

A Draft Documentary History of
William E. Uptegrove & Brother and Their Operations in East Tennessee, 1897 – 1933,
Including White Rock Mountain, 1900 – 1904?, and Johnson City, 1897 – 1933, as well as the
Johnson City, Bakersville & Southern Railway, 1899 – 1909
By William C. Schneck, Jr.
(As of 2 August 2023)

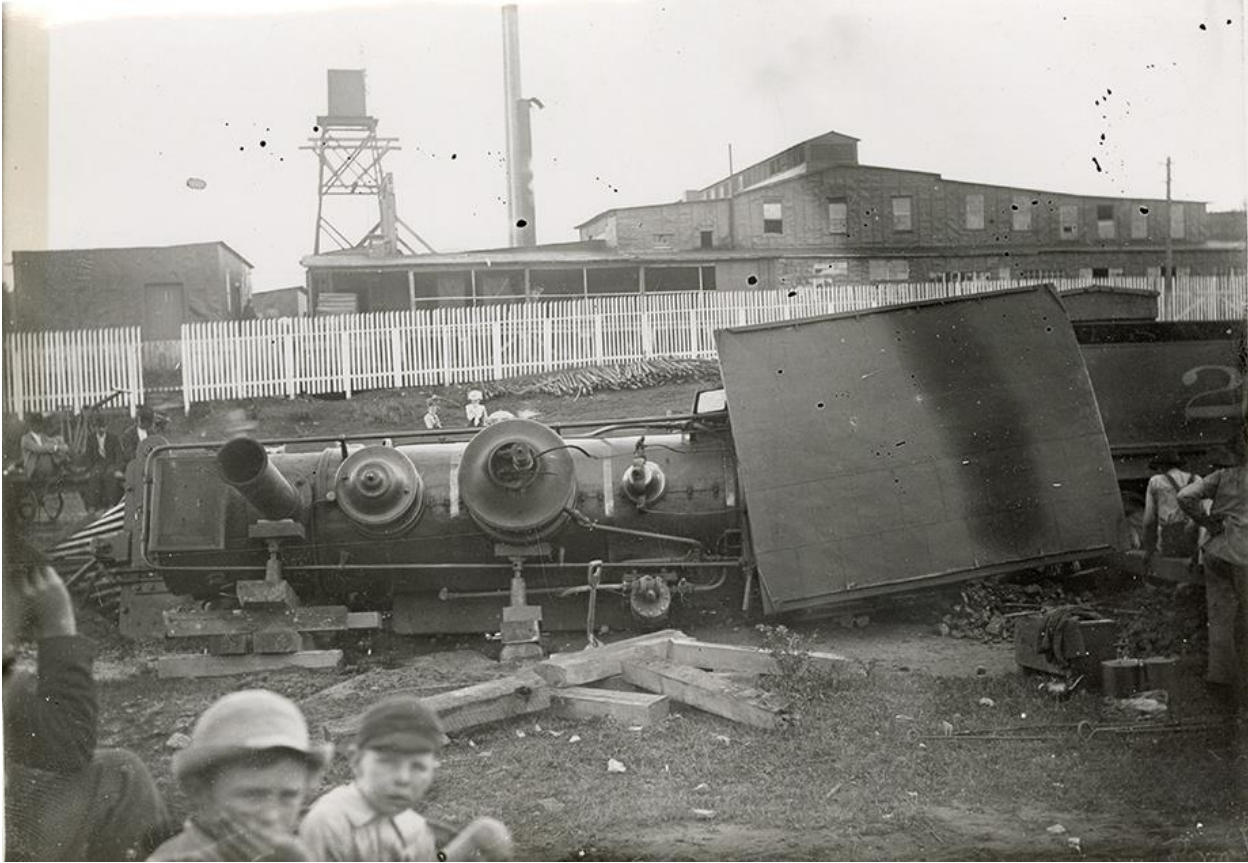


Figure 1. E.T. & W.N.C R.R. Engine No. 2, Cranberry, overturned in front of William E. Uptegrove's American Cigar Box Lumber Company mill in Johnson City, Tennessee. This accident has been dated to 1902 or 1904.¹

Introduction

This is a draft documentary history of the lumber operations of William Edgar Uptegrove, who operated on White Rock Mountain and in Johnson City, Tennessee, from 1897 to 1933. This history also provides information on other operations run by Uptegrove, or derived from him (see tables 1 and 2, below). I have attempted to collect relevant documents and place them in roughly chronological order. I did not included every newspaper article that mentioned someone getting a job or changing positions with Uptegrove. Based on the available information, it appears that William E. Uptegrove played a very important role in the development of the industrial capacity of Johnson City.

About December 1900, William E. Uptegrove & Brother acquired 5,000 acres of timber in the Laurel Fork valley between White Rock and Walnut mountains in Carter County, Tennessee.

He determined that he had to build a railroad to reach it. When it became operational, this three-foot gauge line originated at the White Rock Station on the E.T. & W.N.C. with the first of three inclined railroad sections. The first two sections were built to reach the top of White Rock Mountain and reportedly required a length of 6,835 feet. At the top of each section of inclined railway was a steam plant with a hoisting engine. The timber was processed by a circular sawmill that had been brought to the top of White Rock Mountain and loaded on to special flatcars that were lowered down the incline to White Rock Station while empties were pulled up on a three wooden rail design. These two inclined portions had to be connected by one or two sections of switchback railroad, which totaled more than two and one-half miles. From the top of the second incline, two miles of railroad were built along the top of White Rock Mountain to the third inclined railroad section. This inclined section was 1,000 feet long (probably also with the three-rail wooden rail design) and descended down to a logging railroad that eventually reached about ten miles in length and was used to remove logs from the Laurel Fork valley. (Another source claimed that the combined length of the three inclines exceeded three miles (more than 15,840 feet), and still another “more than one and a quarter mile”.) The resulting lumber was shipped from the White Rock Station to Johnson City, Tennessee, on the E.T. & W.N.C. Railroad. The reported length of railroad employed by Uptegrove on the White Rock Mountain operation was between about 13.5 and 15.5 miles. Climax Class A locomotives were used, at least in part, on the switchbacks and across the top of White Rock Mountain, as well as for the actual logging operation in Laurel Fork valley. For additional information on the operations and equipment used by inclined railroads, see Railroads of the Yosemite Valley, by Hank Johnson.²

The Uptegrove operations had an interesting group of leaders, which made for complex business arrangements (see Table 3). From 1902 – 1909, William E. Uptegrove helped finance the Standard Oak Veneer Company, the Allen Panel Company, and the Interior Hardwood Company, in Johnson City. He was also financially involved in the Johnson City, Bakersville & Southern Railway. Gifford M. Uptegrove wrote: “In the Fall of 1907 came ‘the Panic’. Money tightened overnight, and Banks suspended their usual ‘accommodations’. This caught my father, who was financing a business in Tennessee for the purpose of protecting the American Cigar Box Lumber Company from the inventor of the slicing machines [apparently a reference to Edwin F. Smith]. Although this man had sold the patents to my father he nevertheless built and sold some similar machines to competitors. Instead of resorting to law, my father yielded to blackmail and enabled that man to start up another business [apparently the Edwin F. Smith Company in 1904]. From an original outlay of \$5,000, it grew to \$400,000 by the time of the Panic, and this necessitated asking for a Receivership for Wm. E. Uptegrove & Bro.” As a result of the 1907 Panic, William E. Uptegrove appears to have lost his stakes in the Standard Oak Veneer Company, the Allen Panel Company, the Interior Hardwood Company, and Johnson City, Bakersville & Southern Railway. This essentially reduced his operations in the Johnson City area to the American Cigar Box Lumber Company, which continued to operate until it was moved to Astoria, Oregon, in 1933.

Regrettably, I have failed to find or develop an accurate, comprehensive roster of the rolling stock or details of the railroads and mills run by Uptegrove. Perhaps more can be accomplished on this portion of the subject. I invite other members of the Historical Society to add any missing material to this document and discuss/correct any deficient interpretations of the information at hand (particularly the dating and interpretation of photos). For those who wish to research the documents and photographs further, I have provided links, when available, to expedite such attempts. In general, I have left the original spelling (sometimes autocorrect strikes, so I am unsure that all of it is original). I wish to thank Chris Ford for his assistance and encouragement to bring this document into a presentable state. A list of open questions is given in Appendix A. And a list of references that could not be located or accessed is given in Appendix B.

Table 1. Location and Dates of Known Uptegrove Operations

Location*	Dates	Type
Manhattan, New York	1865 – 1905	Headquarters
Manhattan, New York	1865 – 1901	Mill
Johnson City, Tennessee	1897 – 1933	Mill, known as the “Uptegrove & Brother Veneer Mill” and the “American Cigar Box Lumber Company.” In 1933 Uptegrove moved this mill to Astoria, Oregon.
Johnson City, Tennessee	1898 – 1909	Mill, “Smith Veneer Company” later known as the “Standard Oak Veneer Company,” Uptegrove was financially interested in this enterprise from 1898 – 1909. After passing through a few different owners, it appears that this plant was acquired by the Harris Manufacturing Company in 1960.
Unicoi, Tennessee	1899 – 1909	Logging railroad, “Johnson City, Bakersville & Southern Railway,” chartered in 1905. In 1909, it was acquired by the Bradshaw Lumber Company and renamed the Unicoi Railway. It operated until 1919.
White Rock Mountain, Tenn.	1900 – 1904?	Logging railroad, built to access the “Laurel Fork tract,” which contained 5,000 acres of timber. It relied upon the E.T. & W.N.C. to ship its lumber to Johnson City.
Hitchcock, Virginia	1900	Uptegrove leased some railroad track here.
Cocke County, Tennessee	1901	Uptegrove had a reserve of 35,000 acres of timber here.
Brooklyn, New York	1902 – 1921	Mill, sold 1 January 1921
Johnson City, Tennessee	1903 – 1908	Uptegrove Lumber Yard on Buffalo Street, across the tracks from the E.T. & W.N.C. freight depot. By 1908, this lumber yard was gone.
Madison County, N.C. (?)	1904	“Updegrove” (Uptegrove?) had timber holdings here.
Charlotte, North Carolina	1904	Uptegrove is in court over his rights to 60,000 acres of timber.
Charleston City, Bradley County, Tennessee	1904	Mill
Johnson City, Tennessee	1904 – 1909	Mill, known as the “Allen Panel Company,” Uptegrove was financially interested in this enterprise from 1904 – 1909. After passing through a few different owners, it appears that this plant was acquired by Harris Manufacturing Company in 1960.
“Isle of Man and Pine Island,” North Carolina	1905	Uptegrove sold 9000 acres of timber between the Chowan and Roanoke rivers near the Virginia border.
Yancey County, North Carolina	1905	Uptegrove was involved in a legal dispute over land along the Toe River.
Brooklyn, New York	1905 – 1934	Headquarters
Johnson City, Tennessee	1906 – 1909	Mill, known as the “Interior Hardwood Company,” Uptegrove was financially interested in this enterprise from 1906 – 1909. This plant continued to operate under different owners until it was destroyed by fire on 7 May 1920. Apparently, it was not rebuilt.
Norfolk, Virginia	1907 – 1908	Mill, Uptegrove operated the Berkely Box & Lumber Company here.
Newport, Cocke County, Tenn.	1913	Uptegrove acquired “one million feet of poplar timber” here.
Henderson, Transylvania, and Greenville counties, N.C.	1923	Uptegrove acquired 11,153 acres of timber here.
Astoria, Oregon	1933 – 1956	Mill
Newark, New Jersey	1934 – 1956	Headquarters

Table 2. Operations Derived from William E. Uptegrove & Brother

Company	Dates	Remarks
Standard Oak Veneer Company	1898 – after 1960?	Originally known as the Johnson City Veneer Factory. In 1902, it was chartered as the “Edwin F. Smith Veneer Company.” From 1902 to 1910, it was known as the Standard Oak Veneer Company/Corporation. In 1910, it (along with the Allen Panel Company and the Interior Hardwood Company) were acquired by George L. Carter and renamed the “Tennessee Lumber & Veneer Corporation.” On 23 December 1916, a fire partially destroyed the former plant of the Standard Oak Veneer Corporation and the Allen Panel Corporation. In 1925, it appears that this plant was acquired by the Miller Brothers Company. Apparently, the Miller Brothers operated this plant until 1960, when the plant was sold to the Harris Manufacturing Company.
Allen Panel Company	1904 – after 1960?	In 1904, the Allen Panel Company was established and registered as a corporation in Tennessee. In 1910, it (along with the Standard Oak Veneer Company and the Interior Hardwood Company) were acquired by George L. Carter and renamed the “Tennessee Lumber & Veneer Corporation.” On 23 December 1916, a fire partially destroyed the former plant of the Standard Oak Veneer Corporation and the Allen Panel Corporation. In 1925, it appears that this plant was acquired by the Miller Brothers Company. Apparently, the Miller Brothers operated this plant until 1960, when the plant was sold to the Harris Manufacturing Company.
Interior Hardwood Company	1906 – 1920	In 1906, the Interior Hardwood Company was established. In 1910, it (along with the Standard Oak Veneer Company and the Allen Panel Company) were acquired by George L. Carter and renamed the “Tennessee Lumber & Veneer Corporation.” On 7 May 1920, a fire destroyed this plant, which was leased to the Elizabethton Flooring Company of William S. Whiting at the time of the fire. Apparently, it was not rebuilt.
Uptegrove & Beckwith	1905 – 1923?	In 1905, Jerome Uptegrove formally assumed control of the importation of mahogany and the production of veneer with Beckwith. In 1919, John Beckwith acquired it and renamed it the “Beckwith Veneer Company.” This company continued in existence until at least 1923.
Uptegrove & Polhemus	1907 – 1910	In 1907, Gifford Uptegrove formed a company with J.M. Polhemus to liquidate the portion of the Uptegrove business that dealt with the manufacture and marketing of hardwoods. This company continued to exist until 1910.

Table 3. Some of the Significant Men Associated with the Uptegrove Concerns in and around Johnson City for the Period 1897 – 1909

Name	Position(s)
Jerome B. Thomas	1897 (position not specified), 1898 General Manager for Uptegrove & Brother; at various times from 1905 to 1909, secretary, treasurer, and/or general manager of the Johnson City, Bakersville & Southern Railway, as well as purchasing agent.
Edwin F. Smith	One of the officers of the Fredericks & Smith Company, Manager/Superintendent of the Uptegrove Cigar Box factory/ Uptegrove Veneering Factory (1897, 1898), also operated “another veneer factory” (which, in 1902, became the “Edwin F. Smith Veneer Company, and became the Standard Oak Veneer Company in late 1902). By December 1904, he had incorporated the “Edwin F. Smith Company” in New Jersey.
A.W. Spencer	1898 (position not specified) also operated “another veneer factory” (which, in 1902, became the “Edwin F. Smith Veneer Company,” and the “Standard Oak Veneer Company” in late 1902).
Chester B. Allen	Manager of the Standard Oak Veneer Plant by 1904, President of the Allen Panel Company (1905 – 1909) and the Interior Hardwood Company (1906 – 1909); at various times from 1905 to 1909, vice president, secretary, and/or traffic manager of the Johnson City, Bakersville & Southern Railway. He was also listed as Vice-President of the City National Bank in Johnson City (1907 – 1908).
Wilbur Lyman Clark	Manager of the American Cigar Box Lumber Company plant (1906 – 1927); at various times from 1906 to 1909, treasurer and auditor of the Johnson City, Bakersville & Southern Railway.

Timeline of the William E. Uptegrove Lumber Concerns Operating in and around
Johnson City, Tennessee, 1871 – 1933³

- 3 January 1871, William E. Uptegrove begins work with Rodman & Hepburn in Manhattan as a bookkeeper.
- 1 June 1875, William E. Uptegrove buys the mill of Rodman & Hepburn, with the company being renamed as Uptegrove & Gedney.
- Fall 1878, William E. Uptegrove purchased Alfred Gedney's portion of the business and thus became Wm. E. Uptegrove; also known as the "Tenth Street Mill."
- 1880, Jerome P. Uptegrove (brother of William E. Uptegrove) becomes a partner in the business thus changing the name to William E. Uptegrove and Brother Lumber Company.
- 21 January 1890, Edwin F. Smith is issued US Patent 419,975 for "Veneer Cutting Machine". See Appendix C.
- 1897, William E. Uptegrove & Brother purchased 22,000 acres of forest in western North Carolina (called the Scottish tract) plus an additional 13,000 acres. In the same year, William E. Uptegrove purchased an abandoned furniture factory in Johnson City, Tennessee, and converted it into the William E. Uptegrove & Brother Veneer Mill.
- May 1898, Edwin F. Smith, Superintendent of the William E. Uptegrove & Brother Veneer Mill, established the Johnson City Veneer Factory, apparently with the financial backing of William E. Uptegrove. It was renamed the "Edwin F. Smith Veneer Company" in January 1902.
- March 1899, William E. Uptegrove & Brother begin surveying for a railroad in Unicoi County, Tennessee, with construction under way by September 1899. In 1901, a small Shay locomotive was acquired for this line. In 1904, a second small Shay was acquired. This railroad would become the Johnson City, Bakersville & Southern Railway in 1905.
- December 1900, William E. Uptegrove & Brother acquires 5,000 acres of timber in the Laurel Fork valley between White Rock and Walnut mountains in Carter County, Tennessee. They planned to "build a railway across the top of the White Rock mountain, a distance of two miles, and connect it at each end with an incline track running up each side of the mountain. The length of the incline running from the timber lands to the top of the mountain will be 1,000 feet, and the incline to be used for taking the logs and lumber down the other side of the mountain [to White Rock Station] will be 6,835 feet." They planned to ship the lumber to Johnson City, Tennessee, on the E.T. & W.N.C. Railroad.
- 28 November 1901 (Thanksgiving day), the Uptegrove & Brother mill in Manhattan was destroyed by a great fire.

- September 1902, the Uptegrove railroad in Unicoi County begins operation.⁴
- By November 1902, the Standard Oak Veneer Company is formed with financial backing from William E. Uptegrove, and takes over the plant of Edwin F. Smith Veneer Company in Johnson City, Tennessee.
- 2 May 1903, William E. Uptegrove incorporated the western North Carolina and eastern Tennessee lumber operations as the American Cigar Box Lumber Company. Previously, William E. Uptegrove had concluded that the ‘mahogany’ business was a ‘busted’ proposition and to continue with the cigar box lumber business. His brother Jerome disagreed and continued the mahogany business with John Beckwith, as Uptegrove & Beckwith (this arrangement was not formalized until 1905). At this point in 1903, the lumber business divides – William continues producing and importing lumber for cigar boxes as the William E. Uptegrove & Brother Lumber Company.
- 23 May 1903, the American Lumberman published an article about the William E. Uptegrove & Bro. Lumber Company, which included on their White Rock Mountain operation that it was “three sections of inclined railway, more than one and a quarter miles in length; two and a half miles of switchback railroad between the sections of the inclined railroads, and about ten miles of logging road...” Apparently at least two Class A Climax locomotives operated on White Rock Mountain, perhaps until March 1904 when they were advertised for sale.
- 6 December 1904, the Allen Panel Company, with financial backing from William E. Uptegrove, is incorporated. It will be built adjacent to the Standard Oak Veneer Company plant in Johnson City at Walnut and Summer streets.
- About 27 December 1906, the Interior Hardwood Company, with financial backing from William E. Uptegrove, opens for business in Johnson City, on Walnut Street, just across Summer Street from the Standard Oak Veneer Company and the Allen Panel Company.
- 10 March 1905, William E. Uptegrove incorporates the Johnson City, Bakersville & Southern Railway. The eventual reported length that this line reached varied between 7 and 12 miles.
- 12 July 1906, the American Cigar Box Lumber Company plant is destroyed by fire. It was rebuilt by December 1906.
- Fall 1907, arrival of the ‘Panic’. This and a dispute over a slicing machine patent caused the Greenpoint, New York, operation to fall into receivership.
- December 1907, Gifford M. Uptegrove & Polhemus was established to liquidate the hardwoods owned by William E. Uptegrove & Brother Lumber Company (the American Cigar Box Lumber Company was not affected by these finances).

