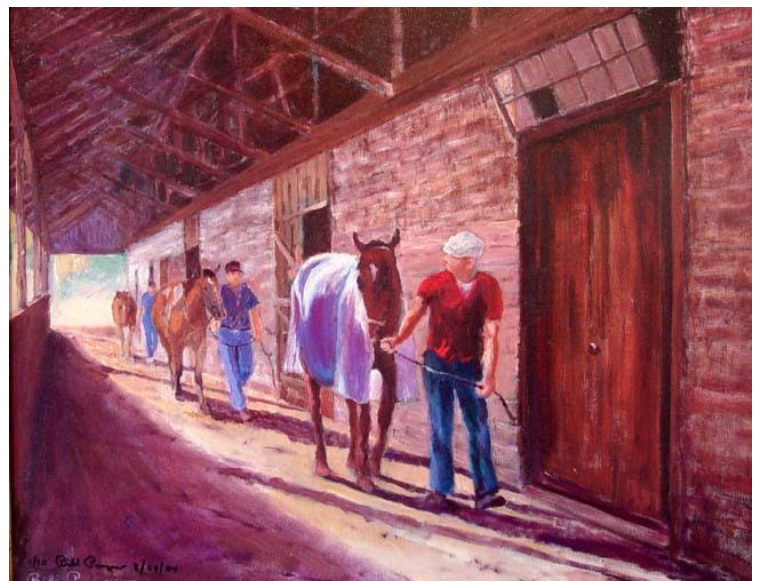


Paintings by Bill Puryear. Above: Reed's Fairview with Isacc Franklin's tomb. Below: Morning Call

He also built the massive stone stable with chestnut lined stalls 18 feet square with covered tracks on all sides. He bought three carloads of furniture used by Marie Antionette and later by Napoleon and shipped part of them to Fairview. Some of these furnishings did not leave the place until the final dispersal sale, 120 years later. Lavish parties were held. The guests included locals such as the Allens, Franklins, Haynies, Gardners, Peytons, Kirkpatricks and notables from New York, including the Peabodys, brought in by special Pullman car.

Gallatin became a social Mecca, with the glitter of celebrity added by New York visitors such as Pierre Lorillard, W. C. Whitney and August Belmont. The area around Fairview was studded with some of the best examples of thoroughbred farms in the Tennessee Bluegrass Region, including Kennesaw, Avondale, Foxland Hall and St. Blaise.

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CELEBRITY, Continued from Page 2)

Then, the old gambler's luck turned. Five of his eight children died. His "fast" daughter ran off to Paris to pursue a stage career, and his son Maurice, whose only job skill was writing tip sheets on the races when in England, was caught juggling the accounts at Fairview. Octavia, her mother's favorite and an accomplished pianist, died in 1893; the fine piano was locked, and the formal parlors were seldom opened thereafter. Reed's wife Anne Jane became an invalid from a kick in the back from a two-year-old colt and was too frail to ride. She got about the place driving a mule hitched to a buckboard, wearing a Mother Hubbard dress and a sunbonnet. The Reed's great stallion St. Blaise brought \$2,500 a stand, but his foals disappointed, and the \$100,000 horse ultimately was sold for \$5,000. The Reeds closed down their place in Saratoga.

In 1902, Reed, now 75, had had enough and "because of age and desire for rest and quiet" sold all his breeding stock and retired from the horse game. His 127 brood mares and 11 stallions brought only \$76,650. He also tried tobacco farming, as well as Berkshire hogs, turning Isaac Franklin's tomb and St. Blaise's stable into boar houses. The worms ate most of the tobacco, and the investment in Berkshires was short lived. The entire place was sold in 1908 for \$75,000, to local buyers who cut it into tracts, which brought \$150,000 within a year. The Reed era at Fairview was over, but not Reed's bad luck.

The Reeds returned to New York, to their society friends, many of whom owed them old debts, the proceeds of which they expected to live on. Instead, their wealth reduced, they were snubbed, and the old debts were dishonored.

As Margaret Warden relates the story, "Remembering the kind people in Gallatin, they [the Reeds] returned in a few years, bringing several trunk loads of their last worldly finery. They bought a modest English basement frame and brick house and about 40 acres on Long Hollow Pike, three miles from town. One payment was all the Reeds could make. The payments were

continued by W.Y.Allen, [see *The Lost World of Langley Hall*, by Judith Morgan, published by Sumner County History Society], one of the five who had made a large profit on Fairview and the one who remembered the Reeds in their hour of need, paying their burial expenses ".