- By 6 March 1909, William E. Uptegrove consolidated his remaining business assets in the newly incorporated Uptegrove Cigar Box Lumber Company.
- By 24 June 1909, Chester B. Allen had purchased the Standard Oak Veneer Company, the Allen Panel Company, and the Interior Harwood Company.
- By 14 October 1909, the Bradshaw Lumber Company had acquired the Johnson City, Bakersville & Southern Railway, which was renamed the Unicoi Railway.
- 1910, Gifford M. Uptegrove concludes the liquidation of the William E. Uptegrove & Brother Lumber Company and moves to Oregon.
- 1921, Gifford M. Uptegrove moves back east to help his aging father, William. The New York operation was re-organized as the Uptegrove Lumber Company. The American Cigar Box Lumber Company had continued unaffected.
- 2 January 1922, Greenpoint mill in Brooklyn is sold.
- April 1929, 200 employees of the American Cigar Box Lumber Company in Johnson City, Tennessee, stage a strike.
- 6 August 1932, Jerome P. Uptegrove passes away at the age of 76.
- 1933, American Cigar Box Lumber Company is solely owned by William E. and Gifford M. Uptegrove and moved to Astoria, Oregon.
- 1934, the Greenpoint office is moved from Brooklyn, New York, to Newark, New Jersey.
- 26 June 1935, William E. Uptegrove passes away at the age of 83.
- 15 August 1956, Gifford M. Uptegrove “sent a letter to all of Uptegrove Lumber Company’s customers. He announced that no new orders would be taken and the company would be closed as soon as the last railroad car was loaded. He was in his seventies and it was time to retire.”
- 1975 Gifford M. Uptegrove passes away at the age of 92 (another source claims he died in January 1977).

The William E. Uptegrove & Brother Lumber Company and their Forebearers, in
New York, 1868 – 1890

1868 – 1870. “Autobiography of William E. Uptegrove”

William E. Uptegrove wrote: “The History of our sawmill, known as ‘Tenth Street Mill’ is worth recounting. A Frenchman named George Guetal engaged in the pianoforte hardware business in New York had become interested in the development of an entirely new saw for reducing logs to lumber. This saw had been invented, or brought out, in France, and in 1868 he determined to build a mill in New York to demonstrate this bandsaw. Mr. Guetal was so impressed with the wonderful future of this new invention, the bandsaw, that he erected a mill on East 10th Street, with the idea of installing nothing but this wonderful machine which, according to his estimation, was of such capacity as to produce all the Mahogany lumber required in the United States.

In seeking an experienced millman to supervise the erection of this mill, William H. Jones was recommended to Guetal and was engaged for the work of erecting the mill, afterward acting as superintendent of its operation. Mr. Jones had operated the Monroe Street mill, which had gone out of existence prior to my time. Jones finally prevailed upon Guetal to install veneer saws along with his wonderful bandsaw. It required much persuasion to get Guetal to make this concession, but it of course proved to be a very wise one.

Guetal operated the mill for a year or so, and it was then rented to my early employers, Rodman & Hepburn, in 1870. While the bandsaw had proven fairly successful so far in producing well manufactured lumber was concerned, it produced only a small fraction that Guetal had estimated to be its capacity. He recognized this, and was no doubt glad to unload the whole proposition; so they had operated the mill about a year before I entered their employ [in 1871]. I well remember the iron pillars of the bandsaw with the inscription cast in them ‘Perrin & Co., Paris’. So, the foregoing is the history of the introduction of the bandsaw into the United States.”⁵
See Appendix D for the complete document.

1870 – 1880. “Autobiography of William E. Uptegrove”

William E. Uptegrove wrote: “I was taken across the hall to the office of [Charles W.] Rodman and [Leonard F.] Hepburn to whom I was introduced with the remark that I was the young man his brother-in-law had sent down from Middletown [New York] to look after the position of bookkeeper. Mr. Hepburn immediately presented me to the gentleman seated at a nearby desk, Mr. Francis W. Houghton... Mr. Houghton took down one account book after another and showed me the manner in which they were kept, and it suddenly dawned upon me that the place was mine, and that I was expected to start in at once. I explained that I would have to return to Middletown and pack my trunk, and that I would appear at the office for business the following Tuesday morning, as New Year’s day, 1871, falling on Sunday was celebrated on Monday. This was perfectly satisfactory to them, and at that point Mr. Hepburn came from the private office and gave me advice and suggestions as to where I could find a convenient boarding place and how to reach it... It was one of my duties to draw the Saturday check for the payroll of the Saw Mill in East 10th Street [New York City], in which there were probably 40 men employed...

[About] May, 1875, Mr. Rodman mentioned to me that they had concluded it would be well for them to give up their saw mill business if they could find a buyer for it, as they wanted to

give their entire attention to importing and exporting logs. The idea at once flitted across my mind that there was an opportunity for me if I only had the capital, and I set about to think of some practical way of securing financial help... I walked into the private office where they were sitting, and opened the subject by saying – ‘You told me recently you would like to dispose of the sawmill, and I would like to know how you would feel about disposing of it to me’. I clearly discerned their surprise, but the answer came promptly – ‘We would rather dispose of it to you than anyone else.’

I told them that I had been making plans and believed that I was ready to take it if we could make terms that would be mutually satisfactory. With very little delay – I think it was the next day – it was agreed between us that they would assign to us their lease of the mill for which they were paying \$3,500.00 per annum, and also lease to us the additional machinery which they themselves had installed to the amount of \$4,000.00. On this they would make the rental 10%, or \$400.00 per annum.

The mill was being operated as a custom sawmill, with the exception of Spanish Cedar Cigar Box Lumber, which they sawed and sold on their own account. We agreed upon the price to be paid by us for the manufactured lumber in stock. We also agreed upon terms of payment, and about two weeks thereafter, on June 1, 1875, we painted out the big sign Rodman & Hepburn and painted in Uptegrove & Gedney, and we were a going concern...

In the Fall of 1878 I bought out my partner, [Alfred] Gedney, paying him cash, and assuming our indebtedness to his Father, which I paid in installments within the next six months. The sign was again painted out and Wm. E. Uptegrove painted in...

In 1880 my brother Jerome, who had a very good position with the First National Bank of Middletown, N.Y. resigned his position and joined me in business. Soon thereafter we incorporated under the name of William E. Uptegrove & Bro... [In] 1880, my net profits were \$30,000.00... The business was uniformly successful for fifteen years following. During that period we gradually dropped custom-sawing and became dealers in Mahogany, finally selling the entire product of the mill ourselves...”

1890 – 1892. “Autobiography of William E. Uptegrove”

“In 1890 our Spanish Cedar Cigar Box Lumber business was much affected by the advent of a shaving machine patented by Edward [apparently should read “Edwin”] F. Smith [apparently U.S. Patent Number 419,975, 21 January 1890, above] and operated by the firm of Fredericks & Smith. Their product was sold so much below the price at which we were able to make our sawed product that a number of our good customers turned to the knife-cut lumber; however, the competition was short-lived, for in about two years the firm of Fredericks & Smith failed. During their liquidation by Receiver, Mr. [Thomas A.] Fredericks called upon me at my office and announced that they were about to form a corporation to take over and operate the Plant, and asked me to subscribe to their stock. I promptly replied that I would not consider such a proposition, and that the only one I would consider would be a proposition in which I would control the patents and the plant. He thought that such a plan might be worked out, and in a few days Mr. Smith called upon me.

It was finally arranged that we take over and operate the plant on a royalty basis, paying a royalty on each thousand feet produced. We arranged to employ Fredericks & Smith and also William T. Sturges, who had been engaged with them in selling and in a general executive capacity.”⁶

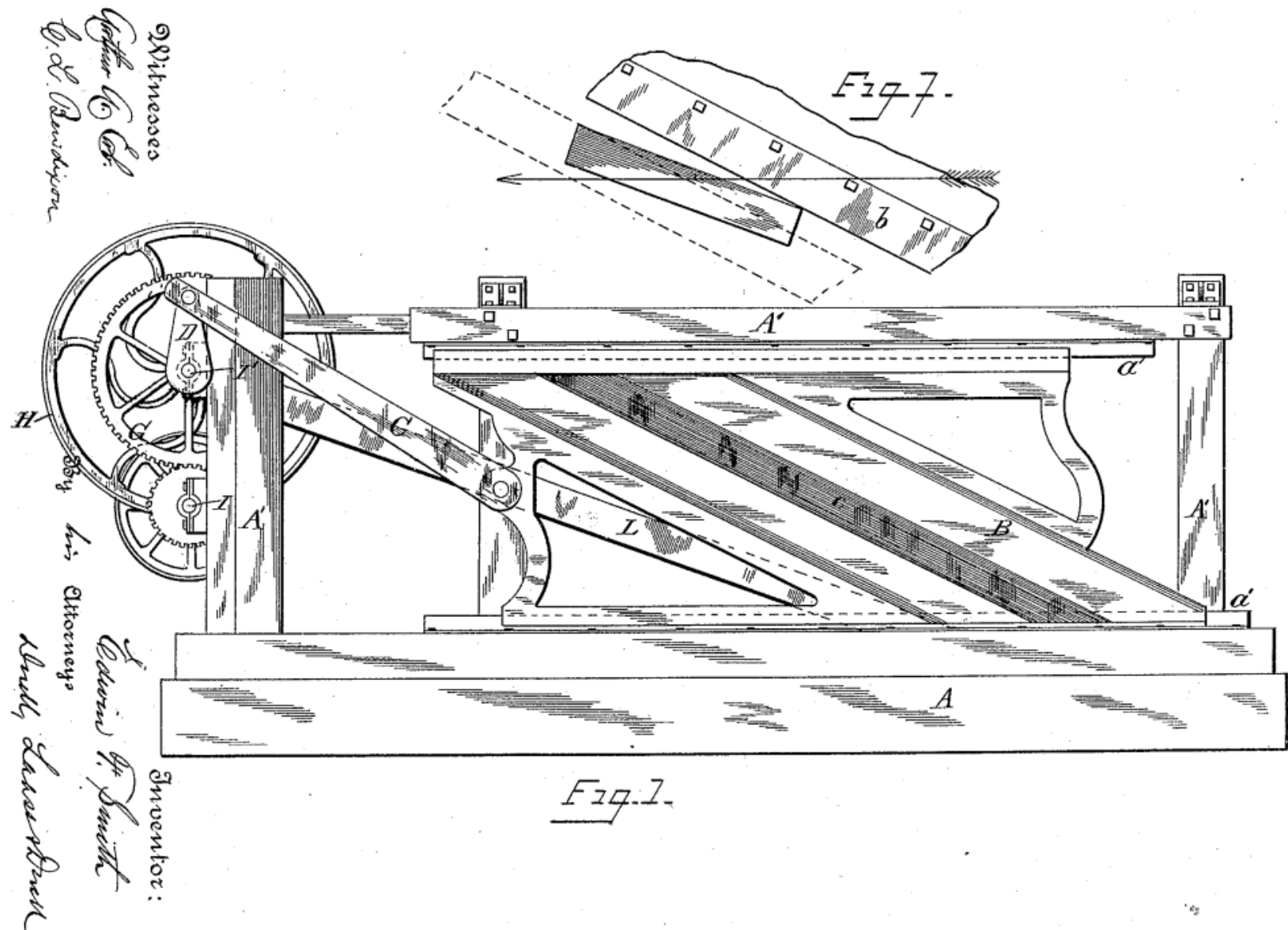
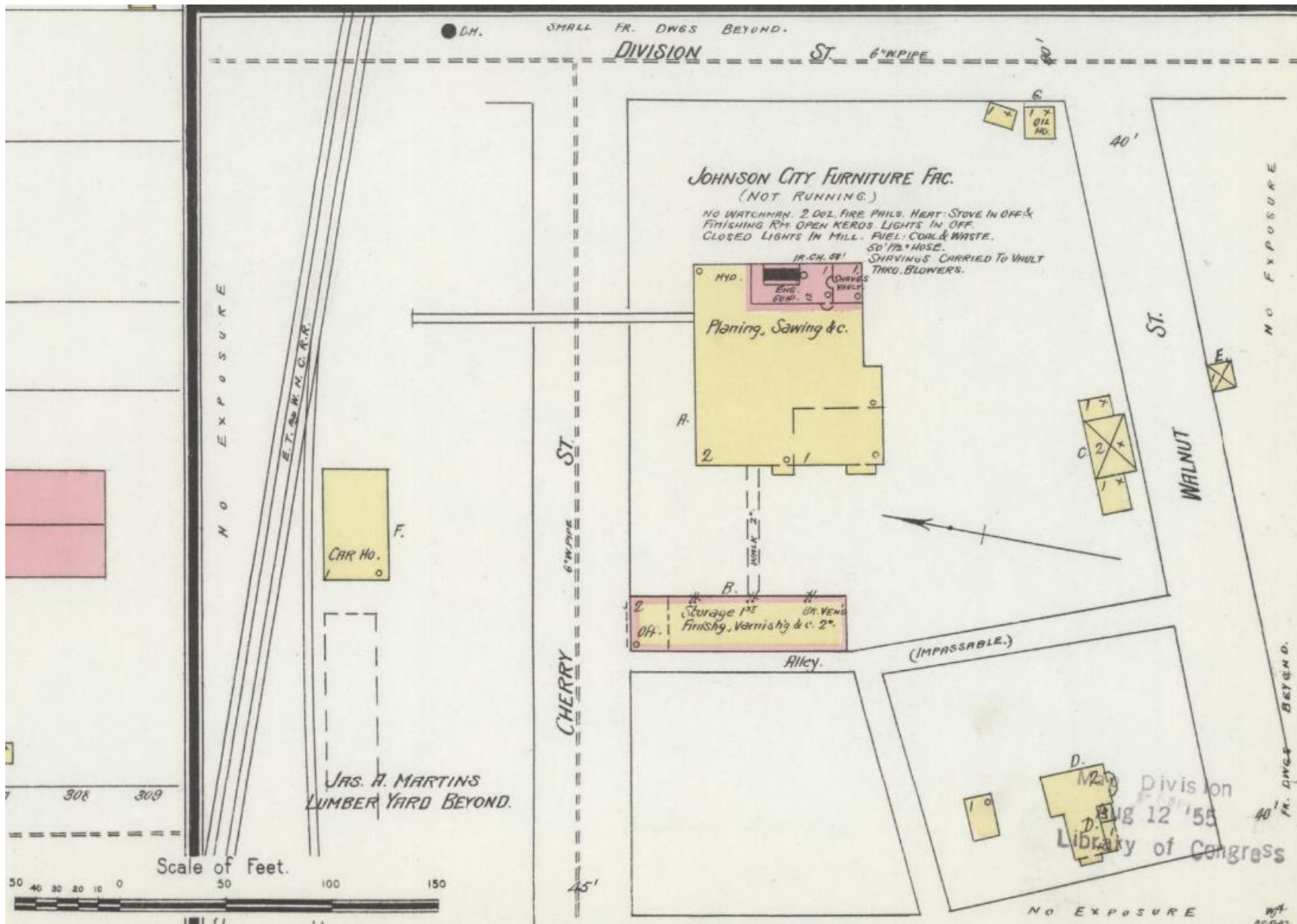


Figure 2. "Veneer Cutting Machine," by Edwin F. Smith of Onandaga County, New York, issued U.S. Patent Number 419,975 on 21 January 1890. See Appendix C for the complete patent.

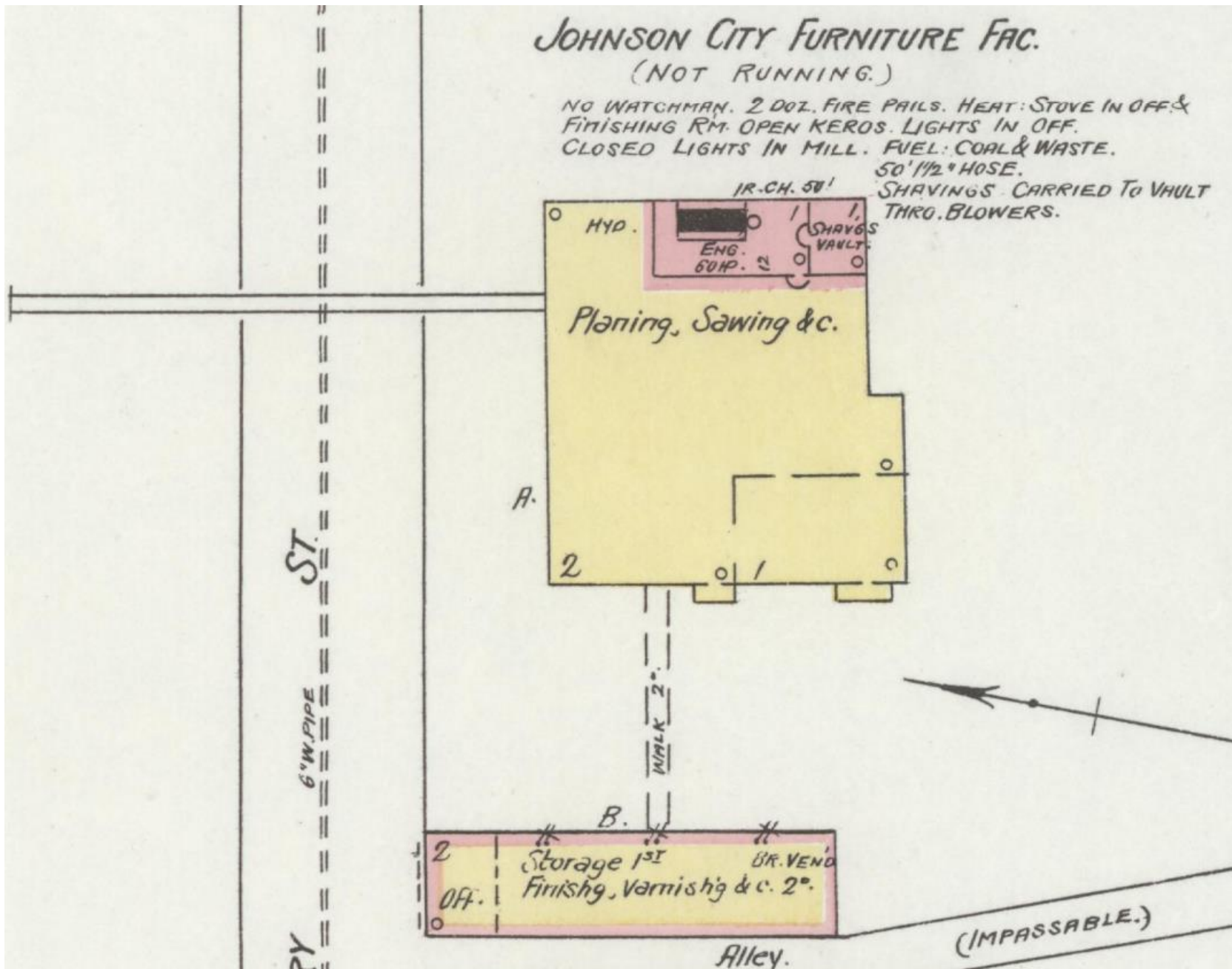


JOHNSON CITY FURNITURE FAC.