Reed died on April 18, 1914, age 86. Anne Jane survived him nearly three years, cared for by Maurice and by Amelia Christy, a maid who stayed with her impoverished, ailing mistress out of loyalty and pity, whether she was paid or not.

When Maurice was evicted from the house, he had nowhere to go, and Mr. and Mrs. Will Witherspoon invited him to spend the night at their home on Factory Street until he could decide what to do. He stayed eight years, 'too lazy to put more coal on the fire' and wearing dirty old clothes. He wore a pair of diamond cuff links which he had Mrs. Witherspoon sew into his shirts. He never offered to pay his board bill. At his death, the cufflinks disappeared. As always, he was a habitual beer drinker, yet never seen drunk. The Witherspoons remembered him kindly, as good looking and gentlemanly, but without character. So ends the story of Fairview's picturesque riches to rags occupants.

Sources for this account include Margaret Lindsey Warner's *The Saga of Fairvue*, as well as the stories and personal recollections of Ellen Stokes Wemyss, Mistress of Fairvue for the 63 years from 1939-2002 and a recent interview with her son, Livingfield More.

Siblings Frank and Eliza Allen: The Rest of the Story

By Judith Morgan

(*The Lost World of Langley Hall: the Story of Katherine Trousdale and William Young Allen* by Judith Morgan is a recent publication of the Sumner County Historical Society. The following article by Morgan presents an excerpt from that book. Copies of *The Lost World of Langley Hall* can be bought at the Sumner County Archives.)

Benjamin Franklin (B.F.) Allen, known in his family as Frank, was a younger brother of Eliza Allen, whose disastrous marriage to Sam Houston is so famous. Frank married Louisa, the oldest daughter of William Trousdale, and thus played an important role in the life of Katherine Trousdale Allen, as recounted in *The Lost World of Langley Hall*. Many people know the story of Eliza Allen's marriage to Houston. Most, however, know little about the rest of her life and how important she was to her family. The following excerpt from the book tells some of that story:

Frank Allen's childhood should have been one of wealth and privilege. His mother was Laetitia Sanders, daughter of Col. James Sanders, one of the founders of Hendersonville and one of its major landowners. James held the lucrative concession to run "Sander's Ferry" on the Cumberland River and was in "the very first rank among wealthy plantation owners in Sumner County." Frank's father John was one of three Allen brothers who came together to Middle Tennessee from Pennsylvania, settled first in the Dixon Springs area, then moved to Carthage in Smith Co. to become successful businessmen and landowners. John Allen soon left Carthage, though, to go it alone in Gallatin. He owned a plantation called Allendale on the banks of the Cumberland near Gallatin and ran a successful store in town. John and Laetitia Allen had a large family. Frank, born in 1826, was the seventh of 10 children born between 1809 and 1832.

Eliza's Marriage Affects Them All

The defining moment for Frank's family came when he was barely three years old. The eldest Allen child, Eliza, was a beautiful young lady just turned 19 when she married Sam Houston, famous Indian fighter and newly elected governor

of Tennessee, in January 1829. It was a brief and troubled marriage, still subject to speculation to this day. Eliza left her husband and came home after a very short time. Sam Houston resigned his governorship amid the harsh publicity and left Tennessee, only to become a hero in the fight for Texas independence, twice president of the Republic of Texas, and both governor and United States senator of the state of Texas. A divorce was eventually granted. In spite of speculation and public scrutiny, the family remained absolutely silent on the matter. The notoriety was excruciating, though, so much so that Eliza would eventually dictate in her will that no portraits be left of her nor monument be erected in her memory, a request ignored by a later generation.

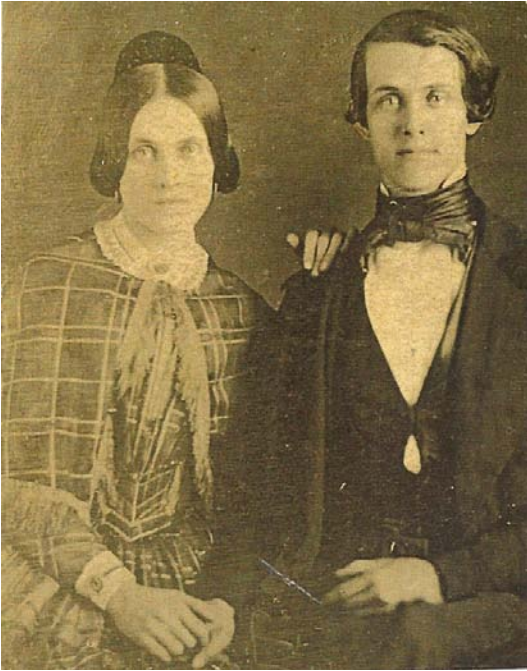
More Tragedy Follows the Family

For Frank, a bewildered little boy, this family drama was just the beginning of a sequence of events that can only be called traumatic. Soon after Eliza's return home, 10-month-old brother Charles died on March 29, 1829. Scarcely a year later, another baby girl was born to Laetitia and John, followed in 1832 by yet another. It was all too much for Frank's mother. Worn out by life and childbearing, she died in November 1832 at the age of 40, leaving an eight-day-old baby along with eight other children, among them six-year-old Frank. Six months later John Allen died from the kick of a horse at age 57, and all the children, including Frank, were left orphans.

As devastating as this must have been, it was not the end. In 1834 their world changed in rapid-fire order. In May, second-oldest sister Martha married and was named guardian of the two baby girls, Margaret and Letitia. In June, the oldest brother George Webster (Webb) married and was named guardian of his three younger brothers, including eight-year-old Frank. In December 1834, the home they had known, Allendale, was sold. The nine children were divided between the two households, Martha's

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Above is Louisa and Frank Allen's 1850 wedding daguerreotype

and Webb's, both in Gallatin. Allen family lore says Eliza reared Frank Allen, so it seems likely that Eliza made her home with Webb and the boys.

The family's troubles still were not over. In 1836, when Frank was only ten, his sister Martha lost her own baby girl and died herself a year later, leaving his two little sisters, aged four and six, again without a mother. The two little girls apparently were taken in by Webb along with the boys and reared by Eliza. Two years later Letitia, the baby sister whose birth had been the death of Frank's mother, died at age six. In 1840, Eliza married Elmore Douglas, a local doctor, and some stability returned. Then Frank's brother

Joseph Campbell Allen, two years older than Frank, graduated from West Point and was caught up in the Mexican War. His wounds at the Battle of Monterrey resulted in the loss of a leg. His marriage to Susan Trousdale, a niece of the General [William Trousdale], in 1847 seemed doomed from the start with the loss of two children in babyhood and his own early death at age 29.

During these years, in fact, death stalked the family: Webb's wife, Frank's sister Harriett, two of Elmore and Eliza's four children, and others...an unceasing stream of loss. By the end of the decade most of the shattered Allen family, including Webb and Frank, lived with Eliza and Elmore Douglas. Overshadowed by the story of her marriage to Sam Houston, Eliza's role in caring for her younger brothers and sisters would be ignored by history, but Frank Allen would never forget.

In the classic 1887 Goodspeed *History of Tennessee from the Earliest Times to the Present*, B.F. Allen is described this way: "Bereft of his parents when a mere lad...he made his home with his brother, Judge G. W. Allen." What a world of heartbreak is hidden beneath those few words. Although there was never great financial need—John Allen had been well-off and left behind a valuable estate—Frank learned by example at an early age the importance of family staying together and helping each other. He learned the lesson well. Frank survived his traumatic childhood to become a strong, trustworthy man. He attended the male academy at Gallatin, received the A. B. degree from the University of Nashville in 1844, and joined his brother Webb in his Gallatin law practice. Then in 1850, at age 24, Frank married Louisa Trousdale...

DO YOU REMEMBER CRASH BROWN, THE HUMAN BOMB?