(NOT RUNNING.)

NO WATCHMAN. 2 DOZ. FIRE PAILS. HEAT: STOVE IN OFF. & FINISHING RM. OPEN KEROS. LIGHTS IN OFF. CLOSED LIGHTS IN MILL. FUEL: COAL & WASTE.

50' 1/2" HOSE. SHAVINGS - CARRIED TO VAULT THRO. BLOWERS.



Map 1A.

The William E. Uptegrove & Brother Lumber Company
Expands into Tennessee and North Carolina, 1897 – 1907

1897. “Autobiography of William E. Uptegrove”

William E. Uptegrove wrote: “In 1897 we concluded to also utilize the shaving machines in producing Poplar Cigar Box Lumber in the South. After a number of trips to different localities in Virginia and Tennessee we settled upon Johnson City, Tennessee, as a location and bought what had formerly been a furniture factory [the Johnson City Furniture Factory]. We remodeled the plant and installed our machinery...”⁸ See Map 1.

25 November 1897. Johnson City Comet.

“Sold at Last. – The Old Furniture Factory Goes into New Hands – And Will be Converted into a Cigar Box Factory. – The biggest deal that has occurred in Johnson City, so far as future benefits are concerned, was made last Saturday when the Clerk and Master sold the old furniture factory [apparently that of the Johnson City Furniture Company] at auction. The plant was bid in by R.F. Wells, of Jonesboro, as agent for J.M. Buck and G.C. Harris at the upset price of \$2,000. These gentlemen had already made a sale of the entire plant to W.E. Uptegrove & Bro., of New York, and immediately delivered the goods as soon as the decree went down confirming the sale.

The New Yorkers who now own the factory, are extensive dealers in hardwood veneers and cigar boxes. They hold exclusive patents for manufacturing a Spanish cedar cigar box from poplar timber and are supplying about 5,000 customers at this time. They will put this plant in operation at once on these boxes for southern and western trade, and expect to employ about 75 people in this branch alone. They will also put in veneering machinery and cut veneers on equally as large a scale. The new machinery necessary will arrive here in ten days or two weeks and it is the intention of the people to have the plant ready to begin work by the first of the year.

The firm is worth about \$500,000, and is putting in a factory in the south simply as a matter of business and preferred to buy property in this city rather than accept sites offered at other points. This is conclusive evidence of their good business sense.

Mr. [Jerome B.] Thomas, a member of the firm, and Mr. [Edwin F.] Smith, the manager of the plant, have rented property and will move their families here at once. It’s a long lane that has no turn and you can take The Comet’s word for it that Johnson City has reached the turn in the lane and will now go up awhile.”⁹

9 December 1897. Johnson City Comet.

“Commenced Work. Messrs. Uptegrove & Bro. put a gang of men to work Monday cleaning up the old furniture factory. The machinery will be moved and room made for the new machinery that is expected in a few weeks. Machinists are at work on the engine and a new boiler will be put in. The factory building will be repaired, the office remodelled and finished and a great deal of other work done. They do not expect to be ready for business before February. The Southern will build a side track to their door and will commence work this week.”

6 January 1898. Johnson City Comet.

“On account of some misunderstanding between Uptegrove & Bro. and the E.T. & W.N.C. Railway Co. relative to a sidetrack, work at the new factory has been suspended, pending a settlement of the difficulty. We have not been able to learn the exact trouble, but hope it will be arranged at once and let the good work go on.”

13 January 1898. Johnson City Comet.

“Board of Trade. At a meeting of the Board of Trade last Thursday evening in the Opera House several new members were admitted and the following officers and directors were elected for 1898: J.E. Brading, president; A.B. Biddle, vice president; W.J. Sproles, secretary; M.I. Gump, treasurer. The board of directors is composed of the following well known citizens: J.B. Thomas, S.C. Williams, J.M. Buck, T.L. Earnest, W.G. Mathes, J.P. Smith, P.M. Ward.

A committee was appointed to confer with Col. C.H. Nimson [Superintendent of the E.T. & W.N.C. Railroad] relative to the side track facilities for Uptegrove & Bro. The Comet is pleased to announce that as a result of this conference work was resumed upon the plant Monday and will be pushed as formerly.

The next meeting of the board will be held at the Opera House next Thursday evening, pending the selection of a permanent locations.”

27 January 1898. Johnson City Comet.

“Another Factory. G.C. Harris & Co., have a heavy force of hands grading their large Woodworking plant which they are erecting near Uptegrove & Co.’s factory. They will manufacture chair, furniture and wagon stock, also hoe, fork and rake handles. A large per cent of their output will be exported to Europe. This concern will employ twenty-five to thirty-five hands to begin with, and expects to increase their force as the business demands.”

27 January 1898. Johnson City Comet.

“The New Side Track. The board of Aldermen at a meeting Tuesday evening passed an ordinance granting the Southern Railway right-of-way over Cherry street for a siding from the stock yards to the Veneer factory. The Board of Trade was instrumental in having this done and it will prove of incalculable value to that portion of the city as it makes available for manufacturing purposes considerable property that was not suitable for residences and because of lack of railroad facilities was practically worthless. An effort is now being made to make more of this class of property valuable by having the Three C’s build a spur-track from a point near the ice factory to a connection with the Southern at the Veneer factory.”

January 1898. Carpentry and Building.

“Among the articles recently filed at Albany [New York] were those of William E. Uptegrove & Brother of New York City, to manufacture and deal in lumber, veneers and cigar box material. The capital stock is placed at \$500,000, and the directors are William E. Uptegrove, Jerome P. Uptegrove, Edwin L. Sinsabaugh and Charles B. Hobbs of Brooklyn, N.Y., and John B. Beckwith of Grand Rapids, Mich.”¹⁰

10 February 1898. Johnson City Comet.

“E.F. Smith, superintendent of the Uptegrove Veneering Factory, who had his arm broken and sustained other painful injuries in placing some machinery in their factory last week, is very much improved, and we hope he will be able to be at his post soon.”

17 February 1898. Johnson City Comet.

“Johnson City – The Future Manufacturing Center of East Tennessee. In the last issue of The Comet we made the statement that Johnson City was more desirably located for a manufacturing center than any town in the state, being situated as it is in the very heart of one of the finest coal, mineral, and timbered countries in the south, and having many advantages over other towns in this country. We stated further that the merchants and farmers of the surrounding country were in better condition than they had been for years, and still further that more factories were being operated and in course of erection than any town of its size in the state. While the majority of the citizens are wide awake and aggressive, but like all other towns, we have a few ‘moss backs’ yet living, who do all in their power to talk the town down, and do everything possible to crush the very life out of it. Now it was some of this class who remarked that we were just a little wrong in making the statement ‘that Johnson City had more factories in operation and being constructed than any town of its size in the state.’ We were not wrong... Below we give the factories in operation and being constructed at the present time.

The United States Tanning Co., employing from 50 to 100 hands.

Plow handle factory, operated by Boring Bros., employing about 25 hands.

Johnson City Foundry and Machine Works, working from 25 to 30 machinists and labors.

Heading factory, employing about 30 hands.

Stave factory, employing a number of hands.

Two insulator pin factories.

One planing mill.

Large roller process flouring mill.

A cigar factory.

Two saddle and harness factories, who do a considerable jobbing business.

Factories under construction and will be completed within 30 or 60 days:

The Uptegrove Veneering factory, which will be a very large concern, and will employ from 50 to 75 mechanics and laborers.

G.C. Harris & Co., are erecting a large building for the purpose of manufacturing pick, hammer and rake handles, and in addition will make all kinds of dimension stuff, exporting a large per cent of their output.

The Union Pipe Co., are getting in their machinery, and will be in operation within a few weeks.

The above is a fine showing for our town, but is only the beginning of what we will have within the next few years, as capitalists from the east are coming south more and more each year, and with our natural resources, and proper encouragement, there is no reason why Johnson City will not become a large manufacturing town.”

17 March 1898. Johnson City Comet.

“F.K. Huger in Town. Maj. F.K. Huger, Superintendent of the Knoxville division of the Southern Railway came to Johnson City Wednesday morning in his private car, and was in consultation with parties who are interested in the sidetrack which is being built along Cherry street to the Uptegrove and G.C. Harris factories on the narrow gauge road. It is not known what this consultation amounted to but a side track from the Southern to these factories is almost a necessity, and it is likely that it will be put in very soon.”

24 March 1898. Johnson City Comet.

“Week of Accidents... Charlies Crumley, a small boy who works at the Uptegrove Veneer Factory, fell from the top of the steps Monday morning, breaking his arm just above the wrist.”

31 March 1898. Johnson City Comet.

“Veneer Factory. The Uptegrove Veneer Factory is getting started in good shape. They have now employed about sixty men and boys, and are constantly adding to their force. This is a big concern for Johnson City for which we should be proud.”

31 March 1898. Johnson City Comet.

“The present capacity of the wood working establishments in Johnson City will consume fifty car loads of logs each week to be manufactured into cigar boxes, barrel heads, staves, plow, rake, pick and hoe handles, insulator pins, etc.

This is no small business for Johnson City, and there will be an increased activity along this line as all wood products are active. This town is surrounded by large bodies of all varieties of timber, which is encouraging plants of that sort to locate here.”

14 April 1898. Johnson City Comet.

“New Veneer Mill. Johnson City will have another veneer factory in operation at an early day. It will be known as the Johnson City veneer mills and will be operated by Messrs. [Edwin F.] Smith and [A.W.] Spencer, who are now connected with the Uptegrove plant of this city.”

28 April 1898. Johnson City Comet.

“New Sidetrack. The city council has granted to either the Southern or E.T. & W.N.C. R.R. Co., or both of them, the right of way to put in a side track from a point near Col. Reeves’ residence running through to Cherry street, thence along said street to the Uptegrove factory. It was reported last week by parties who claimed to know, that this siding would be built by the Southern, leaving their track some distance above the foundry, running along Cherry street to the above factory, but that idea seems to have been abandoned to accept the other which has been granted by the city council.”

5 May 1898. Johnson City Comet.

“New Factory. E.F. Smith, superintendent of the Uptegrove Veneer factory, of this city, and a Mr. [A.W.] Spencer, of New York [and also a member of the Uptegrove & Brother operation], have leased forty by sixty feet of ground space in the moulding department of the [Johnson City] Foundry and Machine shop, and will begin at once to put in machinery for the purpose of doing veneer work. The plant will be known as the Johnson City Veneer Factory, and is an enterprise which Johnson City should be proud of. These gentlemen make a strong company financially and are thoroughly practical along that line. They propose to do a class of work that will not be equaled by any veneer mill in the country.”

12 May 1898. Johnson City Comet.

“Industrial Notes... The E.T. & W.N.C. Railroad Co., has put a force of hands at work on the siding to be built from Roan street crossing to the Veneer factory. The Harris & Buck handle factory will also be accommodated by this siding...”

Uptegrove & Bro. are now getting in enough lumber to do considerable business. They are rapidly getting under full headway. They are putting on additional men almost daily and are now working a night force in order to relieve some of the machines during the day.

Work on the Johnson City Veneering company’s plant is progressing rapidly. It will be located in the foundry department of the Johnson City Foundry and Machine Works, the building having been leased for three years for that purpose. The proprietors of the new enterprise, Messrs. [Edwin F.] Smith & [A.W.] Spencer [both part of William E. Uptegrove & Brother], are now in the east purchasing the necessary machinery and supplies.”

19 May 1898. Johnson City Comet.

“Wm. E. Uptegrove, of New York, is in the city on business connected with his large manufacturing interests here. His Veneering and dimension stock plant here is the largest in the south and is constantly being extended.”

26 May 1898. Johnson City Comet.

“Nearing Completion. The new side track leading from the narrow gauge depot to the Uptegrove Veneering factory, is nearing completion. This immediate sidetrack will be a great saving to all the factories near it.”

4 August 1898. Johnson City Comet.

“Finger Cut Off. Tommie Lusk had the misfortune to have the little finger of his left hand cut off at the veneering factory last week in the gearing of the stainer. He was taking the stained lumber from the machine when he lost his balance and in an effort to regain his equilibrium he threw out his hand with result mentioned. In consequence he is laying off a few days and nursing a sore hand.”

29 December 1898. Johnson City Comet.

“A.W. Spencer, of the Johnson City Veneering Company is spending the holidays in New York and at Union Springs, N.Y., with friends and relatives.”

15 September 1898. Johnson City Comet.

“W.E. Uptegrove, of New York, is in the city looking after his extensive interests here. He is stopping with his General Manager, Mr. J.B. Thomas.”

16 February 1899. Johnson City Comet.

“J.B. Thomas, General Manager of Wm. E. Uptegrove & Bro.’s veneering plant, and Frank C. White, chief carpenter, left last week for New York, Philadelphia and other points on business connected with the plant.

1899. “Autobiography of William E. Uptegrove”

William E. Uptegrove wrote: “After we had operated the plant [in Johnson City] for about two years [1899] we decided to secure timber in advance of our wants instead of trusting entirely to the purchase of logs. We bought one tract of 22,000 acres, known as the Scottish tract in Western North Carolina, also smaller tracts amounting to some 13,000 acres.”¹¹

2 March 1899. Johnson City Comet.

“Will Build a Railroad. Messrs. Wm. E. Uptegrove & Bro. and the J.M. Buck Lumber Company of this city, have options upon millions of feet of valuable timber in what is known as the Flag Pond district of Unicoi county, and contiguous territory. It is too expensive to have the timber hauled to market and they have decided to build a railroad through the heart of the territory. A survey is now being made by W.O. Dyer, of this city. The road will be narrow gauge and will connect with the O.R. & C., at Red Banks and run to Flag Pond, a distance of about twelve miles. The line will penetrate some very valuable timber land and will be a paying line. Work will begin as soon as the survey is completed and rights of way secured.”

11 March 1899. American Lumberman.

“The J.M. Buck Lumber Company and William T. Uptegrove & Bro., of Chattanooga, Tenn., are making surveys for a narrow gauge railway from Chesota, on the Ohio River & Charleston railway [see Map G-1], to Flag Pond, about twelve miles. The line will be constructed to penetrate a large tract of timber owned by them.”¹²

16 March 1899. Johnson City Comet.

“Extensive Improvements. – Uptegrove & Bro. Will Build a Large Store Room. When Wm. E. Uptegrove & Bro., of New York purchased the old [Johnson City] furniture factory and began to convert it into a veneering plant Johnson City people little dreamed what was in store for them. In the last year they have seen this plant grow, as if by magic, to meet the increased demands

of the owners. Hundreds of workmen are constantly employed and millions of feet of logs and lumber purchased. The plant here is only a branch of their New York concern, but it is an important one and is being constantly extended. It has now become necessary to build an additional store or stock room 40 x 100 feet, two stories high. This building is now under way and is being built just in the rear of the present store room. A side track will be built along the entire side of the new and old store rooms so that cars can be loaded at the doors.

The announcement has been made in The Comet heretofore, that this company would build a narrow gauge road from Red Banks to Flag Pond in Unicoi county in order to reach their extensive lumber interests there. This line is now being surveyed and will be built this summer.”

13 April 1899. Johnson City Comet.

“Mr. J. Crumley has gone to Flag Pond to inspect lumber for the J.M. Buck Co. and the Uptegrove Co.”

15 June 1899. Johnson City Comet.

“In chatting with The Comet yesterday, Mr. Stone said that they had just closed a contract with Wm. E. Uptegrove & Bro., to get out an immense order of dimension stock for cigar boxes. The contract is for one year, and several car loads will be cut per month. This work will require some new and special machinery, and it has to be ordered. In the meantime a new addition is being built to the plant, a room 20 x 80 feet, to accommodate this new department. Thus our small industries move when the proper hand is at the helm.”¹³

13 July 1899. Johnson City Comet.

“New Machinery. Wm. E. Uptegrove & Bro. are constantly increasing their plant in this city. It has only been a few months since they put in a 100 horse power boiler and they are now arranging to put in another of 150 horse power capacity. They are also having a large slicer built at the Johnson City Foundry & Machine Works. C.E. Osborne is now busy putting in the concrete foundations for this new machinery.”

13 July 1899. Johnson City Comet.

“A.W. Spencer has returned from New York, and is again in charge of the Johnson City Veneer Works.”

17 August 1899. Johnson City Comet.

“New Saw Mill. The Johnson City Veneer Mills continue to expand. The work has increased so rapidly that it has been found necessary to put in a saw mill near the plant to cut up logs from which the quartered oak stock is made. The engine and boiler were set last week in the lot in the rear of the Foundry and Machine Co. and the saw mill is now being placed. This is rapidly growing into one of the most important industries in the city. Mr. [Edwin F.] Smith, the genial general manager [and also the manager of the Uptegrove Cigar Box factory], is a man of wonderful

energy and enterprise, and is a mechanical genius. He is turning out some of the finest quartered oak that is on the market and finds a ready sale for all the quartered or rotary stock he can cut.”

26 August 1899. American Lumberman.

“For Sale – Poplar Shorts. We have 150 M 4-4 poplar cull and common 48, 51, 52 and 54 inch long 4 to 18 inch wide, three to six months on sticks. Write us if you can use them. Wm. E. Uptegrove & Bro., Johnson City, Tenn.”¹⁴

7 September 1899. Johnson City Comet.

“Samuel Stone & Son... will continue to operate the factory now leased by them, but will run exclusively upon cigar box material, cutting dimension stock for Wm. E. Uptegrove & Bro.”

14 September 1899. Johnson City Comet.

“Building a Railroad to Timber. Wm. E. Uptegrove & Bro, have purchased millions of feet of timber in Unicoi county and are now preparing to build a line of railroad from Unicoi City to Limestone Cove, a distance of ten miles. This line is now being located by the engineering party under Mr. Berney Burleson, of this city. The grading will commence in a few days and the road completed as fast as possible.

The veneering plant operated in this city by the above company has developed into one of largest concerns in the South. They are now fixing to double their capacity. A new slicer has just been put in and a pair of boilers ordered that will about double the boiler capacity. This plant runs right along full time, takes all the timber offered from a single log to the largest body of timber owned by any individual and does not know what it is to consider expense, except as a means to an end. Another such enterprise and Johnson City’s future would be assured.”

21 September 1899. Johnson City Comet.

“The Uptegrove Line. The line of road being built by Wm. E. Uptegrove & Bro., from Unicoi to Limestone Cove is progressing nicely. A large force is at work all along the line. This 10-mile road will reach a body of timber belonging to this firm. The proposed extension of the O.R. & C., will enable these people to reach a large body of timber. They have purchased all the timber right of the proposed line from Unaka Springs to Hollow Poplar and will bring it to Johnson City to work up at their factory as rapidly as possible after the line is completed.”

21 September 1899. Johnson City Comet.

“Mr. Wm. E. Uptegrove and Mrs. Uptegrove, of New York, came to the city today and are guests of Mr. and Mrs. J.B. Thomas, on Watauga avenue. Mr. Uptegrove is here on business connected with his extensive interests here and Mrs. Uptegrove is sightseeing. They will leave Saturday, accompanied by Mr. and Mrs. Thomas for a journey through the mountains of North Carolina, traveling by private conveyance from Unicoi (made necessary because the O.R.&C. doesn’t connect with the Canyon Bowl on the Unicoi and Limestone Cove Trunk Line) to

Bakersville and possibly around to Cranberry and then back home over the narrow gauge road. This is Mrs. Uptegrove's first visit to this section."

30 September 1899. American Lumberman.

"Johnson City, Tenn., Sept. 21... William E. Uptegrove & Bro., of New York, are preparing to double the capacity of their veneering plant in this city, thus making it a very large concern. The company has purchased much timber in Unicoi county and will build a railroad from Unicoi City to Limestone Cove, a distance of ten miles. The line is now being surveyed and the work of construction will be pushed in order to have it in operation as soon as possible."¹⁵

7 October 1899. American Lumberman.

"For Sale – Boilers. Two boilers in battery complete, 40-foot smoke stack nearly new, water column, safety valve, etc. Boilers are 15 feet long 54 inches diameter, 4 inch flues, half arch front, grates, bars, etc., all complete. Will sell the battery complete as it now stands. One boiler with new stack, half arch front, safety valve, water column, etc., all complete, boiler is 10 feet long, 48 inches diameter, with 3 inch flues. All of the above are in good order and under boiler inspection and insurance, reason for selling, we are putting in large new boilers.

Wm. E. Uptegrove & Bro., Johnson City, Tenn."¹⁶

2 November 1899. Johnson City Comet.

"Enlarging the Plant. Wm. E. Uptegrove & Bro. have decided to cut their cigar box stock at their plant instead of having it done by contract elsewhere. In order to do this it has been necessary to build an addition to their plant, and they have erected a building on Division street 30 x 80 feet, two stories high. Improved machinery has been purchased and they are now cutting dimension stock at the rate of a car load of cigar boxes a month. The stock is crated and shipped direct to the box manufacturers to be put together."

9 November 1899. Johnson City Comet.

"Proposed Railroad. The proposed railroad from Newport [Cocke County, Tennessee] by way of Pigeon River into the Carolinas is a matter of importance to the people of Greene county as well as to those of Cocke county... Greeneville correspondent in Knoxville Journal and Tribune.

The above has reference to a line of road that is to be built by Wm. E. Uptegrove & Bro., of this city. The road will be built from Newport up the Pigeon River into North Carolina to reach a large body of timber owned by this firm. These gentlemen are New York capitalists, and have established in Johnson City one of the largest veneer factories in the south, and are buying timber in any quantity offered, and stop at no expense to reach it. They are now building a railroad from Unicoi to a large body of timber in the Limestone Cove, a distance of about fifteen miles."

14 December 1899. Johnson City Comet.

“Private Telephone Line. Wm. C. Uptegrove & Bro., have begun work on a private telephone line from their plant in this city to the Limestone Cove. The company have large timber interests in that section and have about completed a railroad from Unicoi City, 15 miles into their timber belt. As they will have a large force constantly employed in getting out this timber this telephone line is made almost an absolute necessity and will be of great advantage to the company.”

1900 – 1901. Logging Railroads of the Blue Ridge and Smoky Mountains.

“The poplar groves south of Limestone Cove, southeast of Johnson City, offered fine stands of that timber and the Uptegrove Lumber Company acquired the property. They then began to look for ways to access the land by rail.

The new South & Western Railway that was building south into North Carolina from Johnson City offered the easiest way to get near the property. With the ability to get the timber back to Johnson City via the tracks of the S&W (which later became the Carolina, Clinchfield & Ohio), Uptegrove began to build a three foot gauge logging railroad, from a junction known as Unicoi east along the banks of Clear Fork in 1900 [actually 1899]... A small 10-ton Lima Shay was acquired in 1901 for use on the railway...”¹⁷

29 March 1900. Johnson City Comet.

“Mr. Henry Collins... now occupies the responsible position of chief engineer at the veneering factory of Uptegrove & Bro...”

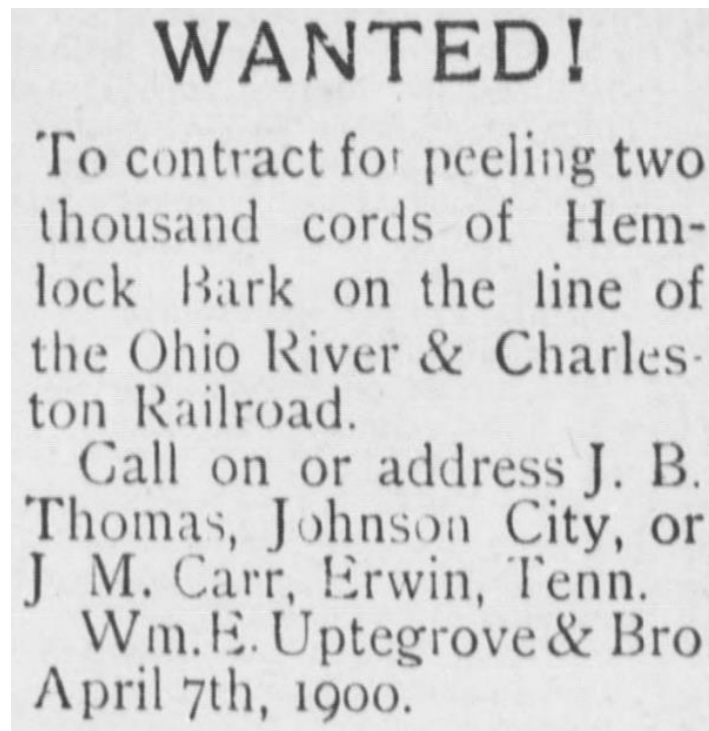


Figure 3. Johnson City Comet, 12 April 1900.¹⁸

9 August 1900. Johnson City Comet.

“Will Build Office. Wm. E. Uptegrove & Bro. have found it necessary to have more commodious quarters for their office, and have decided to erect an office building near their large veneer mills. C.G. Mitchell, the architect, is now at work on the drawings. It will be brick and modern in style and equipments.”

25 October 1900. Johnson City Comet.

“H.A. Reep, of Knoxville, has accepted a position as book keeper with Wm. E. Uptegrove & Bro.”

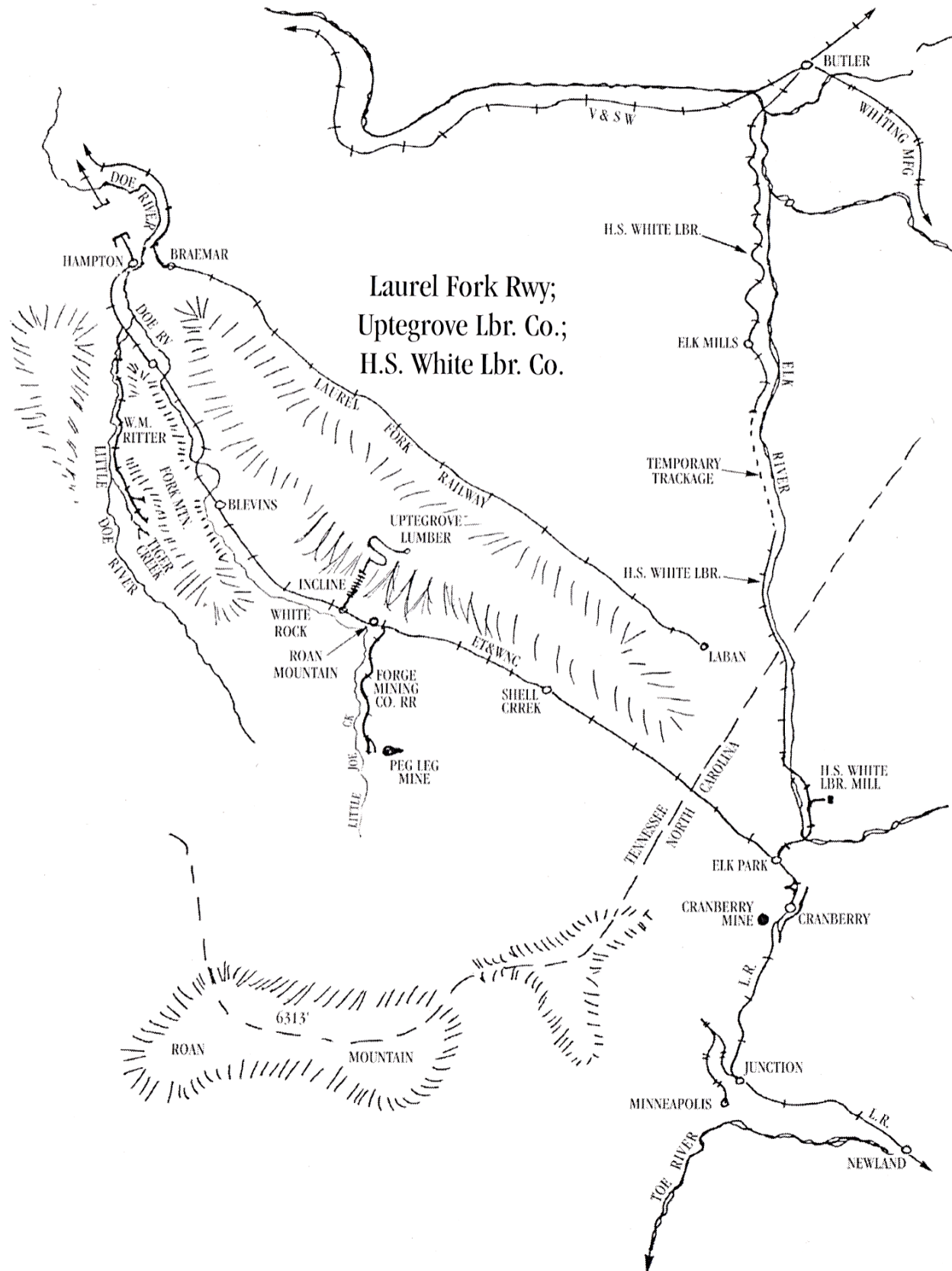
6 December 1900. Johnson City Comet.

“Will Build to Timber Lands. Elizabethton, Tenn., Dec. 3. – J.B. Thomas, who represents Uptegrove & Bro., lumber and timber dealers, of New York, was in Elizabethton for the purpose of obtaining deeds for right of way across the White Rock mountain. Uptegrove Bros, own a tract of land seven miles southeast of Elizabethton, [in the Laurel Fork valley] between the Walnut and White Rock mountains, and containing about 5,000 acres. The tract is known as the Laurel Fork tract, and is heavily timbered. They will build a railway across the top of the White Rock mountain, a distance of two miles, and connect it at each end with an incline track running up each side of the mountain. The length of the incline running from the timber lands to the top of the mountain will be 1,000 feet, and the incline to be used for taking the logs and lumber down the other side of the mountain will be 6,835 feet. The logs and lumber will be drawn up and let down the incline by large engines stationed at the terminus of each incline.” Note, a topographic map of this area shows that the White Rock Mountain is a steep-sided ridge near White Rock Station on the E.T. & W.N.C. Railroad, with limited options for running two miles of railroad across its top.

1900. The Railroad Commissioner of the State of Virginia.

Table 4. “Rents received from lease of tracks, yards, and terminals.”¹⁹

Designation of Property.	Situation of property leased.	Name of company using property leased.	Item.
Tracks	Hitchcock, Va.	W.E. Uptegrove & Bro.	\$49.30



Map 2. Uptegrove logging railroad on White Rock Mountain and nearby railroads. Note, none of the extant maps that depict Uptegrove's White Rock Mountain operation, which have been located by the author, accurately portray the complexity or extent reflected in the available reports.²⁰ The total trackage was reportedly between 13.5 and 15.5 miles.

1900 – 1904. “Cigar Boxes, Incline Railways, and the Narrow Gauge.”

“By the turn-of-the-century Uptegrove owned over 40,000 acres of virgin poplar and hardwood timber in east Tennessee and western North Carolina. There were five Uptegrove sawmills in the southern mountains...”

“In the last years of the 19th century, the Uptegrove company acquired timber tracts in the high recesses of White Rock Mountain [actually in the Laurel Fork valley] near the East Tennessee & Western North Carolina Railroad. In order to harvest the timber, the company built a sawmill high on the mountain. Nearly ten miles of rickety narrow gauge railroad tracks delivered logs to the mill, where they were sawed into flitches, planks, and boards.

Considerable effort was required to get the cut lumber down the mountain to where it could be transferred to the ET&WNC at White Rock Station (halfway between Blevins and Crab Tree). Three sections of incline railway, each more than a mile long, were necessary. The incline railways were connected by two sections of switchback railroad totaling more than two and one-half miles. Geared [Class A Climax] locomotives were used for these transfer lines and for the logging operation as well.

At the top of each section of incline railway was a steam plant with hoisting engines. The cut lumber was strapped down tightly on 16’ tram cars riding on two four-wheeled trucks. The loaded cars were lowered down the incline with the aid of gravity and empties were pulled up by the hoists. When the loads reached the bottom, the lumber was transferred to ET&WNC flat cars with a small derrick crane and an ample amount of labor.

The lumber was hauled to Johnson City where some of it was transferred to standard gauge cars for shipment to lumber yards and furniture factories around the country. However, most of the slabs ended up at Uptegrove’s American Cigar Box Company factory in Johnson City. There it was sliced into the thin lumber that was necessary for the cigar boxes.

Uptegrove’s operations in East Tennessee were a small part of its overall business. The company was one of the largest lumber companies in the country...

Uptegrove’s operations along the ET&WNC in East Tennessee were relatively short-lived. Once the timber was logged out [by 1904], the company hauled out its sawmill and railroad equipment...”²¹

At White Rock Station, in the Doe River valley near milepost 21, the E.T. & W.N.C. Railroad had built a station with a 270-foot spur and an 8,500-gallon pine water tank that was 12 foot in diameter and ten foot tall. This water tank was supplied by a spring and was retired around 1918. The White Rock Station was at an elevation of approximately 2366 feet and the crest of White Rock Mountain was at approximately 4200 feet, an elevation difference of approximately 1836 feet. The straight-line distance from White Rock Station to the crest of White Rock Mountain appears to be a little more than 6000 feet.²²

1899 – 1904. Logging Railroads of the Blue Ridge and Smoky Mountains.

“A New York company, William E. Uptegrove & Brothers, started some selective poplar logging in the Johnson City, Tennessee area before 1900. Founded [actually, the company was founded by Rodman & Hepburn in 1865 and purchased in 1875] by William Uptegrove, the company was set up to provide thin laminate sheets of wood to make cigar boxes for the cigar industry in New York City. Uptegrove bought an old furniture factory in 1897 in Johnson City, Tennessee and installed specialized equipment to shave the laminate sheets from the local poplar

wood sources. At the same time, he set up a cigar box factory in Brooklyn across the East River from New York.

A little more than a year later [1899], he bought several tracts of good timberland southeast of Johnson City. The principal tract of interest was on White Rocks Mountain at the upper end of Laurel Fork, but Uptegrove found the property to be nearly impossible to reach by normal railway engineering. Instead, he had local engineers build an inclined logging line up to the top of White Rocks Mountain from the White Rock station on the East Tennessee & Western North Carolina three-foot gauge line east of Elizabethton, Tennessee...

The track was constructed with wooden rails [apparently, only the inclines used wooden rails] and probably was no more than two miles in length [reportedly, it was 13.5 to 15.5 miles in length, composed of "three sections of inclined railway, more than one and a quarter miles in length; two and a half miles of switchback railroad between the sections of the inclined railroads, and about ten miles of logging road"]. Much of the Uptegrove timber lay in the upper end of the Laurel Fork watershed north of Roan Mountain station on the ET&WNC. In fact, the Uptegrove trackage was actually much closer to where, years later, the Laurel Fork Railroad's standard gauge logging line ran up onto the same slopes out of Braemar, Tennessee.

A small circular sawmill was constructed at the upper end of the incline. From this point, a wooden-railed [actually these appear to be iron railed] railroad line ran back into the woods on the mountain top to reach the poplar stands [actually, it appears that the logging operations took place in the Laurel Fork valley]. The mill was used to cut the timber into smaller standard sizes that could be lowered on the incline. A small logging locomotive (either a Climax or a Lima Shay) [or two] was then dismantled and taken up the incline in pieces to be reassembled for use on the logging line built along the ridge..."²³

7 February 1901. Johnson City Comet.

"The Johnson City Veneer Mills. Clifton L. Sitton, of Talledega, Ala., has moved to Johnson City, and occupied the position as assistant manager of the Johnson City Veneer Mills. Mr. Sitton is a son of our townsman, B.J. Sitton, superintendent of the Foundry and Machine Co., and is well qualified for the place he is to fill. This change does not influence with the shop management, which will remain in charge of J.F. Johnson. The business of this enterprise has grown constantly for the last year and it is now one of our leading industries. The plant covers more than an acre of ground and is filled with machinery of the most approved pattern, dry kilns and shipping department. The veneers cut are the finest figured quartered oak and find a ready sale on the best markets. In fact the plant can not begin to keep up with its orders."

11 April 1901. Johnson City Comet.

"Fire at Love's Station. A destructive fire occurred at Love's, a station on the O.R. & C., above Unaka Springs, Wednesday night. Over a million feet of lumber, the depot and six box-cars were burned. The origin of the fire is in doubt. The lumber destroyed belonged to Johnson City dealers and was largely covered by insurance. The dealers were: Jas. A. Martin, loss \$1,500 more than insurance; Boring & Dickey, loss \$2,500 more than insurance; U.S. Archer, fully insured; W.E. Uptegrove & Bro., no insurance. The O.R. & C. was protected by insurance."