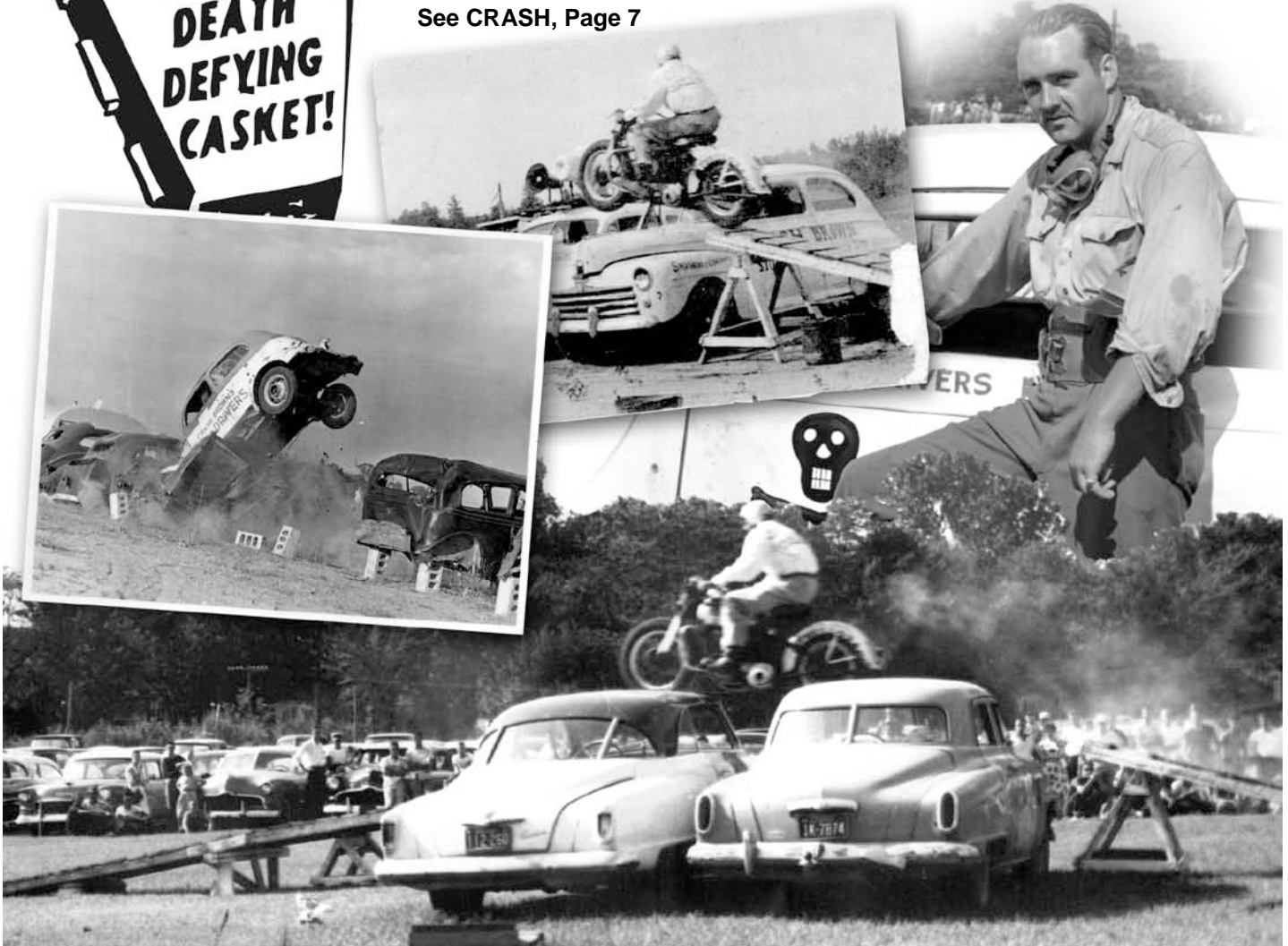
BY BONNIE MARTIN, SUMNER COUNTY ARCHIVES

THE
WORLD'S
MOST DARING
STUNT MAN!
IN HIS
DEATH
DEFYING
CASKET!

An amazing Sumner Countian—whose daring feats have been immortalized in photographs and are still remembered by old timers in these parts—was John Timothy Brown, aka “Crash Brown.”

Born in 1920 near Westmoreland, Tenn., and the son of a Methodist minister, Crash was one of the first legendary stunt men. He was the *Fast and Furious* star of the 1950s and '60s. Crash actually began his career at age 16, traveling and performing car stunts during the summer months, returning home to finish high school in the winter.