Figure 4. "Wreck of a Railroad Bridge, Doe River, Tenn.", after the flood of 21 May 1901. This appears to have been Bridge #6 of the E.T. & W.N.C., with the entrance to Tunnel #4 visible across the river. Although no mention has been found on the damage sustained by the Uptegrove operation at White Rock Mountain as a result of this flood, at a minimum, Uptegrove could not ship any lumber until after 23 July 1901.²⁴

Table 5. Numbered Bridges and Tunnels of the E.T. & W.N.C. Railroad.²⁵

Near Milepost	Location	Description
0	Johnson City station	
5	Bridge #1 over Buffalo Creek	This was originally a wood half-thru truss bridge, probably built by 1881. At some point in time, it was replaced by a 141' three-span deck plate girder bridge. ²⁶
9	Elizabethton station	
12	Bridge #2 over Doe River, near Valley Forge	The original bridge was destroyed by the May 1901 flood and replaced by a 273'4" two-span steel deck truss bridge, purchased from King Bridge Company (1/31/1903). This bridge was supported by two stone and concrete abutments, as well as one concrete pier. ²⁷
13	Bridge #3 over Doe River	This 242' three-span wood deck Howe truss bridge was built by Joseph H. Cofrode and Francis H. Saylor of Philadelphia, in 1881. It was covered in 1891 or 1892. This bridge was supported by two stone abutments and two stone piers. This bridge served throughout the life of the E.T. & W.N.C. Railroad's narrow gauge operations. ²⁸
	Tunnel #1	208' tunnel
	Hampton station	
14	Bridge #4 over Little Doe River	This 118'8" wooden Howe truss bridge was built by Joseph H. Cofrode and Francis H. Saylor of Philadelphia, by 1881. It was covered in 1891 or 1892. This bridge was supported by two stone abutments with stone wing walls. This bridge served throughout the life of the E.T. & W.N.C. Railroad's narrow gauge operations. ²⁹
15	Tunnel #2, entrance to the Doe River Gorge	140' tunnel
16	Tunnel #3, Pardee Point	171' tunnel
18	Bridge #5, over the Doe River in the gorge	This was originally a wooden Howe truss bridge, built by Joseph H. Cofrode and Francis H. Saylor of Philadelphia, by 1881. It was covered in 1891 or 1892 and "looked like the covered bridge [#4] south of Hampton". This bridge was destroyed by the May 1901 flood and replaced with a 147' steel pin-connected deck truss bridge, purchased from King Bridge Company (1/31/1903), and resting on two stone abutments. ³⁰

	Tunnel #4, in the Doe River Gorge	151' tunnel
	Bridge #6, over the Doe River in the gorge	This was originally a wooden Howe truss bridge, built by Joseph H. Cofrode and Francis H. Saylor of Philadelphia, by 1881. It was covered in 1891 or 1892 and “looked like the covered bridge [#4] south of Hampton”. This bridge was destroyed by the May 1901 flood and replaced by a second-hand 124' steel pin-connected thru truss bridge, purchased from R.C. Hoffman & Company, and supported by two stone and concrete abutments. ³¹
	Tunnel #5, over the Doe River in the gorge	210' “Sand Tunnel.”
19	Bridge #7, over the Doe River, near Blevins	This was originally a wooden Howe truss bridge, built by Joseph H. Cofrode and Francis H. Saylor of Philadelphia, by 1881. It was covered in 1891 or 1892 and “looked like the covered bridge [#4] south of Hampton”. In 1909 the E.T. & W.N.C. purchased a second-hand 110' Pratt steel pin connected thru truss bridge, manufactured by the Keystone Bridge Company of Pittsburgh, Pennsylvania in 1889, to replace the original wooden bridge. The steel bridge was supported by two stone and concrete abutments. ³²
21	White Rock station	
25	Roan Mountain station	
26	Bridge #8, over Wilson Creek	Covered Howe wood thru truss bridge; in 1923, replaced by a 105' steel lattice thru truss bridge on concrete abutments, and called the ‘Ray Bridge.’
27	Bridge #9 over Shell Creek	This was originally a wooden Howe truss bridge, built by Joseph H. Cofrode and Francis H. Saylor of Philadelphia, in 1882. It was covered in 1891 or 1892 and “looked like the covered bridge [#4] south of Hampton”. In 1927, it was replaced by a 52'6” twin I-beam bridge with trestle approach.
31	Elk Park station	
32	Cranberry station	

18 April 1901. Johnson City Comet.

“Noah Collins is carrying a crippled hand. He got it caught in a belt at Uptegrove & Bro.’s mills.” See Figure 53 and Appendix G (Figure G-3) for photographs of the overhead belt drive systems in use at this time.

23 May 1901. Johnson City Comet.

“The Flood – Does Damage in All Directions. – Houses, Mills, Road-beds, Factories, Bridges, Etc., Swept Away... The E.T. & W.N.C. railroad suffered heavily. The track is washed out in sixty-two places between Elk Park and Allentown [Hampton, Tennessee] and all the bridges are gone.

The roadbed is washed so badly and in so many places that it will require four to six months to get it repaired so trains can get through to Cranberry. The damage is variously estimated at from \$100,000 to \$300,000. The most disastrous washouts are in the gorge where the heaviest work occurs. Supt. [James] Lawson states there are forty-nine washouts in the gorge from ten to 2000 feet long. At Pardee point where the track is built upon stone, reports the stone work is all gone and there is nothing to indicate that a railroad had ever been built there.”

1901 – 1902. The Blue Ridge Stemwinder, An Illustrated History of the East Tennessee & Western North Carolina Railroad and the Linville River Railway.

“It began raining in the mountains on May 20, 1901. For thirty straight hours it poured, and the denuded hillsides could not absorb the water. The ‘May Tide’ of May 21 washed away everything in its path. The raging torrent carried off cattle, sheep, and pigs... Five feet of water filled the depot at Roan Mountain [about four miles upstream of White Rock Station], and the three-mile-long Forge Mining Company railroad was destroyed. Almost every house in town was damaged, and the residents were left in a dazed, confused, and pitiful condition. James A. Maher described the damage in a letter to his father-in-law, General Wilder; ‘The north side of town, between the river and the railroad and below the hotel, is a rocky waste, covered with pools – it is all irretrievably gone...’

Like the country it served, the East Tennessee & Western North Carolina Railroad was seriously damaged. The roadbed was washed out in 39 places, three bridges [#2, #5, and #6] were completely destroyed, and two others were badly damaged. [“Minutes of the Special Meeting of the Board of Directors of the East Tennessee & Western North Carolina Railroad, July 9, 1901.”] One of the company’s locomotives was caught between washouts at Pardee Point, a second locomotive was caught near White Rock, and the third engine was in the shop for general repairs.

Efforts to repair the railroad were hindered by conditions in the area. All the small lumber mills along the line had been put out of business by the flood. Track crews were forced to go up in the mountains and cut logs to build temporary bridges. Round poles were used for stringers and stay plank. It was July 22 before the line was reopened for traffic.

When George Hardin replaced James Lawson as general manager of the mines and railroad on August 1, 1901, the mine and railroad companies’ prospects were anything but promising... Hardin immediately began making improvement to get the railroad in good operating condition. A secondhand steel thru-truss bridge was purchased from R.C. Hoffman & Company to replace the destroyed bridge #6 in the gorge. Two new steel deck bridges were ordered from the King Bridge Company to replace the destroyed bridge #2 at Valley Forge and #5 in the gorge. New

stone masonry abutments were completed before the bridges were installed, and stone and concrete retaining walls were erected at several locations in the gorge. The covered bridge [#3] at Hampton and the covered Howe truss bridges at Hampton [#4], Blevins [#7], and Shell Creek [#9] were all repaired. New 50-pound steel rail, ordered from Carnegie Steel Company replaced the old 40-pound rail along much of the line. By mid-1903 the line was in its best condition ever...”³³

6 June 1901. Johnson City Comet.

“Rebuilding Rapidly. The work of repairing or rebuilding sections of the E.T. & W.N.C. road is going ahead rapidly under the personal direction of Superintendent [James] Lawson and consulting Engineer [Thomas] Matson. Trains are now running from here to Elizabethton, and it is expected that they can cross the Valley Forge bridge and get to Allentown [Hampton, Tennessee] by next Wednesday. A hack line will be run from there to connect with all eastern points. When Allentown is reached trains can run to Pardee Point. Gen. Lawson thinks the train shut up in the gorge can be reached in two or three weeks and it will be put in service at once, and Cranberry will be reached as soon as labor and capital can make it possible.”

11 July 1901. Johnson City Comet.

“Narrow Gauge Opened. Supt. Jas. Lawton [Lawson] came down from Cranberry Wednesday on a business mission.

Col. Lawton says that trains will be running all the way over his line by the last of this week. To a Knoxville Journal reporter he said:

‘The road was badly damaged by the great Elizabethton flood, which occurred the 21st of May. The track was washed out in thirty-places. He says that it has all been repaired except about half a mile in the famous gorge. Eight miles of fifty-pound steel rails had just been laid through the gorge and a good deal of this was washed away. Two crews are at work on the track, one from Cranberry and one from Johnson City end. They are expected meet in the gorge the last of this week, when the line will be cleared from end to end. He thinks it will cost least \$100,000 to put the track back as it was before the flood.’”

25 July 1901. The Raleigh News & Observer.

“First Train Since Mayflood – Comes Over the E.T. and W.N.C. Railway From Johnson City to Cranberry. (Special to News and Observer.) Elk Park, N.C., July 24. – The first train on the E.T. and W.N.C. Railroad, to come through from Johnson City, Tenn., to Cranberry, N.C., since the flood on May 21st, two months, came yesterday. The work of rebuilding the bridges and trestles has only begun. The structures now up are temporary. General R.F. Hoke, the president of the company, has been on the ground almost continuously since the freshet, giving his personal attention to the business. The damage is estimated at \$100,000.”

25 July 1901. Johnson City Comet.

“Will Make Ice. After this season there will be no trouble over the ice problem. The Foundry and Machine company will solve it by putting in an ice machine with sufficient capacity to supply the town. The plant will be installed at once. That portion of the foundry now occupied

by the Johnson City Veneer Mills will be used. The veneer plant will move to the north side of the Southern track into buildings being erected. The Southern will put in a spur track on the north side for the accommodation of the veneer plant.” Note, the Johnson City Veneer mills appear to have remained on the south side of the track, see Map 5.

17 October 1901. Johnson City Comet.

“New Wareroom. Wm. E. Uptegrove & Bro. are building a large wareroom on the south side of their veneer mills. The building is 50 x 125 and will be used as a storeroom for finished and dimensioned stock.”

14 November 1901. Johnson City Comet.

“The Sutton dwelling, occupied by Mr. D.L. Crumley, caught fire again Friday, but it was soon extinguished. It is supposed to have caught from the veneer saw mills. The office of the veneer mills was also on fire, but no damage was done.”

28 November 1901. “Autobiography of William E. Uptegrove”

Gifford Mills Uptegrove wrote: “On Thanksgiving Day of that year (1903 [should read 1901]), word came by telephone in the late afternoon that the Mill [Manhattan, New York] was a fire. My father, Uncle Jerome, Edgar and I, started at once for the scene. The trip by trolley, ferry and horse car took two hours, because the fire had closed the ferry from Greenpoint to East 10th St., New York, necessitating our use of the ferry to 23rd St., and also because horse car lines from 23rd St. downtown were either discontinued or detoured because of the fire. It was a bitter cold day, and when we reached there the buildings were sheathed in ice with huge icicles like stalactites hanging from every ledge as the result of the streams of water played upon the buildings. It was evident from the first glance that the fight was hopeless, and in less than five minutes my father said to his brother, ‘There’s nothing we can do here, Jerome. We’d better go home and do some figuring.’ I remember my disappointment at that, for it seemed to me that if we had to have a fire we at least ought to have the fun of seeing it. Running to fires had been a standard form of amusement in boyhood days when one occurred near enough to run to.

The Fire Chief of that time was the son or brother (I don’t remember which) of the famous and infamous Richard Croker of Tamany Hall, but he was rated highly as a Fire Chief. He stated that this fire was the toughest he had ever had to fight. The mill and the warehouses were, of course, filled with dry lumber and veneers. Next to the warehouse was a large lumber yard. Adjoining the mill on the rear was a Standard Oil storage depot for filled barrels of kerosene oil. Across the street were three gas tanks of the Consolidated Gas Co., and their dock was loaded with 400 tons of coal. In addition to all this, the temperature was way below freezing, causing the water to freeze on the outside of buildings and in the streets. The oil in the building caught fire, escaped into the street, and in some way set fire to the coal on the dock. Every type of fire apparatus, including fire boats, with many of each, were called out on five alarms, and the last piece of equipment did not leave the scene day or night until the tenth day.”³⁴

5 December 1901. Johnson City Comet.

“Big Blaze in New York. It is not often that a fire in New York creates more than a passing interest in Johnson City, but the blaze there last Thursday that destroyed the veneer plant and lumber yards of Wm. E. Uptegrove & Bro. created considerable excitement here. These gentlemen have a branch establishment in this city, and it is one of the biggest plants of the kind in the south, several hundred thousand dollars being invested in this section in this plant and timber lands and private railroads traversing their mountain property. The loss on the New York plant was \$350,000, fully covered by insurance.

The fire occurred on Tuesday [actually Thursday] and on the following Saturday Mr. Uptegrove wired the Johnson City Foundry and Machine company to build at once three of the large veneer slicers like the ones they had burned. Several of these machines have been made here for the plants in this city and New York. This is a nice order for the foundry and will amount to more than \$4,000. A special force was put to work at once on the job and it will be hurried to completion.”

11 December 1901. The Locomotive.

“On December 14th [actually the 11th] a boiler exploded in Uptegrove’s factory, at Johnson City, Tenn. Noah Collins, a machinist, was scalded so badly that he died within a short time.”³⁵

12 December 1901. Johnson City Comet.

“Noah Collins Scalded. Noah Collins, a fireman at Wm. F. Uptegrove & Bro’s veneer mills, was terribly scalded Wednesday afternoon [11 December 1901] by the bursting of a blow-off pipe on one of the boilers. The accident occurred shortly after noon and Collins was immediately taken home and medical aid summoned. The face and upper part of the body is horribly burned and it is not believed that he can possibly recover. Later. – Collins died at 4 o’clock Thursday afternoon. He was only conscious a short time during Thursday.”

26 December 1901. Johnson City Comet.

“Our Veneering Plant. J.B. Thomas, general manager of the Wm. E. Uptegrove & Bro. cigar lumber plant at Johnson City, was a guest at the Imperial last night, on route home from a business trip to Cincinnati, says the Sentinel.

The Johnson City plant is the only one of the kind in this section of the country and is popularly called a ‘veneering factory.’

The cigar box lumber is made of poplar lumber, with a veneer of Spanish cedar glued on it. The cedar is obtained from Cuba and the poplar in this section. The cedar is cut 110 thicknesses to the inch. This cutting is done at the New York plant and shipped to Johnson City. The plant at Johnson City also makes an imitation cedar by means of a stain.

This plant does not make the boxes. It simply prepares the lumber, cutting about 60,000 feet per day. It requires about 150 hands at the factory and a like number in the lumbering operations.

In speaking of the business, Mr. [Jerome B.] Thomas said: ‘We make box material out of pure Spanish cedar at our New York plant. It is located on East Tenth street, and, by the way, we had a fire in it Thanksgiving day that damaged the factory about \$350,000, which is fully insured.

The lumber prepared here is for the high grades of cigars and makes an ordinary box cost something like 8 cents, while the imitation box, from the lumber at Johnson City, will cost only two and one-half cents. The veneer box will cost about three cents a box. Did you know that the labels on these cheap boxes cost more than the boxes? It is a fact. The embossed work makes them cost more than the wood in them. Poplar is the only wood that can be used to make cigar boxes, because it is the only cheap wood that don't have a smell to ruin the flavor of the cigars.

'We put up the lumber in bundles about 100 feet each and sell these bundles to cigar box makers, as you understand we do not make the boxes ourselves. We sell more to factories in Pennsylvania than anywhere else, although we have a good trade in New York, Ohio, Iowa, Michigan, Wisconsin, Colorado and Louisiana.'

'A peculiar thing about the cigar box is that it is never used twice for cigars. This is not attributed entirely to the fact that the stamp on the box must be effaced when it is empty, but to a whim of the cigar maker, who would never think of putting his cigars in a box used by anyone else.'

'The lumber prepared at Johnson City would perhaps amount to 480 boxes a day, and we do over \$300,000 business in a year.'

'We have two what is called 'roller dryers' that cost \$20,000 apiece. The board is steamed and cut and run through the dryer, which smooths and dries it perfectly dry in twenty-five minutes.'

It is learned from Mr. Thomas that there is another prospering veneering works at Johnson City. This is the oak veneer plant of E.F. Smith [also Superintendent of the Uptegrove Cigar Box factory]. It cuts two cars a day of the finest oak veneering in the United States. The Singer Sewing Machine company takes the entire output of the plant.

Mr. Thomas has been at Johnson City for four years and is delighted with this country. The company has thousands of acres of timber land on the railroads running from Johnson City into the mountains. It also has a reserve of 35,000 acres in Cocke county, which will be reached by the Tennessee & North Carolina railway, which is now being constructed."

1901. "Cigar Boxes, Incline Railways, and the Narrow Gauge."

"Uptegrove & Bro. had a diverse business. The company's primary business was importing tropical fancy furniture and finishing woods in the log. The most important was mahogany, but they also dealt in English brown oak, satin wood, Circassian walnut, teak, and many other exotic woods. Once the logs reached New York they were reduced to lumber and veneer, which were sold across the country.

The company was the largest buyer of Spanish and Mexican cedar in the world. The hewn logs were converted to cigar box lumber at the company's Brooklyn sawmill. Each day, specialized machinery produced enough material for boxing 8,000,000,000 cigars.

A third part of the company's business was as a producer, buyer, and seller of American hardwood lumber. By the turn-of-the-century Uptegrove owned over 40,000 acres of virgin poplar and hardwood timber in east Tennessee and western North Carolina. There were five Uptegrove sawmills in the southern mountains..."³⁶

16 January 1902. Johnson City Comet.

"Company Charter. The Edwin F. Smith Veneer Company, of this city, has been granted a charter with \$25,000 capital stock. The incorporators are Edwin F. Smith [also Superintendent of

the Uptegrove Cigar Box factory], Chester B. Allen, Jerome B. Thomas [also General Manager of the Uptegrove & Brother operations in Johnson City], Tate L. Earnest and John H. Bowman. This company is now building a large plant on the Southern just above the [Johnson City] Foundry and Machine Co. and will soon have it in operation. The intention is to cut quartered oak veneers and for this purpose they have the best equipped plant in the United States.”³⁷

“Messrs. Allen & Smith are erecting a big veneering plant and various other industries are springing up in and about the city. – Knoxville Sentinel.”

January 1902. The Wood-Worker.

“Trade Notes. Among other large dry-kiln orders recently filled by the American Blower Co., Detroit, Mich., are veneer dryers for W.E. Uptegrove & Bro., New York... This company has made a special study of handling veneers, and has a large number of plants in successful operation throughout the country.”³⁸

13 February 1902. Engineering News.

“New York, N.Y. – The sawmill owned by William E. Uptegrove & Bros. at East 10th St., Manhattan, will be removed to Greenpoint [in Brooklyn], where a building 500 x 100 ft. will be erected. About 75 men will be employed.”³⁹

1 May 1902. Johnson City Comet.

“We are prepared to supply white pine sheathing boards to builders and others. Prices quoted upon application. Wm. E. Uptegrove & Bro.”

July 1902. The Wood-Worker. July 1902.

“The new cabinet wood mills of Wm. Uptegrove & Bro., at Greenpoint, L.I., N.Y., which replaces the one burned some time ago [28 November 1901], was expected to be ready to begin operations the middle of July.”⁴⁰

30 August 1902. American Lumberman.

“W.E. Uptegrove, of William E. Uptegrove & Bro., New York, was a visitor to their veneer plant at Johnson City, Tenn., a few days ago.”⁴¹

September 1902. Logging Railroads of the Blue Ridge and Smoky Mountains.

“Uptegrove began to build a three foot gauge logging railroad, from a junction known as Unicoi east along the banks of Clear Fork in 1900. Operations began over the narrow gauge line as early as September of 1902 to Limestone Cove...”⁴²

13 November 1902. Johnson City Comet.

“Trustee’s Sale. By virtue of a trust deed executed on February 4, 1902, (registered Trust D.B. 15 pp. 309, et seq. R.O.W.C.) by Edwin F. Smith Veneer Company, a body corporate, to the undersigned Trustee, default having been made in the payment of interest coupons on bonds thereunder secured entitling the holder of said bonds to demand foreclosure of said trust deed, and demand to that end having been made, the undersigned as trustee will proceed on Saturday, December 20, 1902, to sell the property and franchises conveyed therein, the sale to be on the premises formerly occupied by the grantor Company (tract of realty No. 1 below) said property and franchises being as follows, to-wit:

(1). That realty conveyed to the grantor Company by Wm. E. Uptegrove, January 30, 1902, registered at Jonesboro, and theretofore conveyed by P.Q. Miller by deed of September 24, 1901 (R.O.W.C.D.B. 80, pp. 215, 216) being the parallelogram tract 530 x 265 feet adjoining the Southern Railway right of way in Johnson City, Tennessee, on which the plant of said grantor Company was erected, a minute description being given in the said recorded deeds, reference to which is here made.

(2). A certain house and lot in Johnson City, Tennessee, fronting 90 feet on Cherry street and running back of even width 165 feet to Ashe street, adjoining Earnest street on the northeast side and the Sutton lot on the southeast side, conveyed to the grantor Company January 15, 1902, deed registered at Jonesboro.

(3). All personality conveyed to the grantor Company by deed of Edwin F. Smith [who was also Superintendent of the Uptegrove Cigar Box factory], doing business under the style of Johnson City Veneer Mills, said deed being dated January 15, 1902, registered as above: One roller dryer, one small rotary, one trimmer, one 8 h.p. engine, one 20 h.p. engine, one 40 h.p. engine, one 40 h.p. boiler, one 100 h.p. boiler, saw mill complete, opening saw, tanks and piping, two veneer machines, planers, cut-off saw, jointer, grinding machine, hoisting machine, derrick, tackle, etc., knives for veneer machines, shafting, pulleys, belting, trolley and equipment, crane, saw edger, two extra saws, pipe, dry rack, dynamo, tools, etc., and other personality fully described in said conveyance here referred to. Also all plant, stock, contracts, easements, and leases of the grantor Company, and all of its corporate property of every kind held at the date of said trust conveyance or thereafter acquired, as is in said trust conveyance set forth.

(4). All corporate franchises and privileges of the grantor Company.

All of the realty is situated in the Ninth Civil District of Washington County, Tennessee.

Terms of Sale.

The property will be offered for sale by items 1, 2, 3 and 4 as above, and then as a whole, the highest aggregate to be adopted; note or notes to mature one year from date of sale, to be executed with solvent personal surety or sureties, retaining vendor’s lien on the property represented by same; sale in bar of the equity of redemption.

This November 13, 1902.

The Banking and Trust Company of Jonesboro, Trustee.

By S.C. Williams, Vice-Pres’t.”

1902. “Standard Oak Veneer Co. Incorporated 1902 New York.”⁴³

November 1902. The St. Louis Lumberman.

“Among the recent fall sales of Wm. E. Hill & Co., 321 – 329 Park street, Kalamazoo, Mich., we note the following... Standard Oak Veneer Co., Johnson City, Tenn., 41½ drag saw machine...”⁴⁴

13 December 1902. “Wm. E. Uptegrove & Bro., hardwood mahogany veneers... Johnson City, Tenn., December 13, 1902.

Hon. L.E. McComas, Washington, D.C.

Dear Sir:

The passage of an eight-hour-a-day law would work an injury to all of our 500 employees as well as to ourselves, because if the hours of labor were reduced we would be compelled to reduce the wages per day in just the proportion of the reduction of working hours, and this would so reduce the wages earned that a man could not support his family. In our individual case our men are not only willing to work ten hours per day, but are used to those hours and would be discontented with anything else. We employ over 300 men in getting out timber in the woods, and what would they do with the idle hours? Then, again, were we to work only eight hours per day it would necessitate the employment of nearly double the men now employed, and where would these men come from when with ten hours per day we can scarcely get men enough to keep our works in motion? Wages have steadily advanced, and every working man on our works, if put to a vote, would vote down an eight-hour proposition as being unjust and detrimental to their interests.

We wish to enter our very strongest protest against the proposed eight-hour law, and could get the signature of every man in our employ against the proposed change or eight-hour law, and the signature would be voluntary. Yours, truly,

Wm. E. Uptegrove & Bro.”⁴⁵

15 January 1903. Johnson City Comet.

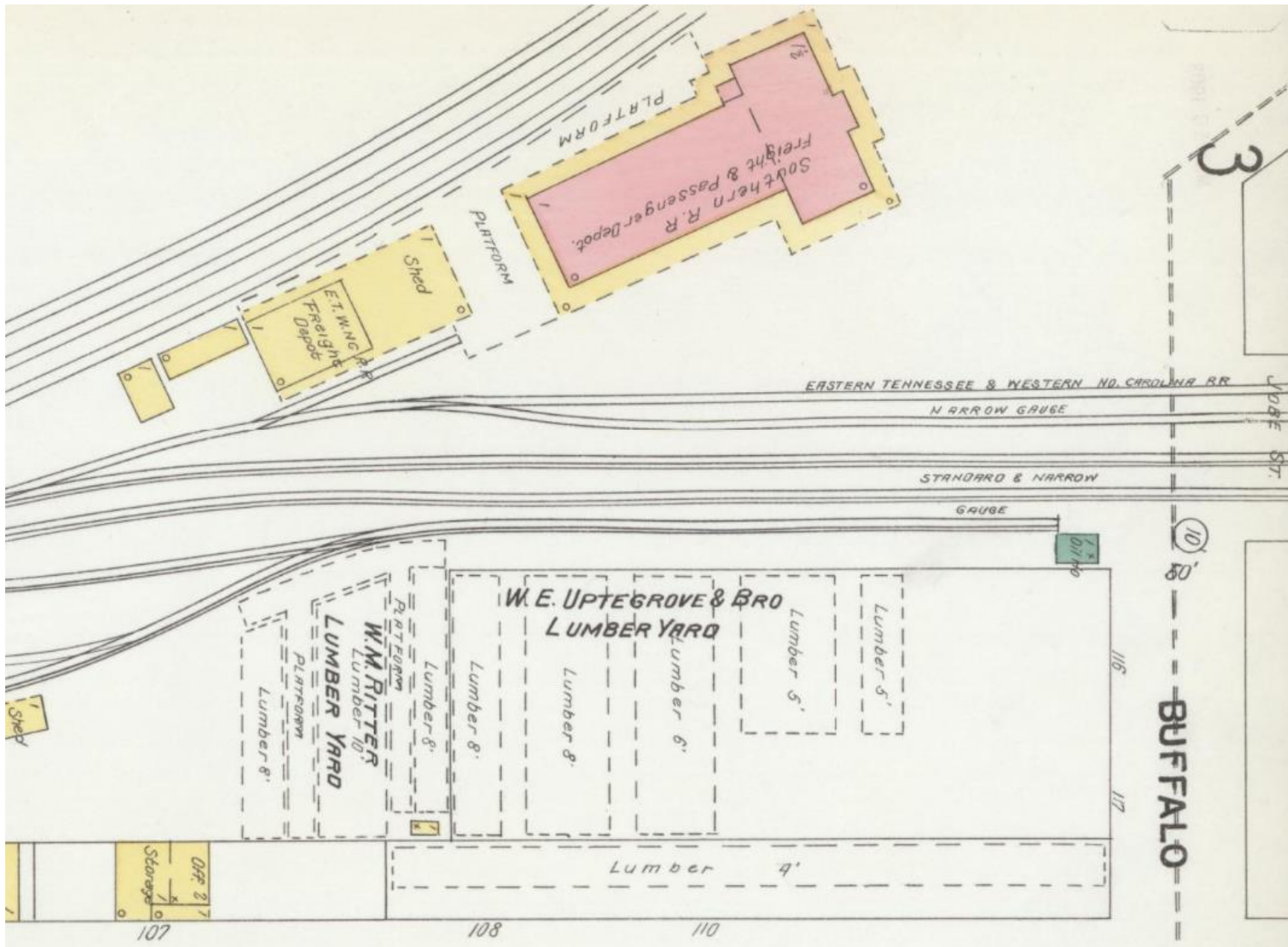
“Mr. [W.H.?] Cushing, manager of Wm. E. Uptegrove & Bro.’s plant at Laurel Fork [by White Rock Mountain], has been in the city for several days this week and has been confined to his room at the Hotel Carlisle a portion of the time on account of illness.”

26 February 1903. Johnson City Comet.

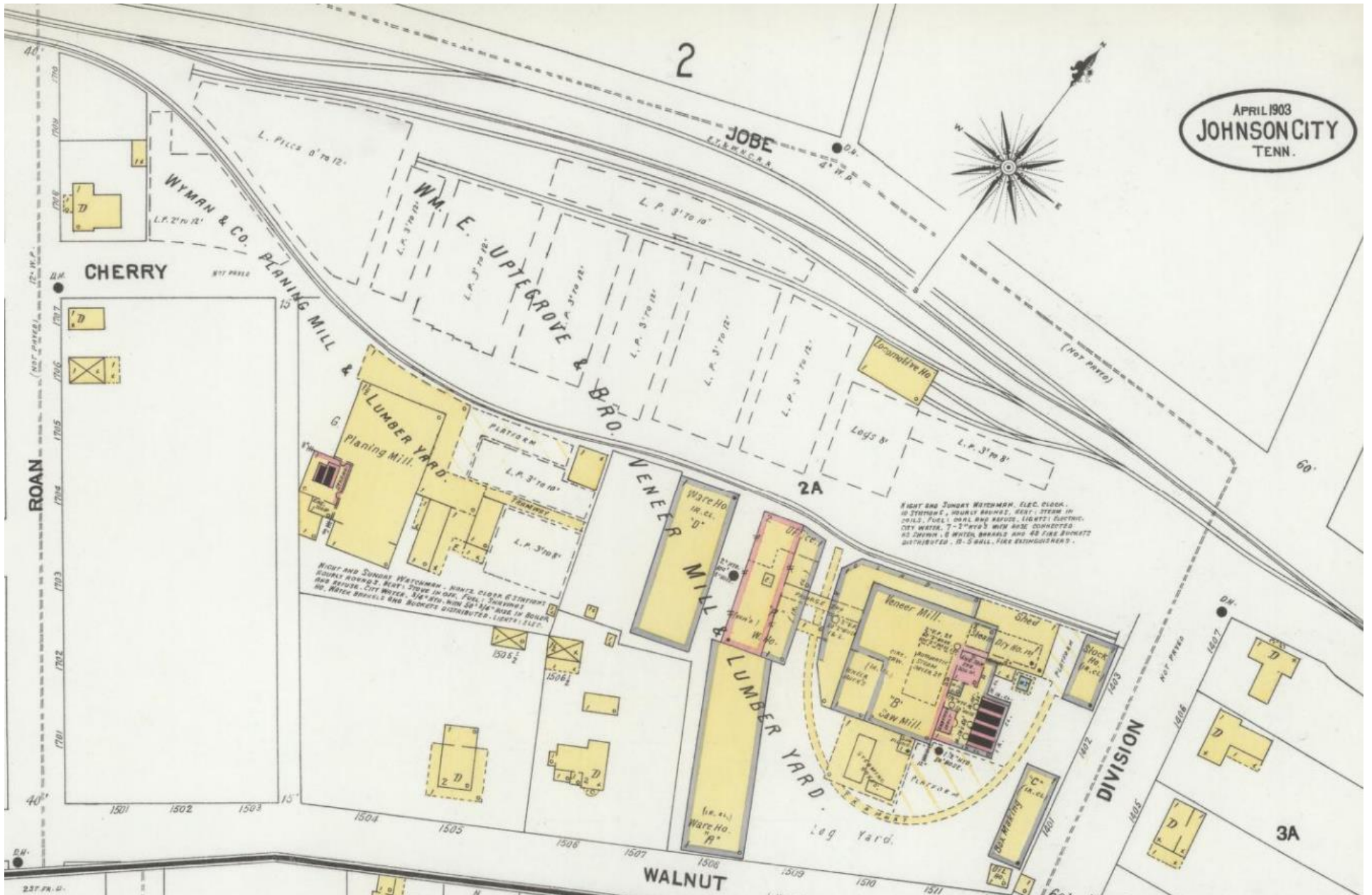
“An additional engine has just been added to the power department at Wm. E. Uptegrove & Bro.’s plant in this city.” As a result, this plant was equipped with two [Corliss type?] engines of 20 h.p. and 200 h.p., see Map 4A.

5 March 1903. Johnson City Comet.

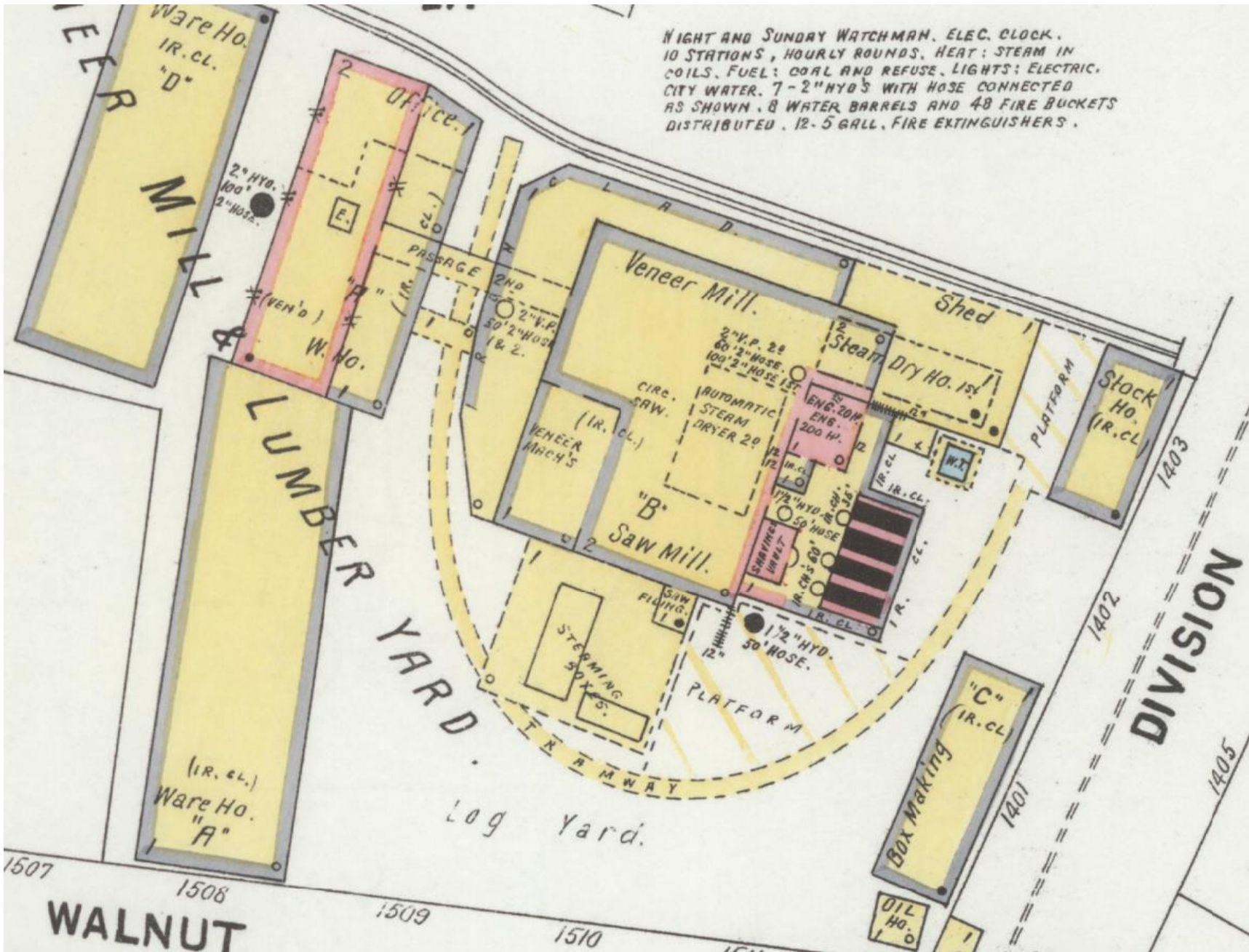
“The City Council... On motion of Alderman Mathes a fire plug was placed at the intersection of Summer and Walnut streets for the especial protection of the plant of the Standard Oak Veneer Co.”