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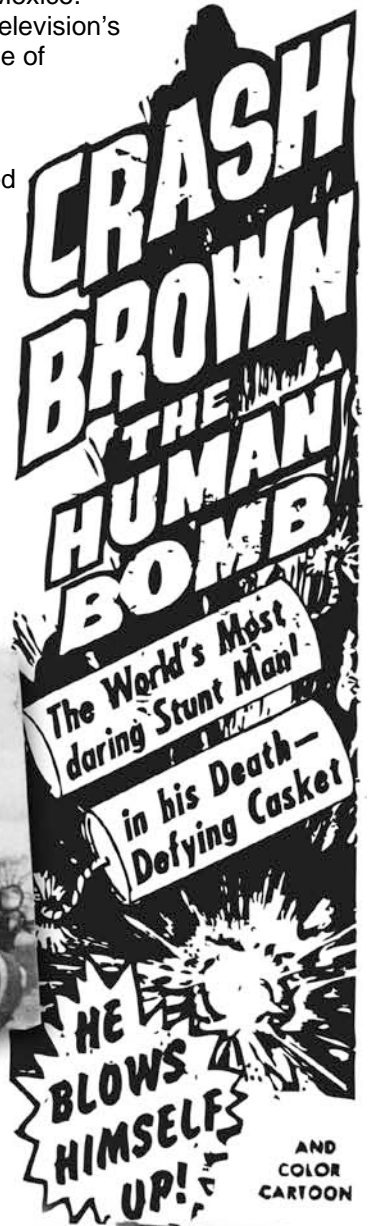
After fighting in WWII, Purple Heart veteran Crash came home to Sumner County—home to rural life where work was scarce and poverty abundant. Crash decided to go back to doing what he knew best: crashing cars. Crash Brown made the “circuit”, crashing cars, driving motorcycles through flaming walls, leaping buses, trucks and even a house. He was the first man to roll a car end over end without roll bar protection. Crash held the record for a car broad jump of 329 feet. As part of his thrill show, he jumped a motorcycle 200 feet, over a 150 foot cliff and into 50 feet of water.

Having a family to support didn't slow Crash down, he took them on the road and made his family part of his act. His wife and three children all performed stunts, touring across 37 states, Canada and Mexico. Crash performed at the Worlds Fair, at thousands of county fairs, drive in theaters and television's *You Asked For It*. In his lifetime, the state of Kentucky honored Crash Brown with the title of Honorary Colonel.

The Human Bomb stunt was the most dangerous stunt for an individual to attempt, and Crash was one of the few to survive it to perform another day. The 6' 9" Crash performed the stunt atop a steel tower, sealed inside a large wooden box—“coffin”—surrounded by flaming blasting powder and five sticks of dynamite located near his head. Crash ignited the dynamite. The resulting explosion extinguished the flames, blew the coffin to kindling, and Crash emerged—more or less in one piece—waving to the crowd.

Crash never got rich, but he found a way to provide for his family and entertain thousands on hot summer nights of the 1950s and '60s. Crash ran the circuit from 1939 to 1969.

Finally, Crash returned home to Westmoreland to live out his days surrounded by reminders of his glory days, hundreds of his wrecked vehicles. Crash passed away Feb. 28, 1989, but his exploits live on in a collection of photos at the Sumner County Archives.



Just Where Is the ‘Island’ at Shackle Island?

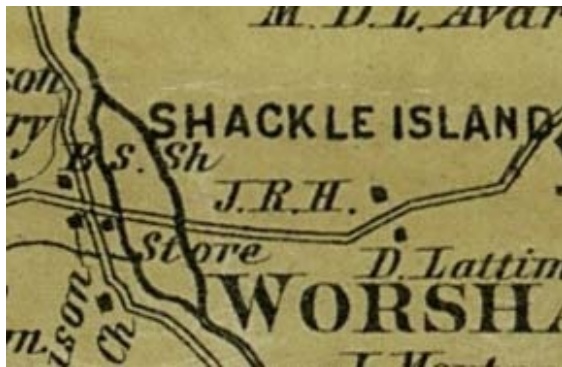
By Jack Masters

Most all of us have heard of and driven thru the community of Shackle Island, north of Hendersonville on Long Hollow Pike. Exactly *where* is the Island and *how* did it get its name?

The earliest reference is gleaned from a North Carolina land grant #3050 issued to William Tyrrell on June 8, 1797. In surveying the land grant, Deputy Surveyor William Lytle made reference to the survey “Beginning at a Sweet gum honey locust & Elm standing at an Island.....on the West Side below the Great road”. The Island is now known as Shackle Island and the reference to the “Great Road” is Long Hollow Pike. This grant consumed half of the southern part of the Island.

Clearly indicated below on the 1878 Map of Sumner County is “SHACKLE ISLAND”. Long Hollow Pike divides the Island nearly perfectly in half.

Prior to the issuance of the map, the name of the Island was established and here lies the interesting part of this story.