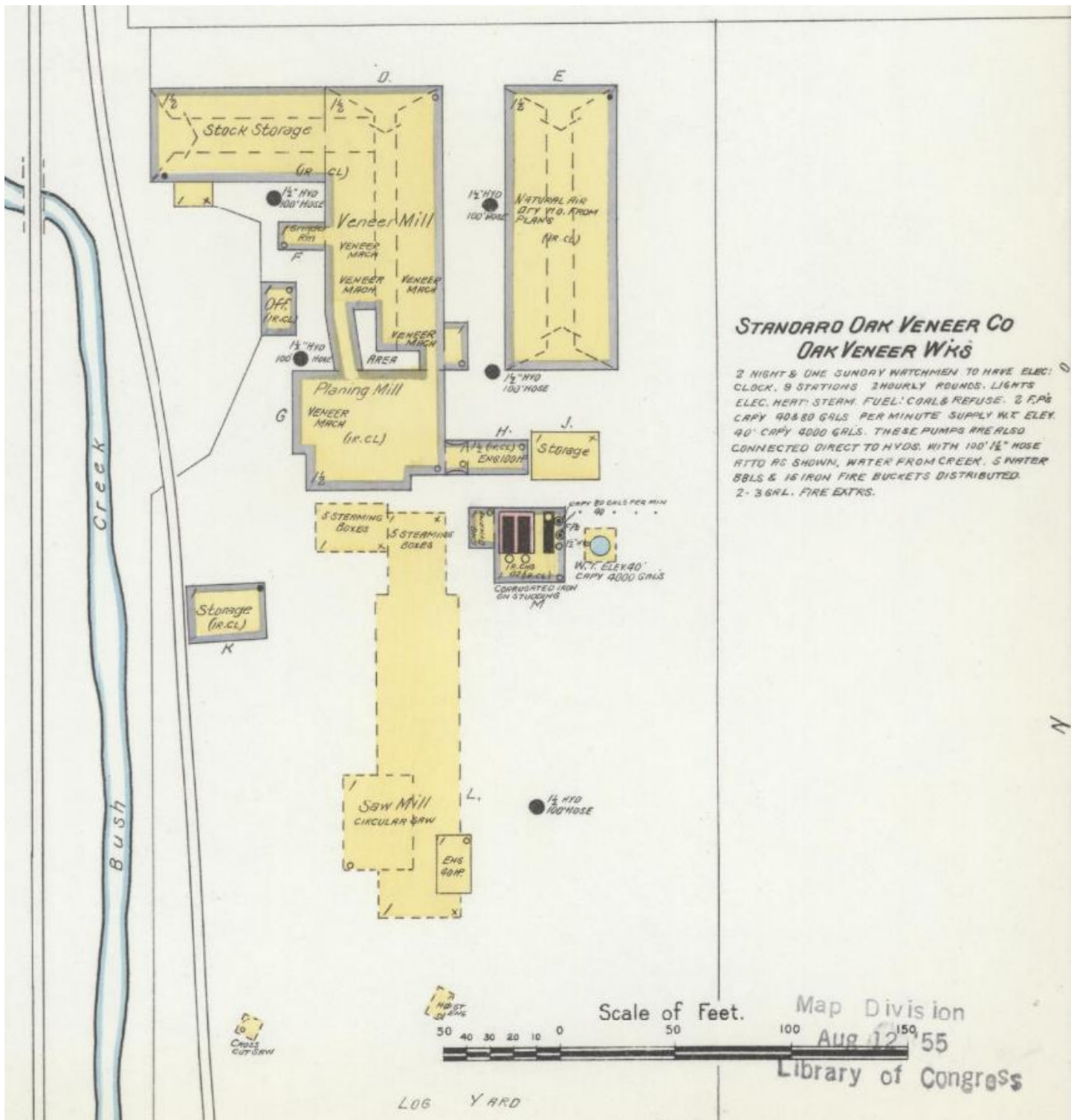
Map 3. April 1903. The lumber yards of W.M. Ritter and W.E. Uptegrove at Buffalo and Cherry streets, across the track from the E.T. & W.N.C. freight depot and the Southern Railway freight and passenger depot.⁴⁶



Map 4. April 1903. The William E. Uptegrove & Brother Vener Mill and Lumber Yard on the E.T. & W.N.C. Railroad at Division and Walnut streets. Of note is the two-stall "Locomotive Ho." of the E.T. & W.N.C. Railroad, north of the plant, see also figures 11 and 28A.⁴⁷



Map 4A.



Map 5. April 1903. The Standard Oak Veneer Company, in which William E. Uptegrove was financially "interested," was located along the Southern Railway, southwest of downtown Johnson City.⁴⁸

April 1903. Packages.

“American Blower Co... is also furnishing dry kiln apparatus for... Wm. E. Uptegrove & Bro., Johnson City, Tenn...”⁴⁹

May 1903. “Autobiography of William E. Uptegrove”

Gifford Mills Uptegrove wrote: “The final result of the partners figuring [after the Thanksgiving Day fire in 1901] was that the business was divided. My father wanted to drop Mahogany as a ‘busted’ proposition and continue only with Cigar Box Lumber. My uncle [Jerome p. Uptegrove] did not agree that Mahogany in New York was done for, and he had never had much liking for the cigar box lumber end of the business. So it was agreed that a small building for office and veneer warehouse purposes would be erected in [Manhattan] New York, and the Mahogany business carried on there by my uncle and John Beckwith, the former star salesman [however, this arrangement does not appear to have been formalized until 1905]. My father would take the Cigar Box Lumber end of the business, retaining the name ‘Wm. E. Uptegrove & Bro.’, and erect a complete manufacturing plant at water’s edge on the Greenpoint side of the East River [in Brooklyn]. These plans were carried out...”

William E. Uptegrove wrote: “By this time we had invested several times the amount we had originally planned to spend in this [cigar box] branch of the business, and so in [May] 1903 we incorporated the American Cigar Box Lumber Co., and transferred the plant, timberlands and all our holdings to the Company, taking stock for our investment. The Company then issued \$400,000. of bonds secured by Mortgage on all its properties, which bonds we sold from time to time until all were disposed of.”⁵⁰

2 May 1903. Business Corporations Organized under General Laws and by Special Statutes, State of Maine...

“Corporations Organized under General Law, With Date of Filing Certificate in the Secretary of State’s Office... American Cigar Box Lumber Company, May 2, 1903.”⁵¹

May 1903. Logging Railroads of the Blue Ridge and Smoky Mountains.

In May 1903, after “the Brooklyn factory burned on Thanksgiving Day [1901] in a spectacular fire. The company was then split into two separate operations: W.E. Uptegrove & Brother and American Cigar Box Company. Jerome Uptegrove, William’s brother took the lumber importation business [along with John Beckwith, however, this arrangement appears not to have been formalized until 1905]. The logging and laminating operation in Tennessee was shifted to William Uptegrove’s new American Cigar Box Lumber Company. He controlled the management of the new firm that included Uptegrove Lumber as a division.”⁵²

23 May 1903. American Lumberman.

“Mahogany, Spanish Cedar and American Hardwoods. The Unique Lumber Proposition of America – The Great Foreign Lumber and Veneer, Spanish Cedar and Imitation Cedar Cigar Box Lumber and Domestic Hardwood Lumber Manufacturing Business of W.E. Uptegrove & Bro., of

New York City – A Comprehensive Undertaking with Infinite Detail – Something of the Organization – Illustrations of Features of Specimen Plants...

Today the volume of business annually runs into the millions, and as a buyer and seller of foreign and domestic logs and lumber the concern is known practically the world over.

It is to tell something of this unique feature of the lumber business, of its magnitude and character and of its detail, that this article is presented to the readers of the American Lumberman. There is probably no other concern in the United States that manufactures and handles such a variety of lumber product and details with such a differing mass of trade as do William E. Uptegrove & Bro. Primarily they are buyers in the chief markets of the world – Liverpool, London and New York – of tropical fancy furniture and finishing woods in the log, chief of which is mahogany, but which comprises the entire range of high class woods of this sort, such as English brown oak, satin wood, Circassian walnut, teak etc. These logs are transported to New York and are there reduced into lumber and veneers. Their trade in these two commodities extends from ocean to ocean.

Next they are the largest buyers in the world of Spanish cedar in the hewn log. These logs in the finest manufacturing plant of its kind in the country are converted into cigar box lumber by methods approved as the very best through years of experimental work in this class of production. Approximately 500,000,000 cigars are manufactured in the United States monthly. Every working day in the year William E. Uptegrove & Bro. supply the material for boxing approximately 8,000,000 of these cigars.

A third and large feature of the business of William E Uptegrove & Bro. is the manufacture, purchase and sale at wholesale of high class American hardwoods. Incidentally to this feature of its business, the concern owns upward of 40,000 acres of virgin poplar and hardwood timber lands in east Tennessee and Western North Carolina and operates at the present time five saw mill plants. It is also a large purchaser in the open market of high grade hardwoods produced in other sections of the country...

At Johnson City, Tenn., on the Southern railroad twenty-five miles south of Bristol, Tenn., the firm has practically a duplicate of its Brooklyn plant, devoted to the production of imitation cigar box lumber. This imitation product is made from poplar, veneered with Spanish cedar of the thickness of from 100 to 120 to the inch in part, and partially is made from poplar stained and printed in imitation of Spanish cedar. In both plants the same care is exercised that the product shall be perfect for the cigar box maker.

The lumber comes to the box maker in the form of bundles of from 3½ to 4½ feet in length, cut to even and desired widths, is dressed and polished, and each bundle contains, according to thickness and size of stock, either 50, 83 1/3, or 100 feet of lumber. The lumber is furnished the box maker in three grades, known as a firsts, medium and seconds...

It is in the high altitudes of east Tennessee and western North Carolina that the giant soft yellow poplar grows, which is of the most suitable character for the production of cigar box lumber and is also particularly valuable for the users of poplar lumber. It is here that William E. Uptegrove & Bro. have found it necessary to locate their timber properties and carry on their saw milling operations. A type of one of these unique plants is illustrated herewith somewhat in detail. It is known as the White Rock Mountain operation, and the lumber from it is delivered at White Rock station of the East Tennessee & Western North Carolina railroad, a narrow gage line which wends its way along the tortuous course of mountain streams westward from Johnson City, Tenn., into Mitchell county, North Carolina. The timber property itself lies in a recess of White Rock mountains and was found accessible as a lumber proposition only by the building of three sections

of inclined railway, more than one and a quarter miles in length; two and a half miles of switchback railroad between the sections of the inclined railroads, and about ten miles of logging road in addition. The inclines are what are known as a gravity railroads and are operated by steam plants with hoisting engines at the top of each, for the purpose of steadying the varying weights of loads. Geared [Class A Climax] locomotives are used on both the transfer railroad and the logging roads. At the saw mill plant of this operation the immense poplar logs are converted into flitches, as well as a planks and boards. The flitches in turn are sliced into cigar box lumber at the Johnson City plant. At the saw mill plants the slabs are carefully resawed into thin lumber for cigar boxes. This White Rock operation is only typical of the conditions encountered in lumber production in mountainous county. That it is accomplished with both economy and profit reflects credit on the management behind the enterprise.

Right here is a point that may with propriety be expatiated upon in connection with this brief sketch of the operations of this concern. There is probably no other lumber business conducted anywhere that shows such a manifold detail in its operations. That the results are accomplished in the successful way they are can leave no one in doubt of a splendid organization behind the giant enterprise. The mahogany and other fancy woods, lumber and veneer business is maintained as a separate department of the institution. Subordinates in charge know nothing whatever of the details of other features of the business. The production and sale of cigar box lumber are also conducted as a separate venture. Likewise are the poplar and hardwood lumber operations of the concern. The daily, monthly and yearly results of these three great branches of the lumber business of this house are brought together and come under the direct eye of the principals of the concern, and in their organization and its results are reflected the accomplishments possible from brains, organization and system. It is a great and prosperous institution that is still growing.”⁵³

“The Uptegrove poplar operations in the White Rock mountain neighborhood of eastern Tennessee were known as among the most carefully managed and up to date in the country...”⁵⁴

Table 6. Equipment of William E. Uptegrove & Brother used in support of their Operation on White Rock Mountain, Tennessee (1900 – 1904).⁵⁵

Type	Tracking Number	Remarks
17-ton Class B Climax	X279	March 1904, listed for sale by the American Cigar Box Lumber Company at Unicoi, Tennessee.
15-ton Class A Climax	X280	

Note: Apparently, one of these two Class A Climax locomotives is the one in Figure 10. Also of note, given the way the White Rock Mountain operation was laid out, it would seem to have required a minimum of three locomotives, at least one to operate on each of the following portions: one on the switchbacks (between the two inclines on the way down to White Rock Station on the E.T. & W.N.C. Railroad), a second one to operate along the top of White Rock Mountain, and a third one to operate below the third incline, which led down to the “Laurel Fork Tract” from which the timber was being cut. Although the engines were initially hoisted over the inclines in pieces, this was not a quick way to move them between the three different “level” sections of this operation. Perhaps horses were used on the two miles of rail along the top of White Rock Mountain or on the ten miles of rails in the timber lands, but neither seems likely.

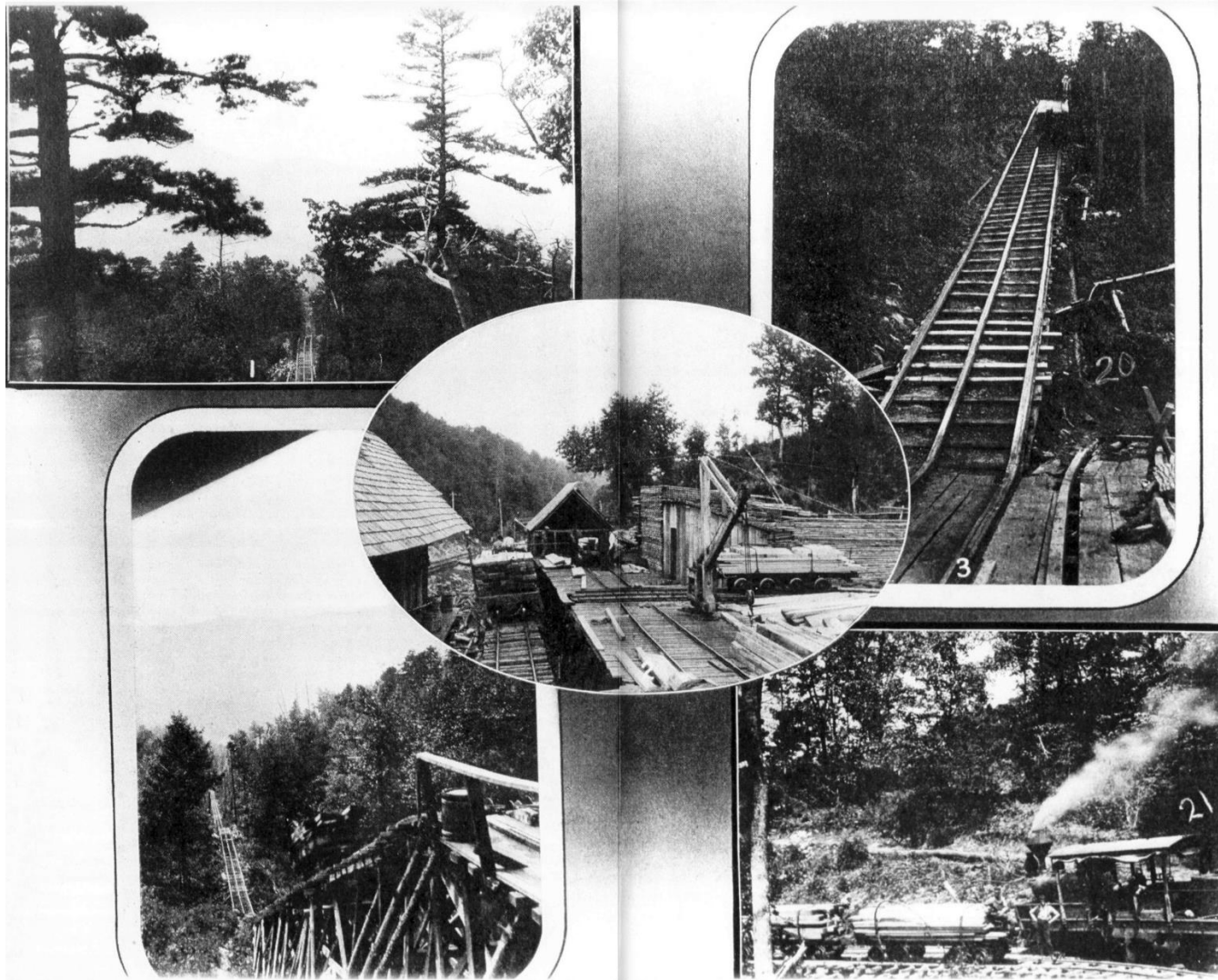


Figure 5. “The Uptegrove logging operations at White Rock, Tennessee, are shown in this photo collage: (1) one of the incline railways high on the mountain, (2) the transfer station at White Rock on the East Tennessee & Western North Carolina Railroad, (3) a car loaded with lumber being lowered down one of the upper sections of the incline railway, (4) a view down the lower section of the incline railway, and (5) a [Class A] Climax moving lumber between sections of the incline railway. Photo from *The American Lumberman*, May 23, 1903, courtesy of Mac Connery.”⁵⁶ This image was also published in “Cigar Boxes, Incline Railways, and the Narrow Gauge,” in *The Blue Ridge Stemwinder*. See Appendix H (figures H-4 and H-5) for photographs of an example of a hoisting station used on inclined railroads at this time.



Figure 6. “(1) one of the incline railways high on the mountain”.
Historian Thomas Fetters captioned this photo: “A view of the upper incline at White Rock.”⁵⁷

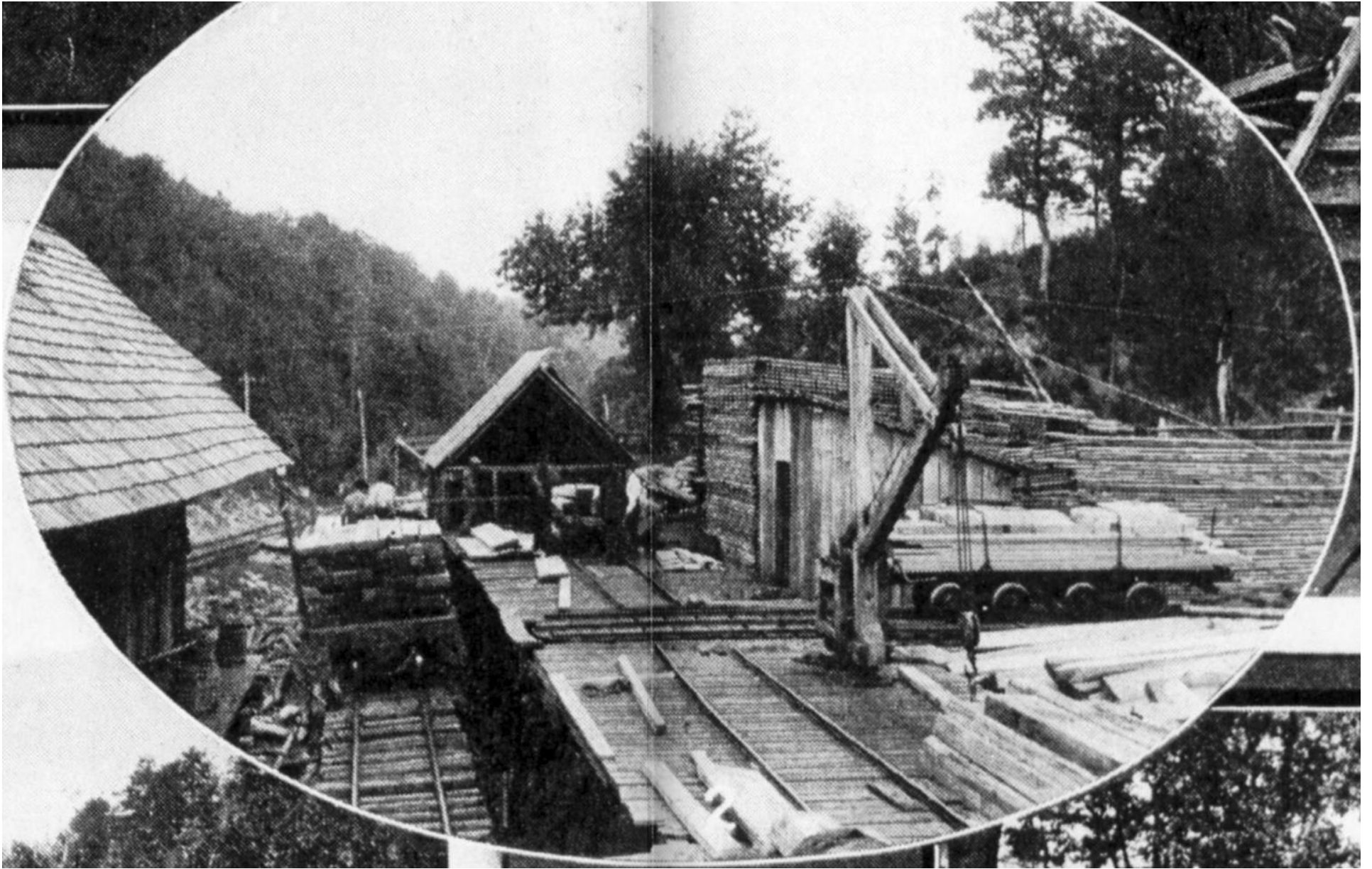


Figure 7. “(2) the transfer station at White Rock on the East Tennessee & Western North Carolina Railroad”. Historian Thomas Feters captioned this photo: “White Rock station on the ET&WNC with a car being loaded with lumber as an incline car rolls to the end of the incline.”⁵⁸ The White Rock station was in the Doe River valley. Note the 16-foot tram car, with two four-wheeled trucks.