According to traditional legend as identified in “The Sumner Scrapbook”, illegal whiskey was available at a small shack on the island. People would say, “Let’s go to the shack on the island for a drink”. Eventually the name simply became “Shackle Island”.

In this current map of the area, the Island can be easily seen and is defined as the area that is shaded. In times of high water, the island can actually be seen but it helps to know exactly where to look. Hard to locate? Yes – if you don’t know where to look.

(Editor’s Note: Jack Masters and Bill Puryear co-authored a trilogy on the history of the Cumberland Settlements. Additional details on this subject and others may be seen at: www.cumberlandpioneers.com)





November 1924 Train Wreck in Portland

1924: Two Trains Derailed in Portland Wreck

Pictured above are the engines demolished when the L&N fast passenger train No. 7 ran into a freight train as it derailed on Tuesday, Nov. 25, 1924, at about 8 p.m. in Portland. No passengers were killed though some sustained injuries, including Normal school football players returning to Nashville after a game in Louisville, the engineer and a traveler.

The Thursday, Nov. 27, *Sumner County News* reported that the crash was the result of a freak accident. "As the passenger train was passing freight train No. 78, bound north, a [rail] car loaded with pine lumber buckled near the middle of the freight train and derailed in front of the speeding express. The two passenger engines, going at more than 45 miles an hour, literally demolished this car and four others. Railroad men consider it miraculous that none were killed."

Fifty emergency workers, traveling on hand cars, arrived two hours after the crash and began clearing the debris.

New Members Always Welcomed by the Sumner County Historical Society

To join the Sumner County Historical Society and receive a copy of this newsletter, please send your name, address, e-mail address and a check for \$25 per family or \$10 for an individual to:

Sumner County Historical Society

P.O. Box 1871

Gallatin, TN 37066

Officers of the Sumner County Historical Society are: Ken Thomson, president; Mark Bastian, vice president; Juanita Frazor, treasurer; Bonnie Martin, secretary. Board members are: Sallie Wade Brown, Teresa Deere, Tim Nixon, Vicki Comer, Jan Shuxteau, Shirley Wilson, Carol Cobb, Rebecca Lunsford, Velma Brinkley, Jack Master, Bill Puryear and Jane Wright.

“...A Beautiful Sequestered Hygeia of Nature”

By John Creasy

(Editor’s Note: This is the second part of the story begun in the SCHA July newsletter about the Epperson Springs Resort.)

Historic Epperson Springs was purchased in 1909 by Judge George Bancroft Murray, prominent jurist of the Chattanooga firm of Murray & Murray. His son and law partner Tillman Murray became the resort property manager.

In the spring of 1910, Bancroft and Tillman Murray put their plans for Epperson Springs into full motion. Judge Murray chartered the Epperson Springs Co. in March of that year, issuing \$40,000 worth of bonds. The sale of bonds provided the capital necessary to improve the Springs. Company officers were President George Bancroft Murray, Vice-President Tillman Murray and Secretary John Lovell. Other officers and board members were Samuel L. Boody and W. A. Sadd.

Lovell, Bancroft’s son-in-law was later the manager of Chattanooga’s stellar Hotel Patten. He lived until 1947 and played such an instrumental role in the construction of Chattanooga’s airport that it today bears the name “Lovell Field” in his honor.

W.A. Sadd was the president of the Chattanooga Bank & Trust Co. He authored many articles about national monetary policies in the 1920s and 30s, often verbally sparring with the Hoover Administration.

Carved From the Wilderness

Prior to chartering the Epperson Springs Co., Bancroft Murray sunk \$65,000 of his own money into resort improvements. Recognizing the need for a shorter route to the Springs from the depot at Westmoreland, he commissioned local road builders, the CT Company, to carve a road out of the wilderness. It was called the Epperson Springs Road, and today’s George Akins Road follows the same path but with a different name.

Much of Murray’s investment was poured into modernizing the Springs’ facilities. Power houses were constructed to generate electricity for the hotel with both steam and gasoline engines. Dorris Brothers, a company in Shackle Island, delivered a huge steam boiler to the hotel. A steam laundry was

constructed in the hotel for the convenience of the patrons, and a bottling plant was built, enabling the resort to bottle the various sulphur waters to be packaged and sold in stores throughout the country.

A Hotel Annex Was Built

Money from the bond sale allowed the Springs to further expand. A small army of workers led by Chattanooga carpenter Bonnie Forgason, constructed what amounted to an entire new hotel called the Annex Hotel or Lower Hotel. It was built behind the Main Hotel and attached by a long, covered walkway, spanning the width of an acre-sized flower garden, beautifully landscaped with native plants. When complete, the new two-story Annex Hotel increased the size of the resort by another 80 rooms.

The Main Hotel, too, was expanded with an additional 30 rooms, two large dining rooms, a grand ballroom for concerts and dancing, a barber shop, a hotel office, and a billiard room. Epperson Springs Resort boasted a total of 170 rooms available for rent.

A long wooden sidewalk was constructed, winding its way down the hillside from the sprawling hotel complex to the springs in the valley below. The springs themselves were each covered with shelters resembling gazebos, and just a short distance away a portion of Tooley’s Branch was dammed to provide a fishing pond. Nearby, a pool was constructed for those who wished to swim, and just beyond that a large frame structure housed a bowling alley that employed local boys as human pin-sitters.

Epperson Springs was now among the most inviting of the mineral resorts in the region. Though daily rates were offered, the typical stay was longer. The *Sumner County Newspaper* noted the return to Gallatin of Judge George Seay and wife after a 10 day stay and later the return of Dr. and Mrs. R. M. DuBose after a stay of several weeks.

Only the well-to-do could afford such lengthy stays, and the prevalence of them indicates the type of patrons visiting the Springs and indulging in the leisurely activities it offered. Judge Murray was

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careful to cultivate an image of upscale civility at the resort, and the visitors came in large numbers.

Epperson Springs hosted many large meetings. Arguably, the most prestigious of these took place in the dog days of August 1917 when the Bar Association of Tennessee assembled its members on the grounds of the resort. Bancroft Murray and his staff feverishly prepared for the monied and influential group. In a nod to both Murray and the natural surroundings of the resort, Judge H. C. True in his introductory remarks elicited a round of hearty applause when he welcomed the visitors to Judge Murray's, "beautiful, sequestered hygeia of nature."

Judge Murray's elation over the event was tempered by the abrupt cancellation of what was to have been a large dinner party the final evening of the meeting. Most of the members, it seemed, desired to return to their more urban lifestyles. A disappointed Bancroft Murray perhaps later looked back upon this loss as a harbinger of the struggles that followed.

As better roads were built to address the needs of a more mobile populace, hotels, motels, and tourist camps sprang up to accommodate travelers. Places like Epperson Springs were increasingly left behind in such a hurried world. Bancroft hung on until his shuttered dream was sold at foreclosure on a cold and overcast day in February, 1919. The final bid on everything the Epperson Springs Resort had to offer was \$25,000.

A succession of owners tried, largely in vain, to revive the hotel. It hobbled along, a ghost of the glory days it held during Murray's flamboyant tenure.

In June, 1924, the Chattanooga Savings Bank and Epperson Springs Co. Trustees Sadd and Preston sold the property to local businessmen, Daily Freeman and Aubrey Sloan. They breathed new life into the resort, employing S.W. Brown & Son, road contractors, to update Judge Murray's road for easier car travel. A crowd gathered for a rousing Fourth of July celebration in 1925, and a large number of patrons attended the Tri County Teachers Institute held there near the end of the month.

Freeman and Sloan were later joined by Columbia, Tenn., residents W.B. Greenlaw and James S. Miser in preparing for what was hoped to be a profitable new season in 1926. However, in the early morning hours of April 26, 1926, a fire of unknown origin swept through the complex. From miles away, locals observed the night sky lit up as though it were daylight, with the entire wooden main structure burning to the ground.

Modern-day visitors to Epperson Springs will find a marker noting what was once there. The open fields and waving sedge grass I saw many years ago have given way to houses and trailers. Still, an adventurer can walk down to the springs themselves, which remain unspoiled and unmarked. From this quiet spot, those that know can almost hear the chatter of silenced patrons, the rattle of dishes from the banquet halls and the siren call of strings from the house band—sounds that once filled this place with the merriment of past days.

Ghostly 'Residents' Reminisce at the Annual Gallatin Cemetery Tour

Featuring "President Andrew Jackson" as a first time greeter, the 17th annual Gallatin Cemetery Tour will be held on the first Saturday in October, Oct. 5, with walks from 4 to 10 p.m., at the cemetery. Walks last about 75 minutes.

In addition to President Jackson (known in this lifetime as Sumner County Historical Society President Ken Thomson), visitors will see and hear stories from cemetery "residents" from the 1800s. These will include: James Bullock, Lt. Harvey Chenault, Isaac Newton Guthrie, Robert Bryson, James House, Dr. William R. Thompkins, Dr. John Washington Franklin, Pete Lewis and Queen Victoria Bransford.

Tickets are available in advance at the Sumner County Museum and at the cemetery the night of the performance for \$7 for adults and \$3 for children from six to 12 years old. Younger children are free. Proceeds from the tour go to support the Sumner County Museum.

Stories, Continued from Page 1

situation, however sudden or embarrassing.”

Guild spent 60 years in American politics. He was a Jacksonian Democrat. When Jackson was accused by Sen. Henry Clay in 1834 of assuming presidential power beyond the scope of the Constitution, Guild rose in Jackson's defense, undermining his own reputation as a rising star in Tennessee Democratic politics.

Included in *Rose Mont* is Guild's 1833 Oration in Defense of the Cherokee, a plea for fair and humane treatment presented before the General Assembly. Also in the book is Guild's 1836 Seminole War Diary, a detailed account of daily life in the campaign, as well as Guild's personal account of his own arrest by Tennessee's military governor Andrew Johnson during the Civil War and his imprisonment at Fort Mackinac, Michigan. Though originally a Unionist, Guild became a secessionist after the firing on Fort Sumter.

In addition to his interest in political events, Guild had a lifelong fascination about thoroughbred racing and breeding. Horses were, according to Bate, more of a hobby than a business. (Guild also invested in California gold mines and promoted Tennessee railroads.) His horse farm was one of the largest in Middle Tennessee—more than 500 acres—and he was the sole owner and co-owner of numerous racehorses. He was a noted master of the turf.

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also moved to this area before the Civil War and settled in a plantation house on the Robertson County side of Hwy. 31W. Descendants of their slaves live in the Scattersville and Parkers Chapel communities.

“Thomas Buntin, the grandson of John Buntin II, a wealthy British loyalist, was born on March 20, 1799, at the family estate of his parents William Buntin and Mary Cowan Buntin in North Carolina,” states a sketch of his life. “Greeted with riches at birth, he received an extensive education in language, mathematics, manners and musical studies. When he reached the age of 20, he married a girl named Elizabeth Turner on April 27, 1819. She came from a modest, pioneer family.” This marriage took place in Sumner County.

The Buntins had a long history of owning prosperous land. William Buntin developed a beautiful plantation home in Robertson County called Tanglewood. His cousin, John Wheeler Bunton, moved to Texas during its early days as a republic and fought alongside Sam Houston for its independence from Mexico. He became part of the early government there and then gave up politics for plantation living. One of John Wheeler Bunton's brothers was the great-grandfather of President Lyndon Johnson.

Portland founder Thomas Buntin inherited property from his father and also bought land in the Sideview area. His prosperity centered on the Portland farm. He built a mansion with front porch columns, a fitting status symbol for the richest man north of the ridge, owning 36 slaves and serving on the Sumner County court, according to the 1860 census. He also owned three large farms: the Huffman Farm in Robertson County, Carter Farm east of Gallatin and the Gibson Farm in Simpson County, Ky. The Thomas Buntins had seven children, five of whom were living when the Civil War broke out.

His fortunes increased when the Louisville city fathers started construction of a railroad to Nashville going through his farm. Work started during the 1850s, and the first train traveled the route in 1859. His farm produce could go directly to New Orleans and elsewhere. Buntin donated land for a railway station that he named Richland for his prosperous farm. He also gave land to what became the Portland Church of Christ.

The Civil War changed everything for the family. Thomas Buntin allowed Confederate General Felix Zollicoffer to use his home as headquarters when the war broke out. The county built Camp Trousdale nearby to prepare Sumner County boys for the Confederate army.

After General Ulysses S. Grant took over Forts Henry and Donelson on the Tennessee River in West Tennessee in 1862, Nashville fell to the Union forces. Buntin found himself in considerable trouble with Union soldiers because of his support of the Confederate war effort.

Union occupation forces closed down Camp Trousdale, and the troops gradually dismantled the once magnificent Buntin farm. The plantation house burned down, property of value was carried away, the slaves left and Thomas Buntin died broken and discouraged on Jan. 30, 1865. His wife died in 1871, and Portland developed out of the desirable lands their heirs gradually sold off.