Figure 8. “(3) a car loaded with lumber being lowered down one of the upper sections of the incline railway”, apparently on wooden rails. Historian Thomas Feters captioned this photo: “The 3-railed upper incline has a loaded car descending...”⁵⁹ Note that the rails on the incline appear to be made of wood, rather than iron.

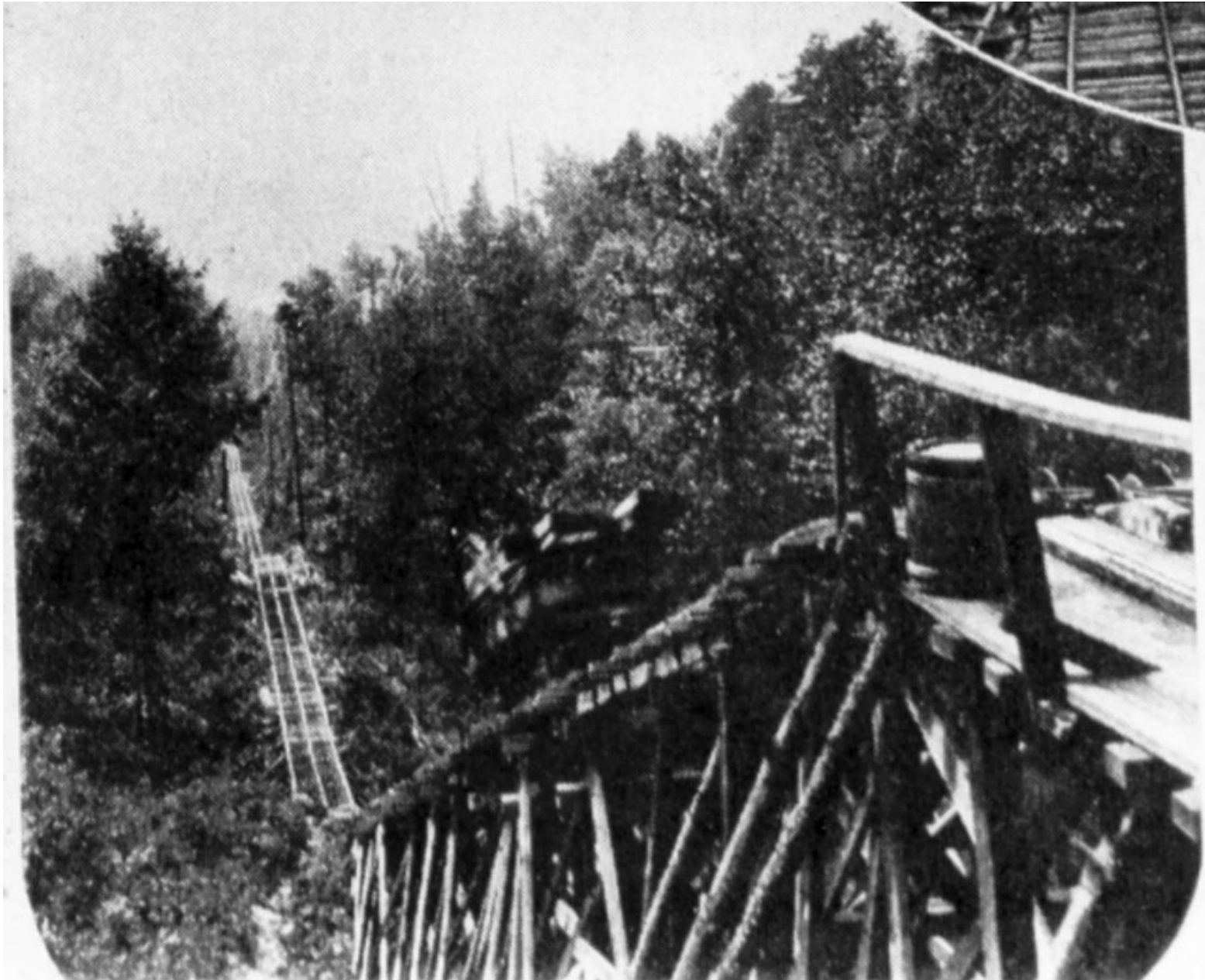


Figure 9. “(4) a view down the lower section of the incline railway”. Historian Thomas Feters captioned this photo: “A car of cut lumber is lowered down the left half of the 3-rail incline (lower section) to White Rock, Tennessee.”⁶⁰

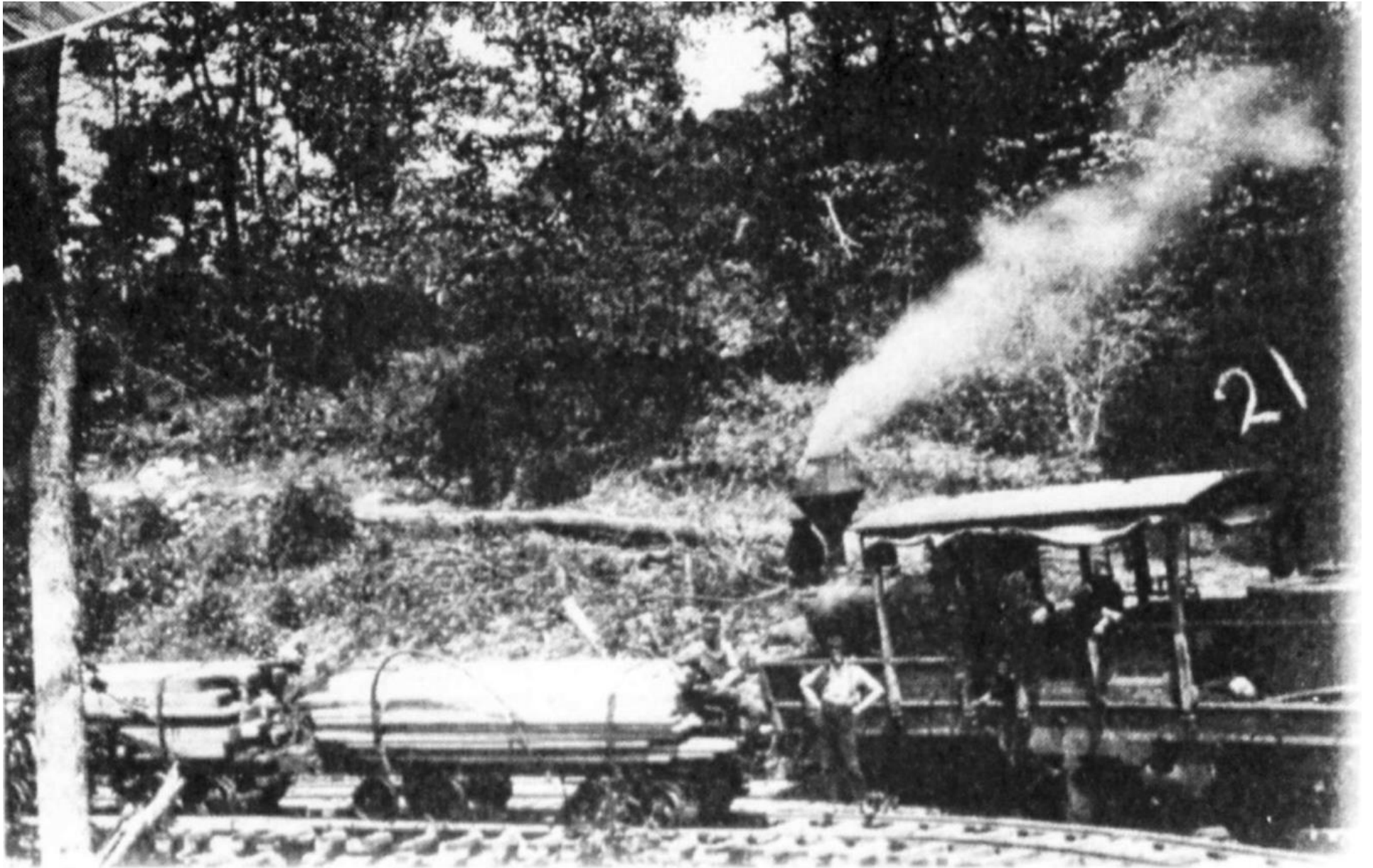


Figure 10. “(5) a [Class A] Climax moving lumber between sections of the incline railway”. Historian Thomas Feters captioned this photo: “This Uptegrove Climax works on the switchback line between the upper and lower inclines.”⁶¹ See Table 6. Note that the rails of this track appear to be made of iron, rather than wood.

Regrettably, the annual production rates for William E. Uptegrove’s White Rock Mountain operation (and their other operations) could not be located. However, historian Johnny Graybeal’s Along the ET&WNC, Volume IV: Freight Cars Part A, includes the general information included in Table 7, below. During the period, 1901 – 1903, during Uptegrove’s operations on White Rock Mountain, the only other major logging railroad operation served by the E.T. & W.N.C.R.R. was the William M. Ritter mill at Pineola, North Carolina. Consequently, it appears that the Uptegrove operation on White Rock Mountain, may have been an important source of traffic for the narrow gauge during this period. However, the fact that the tonnage of lumber shipped out over the E.T. & W.N.C. Railroad actually remained steady in 1904 and 1905 (with 51,806 tons), after the White Rock Mountain operation had ended, probably indicates that the Ritter operation, based at Pineola, was the predominant source of lumber tonnage for the narrow gauge during this period. Regrettably, there is insufficient information available to determine the tonnage of lumber shipped from White Rock Station to Johnson City.

Table 7. “ET&WNC Freight Tonnage, by Category, Year Ending [June 30th], in Tons...”⁶²

	1900	1901	1902	1903	1904
Lumber	18,562	25,280	37,448	50,783	51,806
Iron Ore	29,969		10,603	45,810	62,914
Pig Iron	1,214	1,908	238	20	
Coal	7,706	1,102	3,715	6,525	4,749
Total	68,164	38,782	64,224	128,567	152,372

June 1903. The Wood-Worker.

“The Coe Manufacturing Co. this company, at Painesville, O., has on hand orders for over six hundred tons of veneer-cutting and drying machinery, for, among others... Standard Oak Veneer Co., Johnson City, Tenn...”⁶³

1903. The Finance and Commerce of New York and United States.

“William E. Uptegrove & Brother. – In no city in the world are there so many gigantic new buildings arising on every hand as in New York. In every quarter downtown the stupendous office buildings are nearing their heads, while in the residential districts, palatial apartments, huge hotels and large blocks of residential flats are being constructed with inconceivable rapidity consistent with the safety and the use of the best building metals, materials and internal equipment and fittings. Consequently in the erection of these astonishing buildings the demand for mahogany, hardwood and veneers of all kinds has increased to an incredible extent.

Established in June, 1875 [as the successor to Rodman & Hepburn], the firm of William E. Uptegrove & Bro. is among the leading merchants and manufacturers of mahogany, hardwood and veneer. The firm, in which William E. Uptegrove and his brother, Jerome P. Uptegrove, are the sole partners, has its chief offices at Nos. 457 to 463 East Tenth st., Manhattan, while its veneer warehouse is at the foot of East Tenth and Eleventh sts.

The extensive sawmills of the firm are situated at the foot of Hudson, Java and Kent sts., Brooklyn, and there also are the lumber yards, stored with the finest of woods.

At Johnson City, Tennessee, the firm has its saw-mills and branch office, and it has acquired a reputation second to none in the trade as dealers and manufacturers of the finest mahogany, hardwood veneer.”⁶⁴

FROM FOREST TO MANUFACTURER.

WM. E. UPTEGROVE & BRO.
CIGAR BOX LUMBER
Spanish Cedar, Patent Cedar (Imitation), Veneered.

Main Office 457-475 East 10th Street., - - - NEW YORK.

Figure 11. The Packages, January 1904.⁶⁵

7 March 1904. The Southern Appalachian Forests.

“Meadow and Roaring Fork Basins (Madison County, N.C.).

Area. Total, 24 square miles; cleared, 5 square miles; wooded, 19 square miles; severely burned, 3 square miles.

Surface. – The surface of these basins is extremely rough and the slopes steep. There is very little bottom land along the streams and no level uplands. The north slopes, especially those of Hogback Mountain and Spring Creek Mountain, are so steep and rocky that they are not generally cultivated, but the south slopes are usually more gentle and are cleared to the headwaters of the streams...

Timber trees. – Chestnut, chestnut oak, scarlet oak, white pine, red oak, white oak, yellow poplar, birch, linn, maple, and hemlock, with occasional ash and cherry, in relative abundance about in the order named, constitute the greater part of the forests. The timber has been badly culled to within 4 miles of the headwaters.

Yield. – White pine, which is found in commercial quantities only below Kline, will yield about 1,500 feet B.M. to the acre. There is very little merchantable timber of other species associated with the white pine. Above Kline, the poplar will yield about 500 feet B.M. per acre, and the rest of the timber, largely chestnut and oak, about 2,500 feet. Much of the timber is in wood lots attached to the farms. In addition to the above, there will be about 15 cords of wood to the acre below Kline, and from 20 to 30 cords to the acre above Kline.

Demand. – At present only poplar, ash, oak, and cherry are being cut. Three dollars per thousand feet on the stump is paid for the best timber of the above kinds, except for cherry, which commands \$12.

Accessibility. – The upper part of these streams is about 16 miles from the Western North Carolina Railroad at Hot Springs. The wagon road is across a high ridge, which adds much to the cost of hauling. With some clearing out of rocks in the beds of the streams they can be splashed when at high water and logs driven into Spring Creek. Timber roads can be easily constructed to

any body of timber in either basin. Where the conglomerate is near the surface, or the soil is gravelly, a good roadbed is assured.

Cutting. – Only one sawmill has cut on either stream. It has made four stands, cutting about 200,000 feet B.M. at each stand. On account of the distance, it is necessary to haul only the choicest. Yellow poplar, ash, oak, linn, and cherry have been cut. No pine has yet been marketed, though it has been badly culled for domestic use. The mill which is now in operation is a portable sawmill with capacity of about 10,000 feet per day. Much of the lumber has been marketed locally. The greater part for shipment is cut in one-inch boards and transported by wagon to Hot Springs...

Ownership. – The timber lands of Meadow Fork are largely embraced in the Uptegrove [Uptegrove?] holdings, especially those at the head of the creek. The upper forests of Roaring Fork, on the slopes of Max Patch Mountain, are also embraced in these holdings. The rest of the timber is largely distributed among small landowners. These valleys are thickly settled up, and as soon as the timber is cut from the Uptegrove lands they will at once be converted into farms to relieve the crowded condition which at present prevails.

Prices of land. – Farming lands under cultivation sell at \$6 to \$20 per acre; woodland, at \$2 to \$6 per acre, dependent on the situation, amount and kind of timber, and accessibility.”⁶⁶

March 1904. The Barrel and Box.

“Mr. [Thomas A.] Fredericks, of W.E. Uptegrove & Bro., said that business had been slow this past month. Logs were coming in freely but not of the best quality, but with the difficulty of getting the prime ones that are desired, these have to stand up for them, which they do fairly well. Prices keep on going higher.

The Johnson City mill, of the Uptegrove Co., is running along full and over-time occasionally.”⁶⁷

March 1904. Logging Railroads of the Blue Ridge and Smoky Mountains.

“The [Uptegrove logging] operation [on White Rock Mountain] lasted only until 1900 [actually until 1903 or, possibly, 1904] when the poplar was cut out. When the White Rock operation was shut down, the sawmill and locomotive were lowered back down the incline and the wooden track was left to rot in the woods on the heights of White Rocks Mountain...

Early in March of 1904, the American Cigar Box Lumber Company advertised that they had both an A-15 Climax and a B-17 Climax for sale at Johnson City. One [or both] of these is likely to be the White Rock/Roan Mountain locomotive...”⁶⁸ See also Table 6, which indicates that these engines were at Unicoi (not Johnson City), Tennessee, in March 1904.

April 1904. The Packages.

“At Charlotte, N.C., there is a contest involving 60,000 acres of timber. The plaintiffs are the American Cigar Box Lumber Co., and the defendants 21 citizens. The dispute is over the boundaries and titles.”⁶⁹



Figure 12. This photograph shows “ET&WNC Engine 2 laying flat on its side near the ‘Uptegrove Plant’ in Johnson City. This plant has been identified as the American Cigar Box Manufacturing facility... the building in the far right of the photo being the original [two-stall] ET&WNC engine house... Original photos attributed to the collections of photographer Burr Harrison.”⁷⁰ Historian Mallory Hope Ferrell captioned this photograph: “Mogul No. 2 derailed in the Johnson City yards in [1902 or] 1904. Engineer Scot Dean and fireman Bellmot Watson were not injured in the turn-over. – Ed. Bond Collection.”⁷¹



Figure 12A. A detailed view of the American Cigar Box Lumber Company's mill (left) and office/warehouse (right). The second floors of these two buildings were joined by a hallway (which is visible in this photograph). See Map 4.



Figure 12B. This detail shows another warehouse of American Cigar Box Lumber Company (immediately behind the N.&W. boxcar), with the Wyman & Company Planing Mill behind it. The structure on the right of this photograph seems to be a dry shed (probably belonging to the American Cigar Box Lumber Company). However, this structure was not depicted on the Sanborn Insurance Company map for 1903, see Map 4.



Figure 13. Another view of the wreck of Engine No.2 and the American Cibar Box Lumber Company mill.⁷²

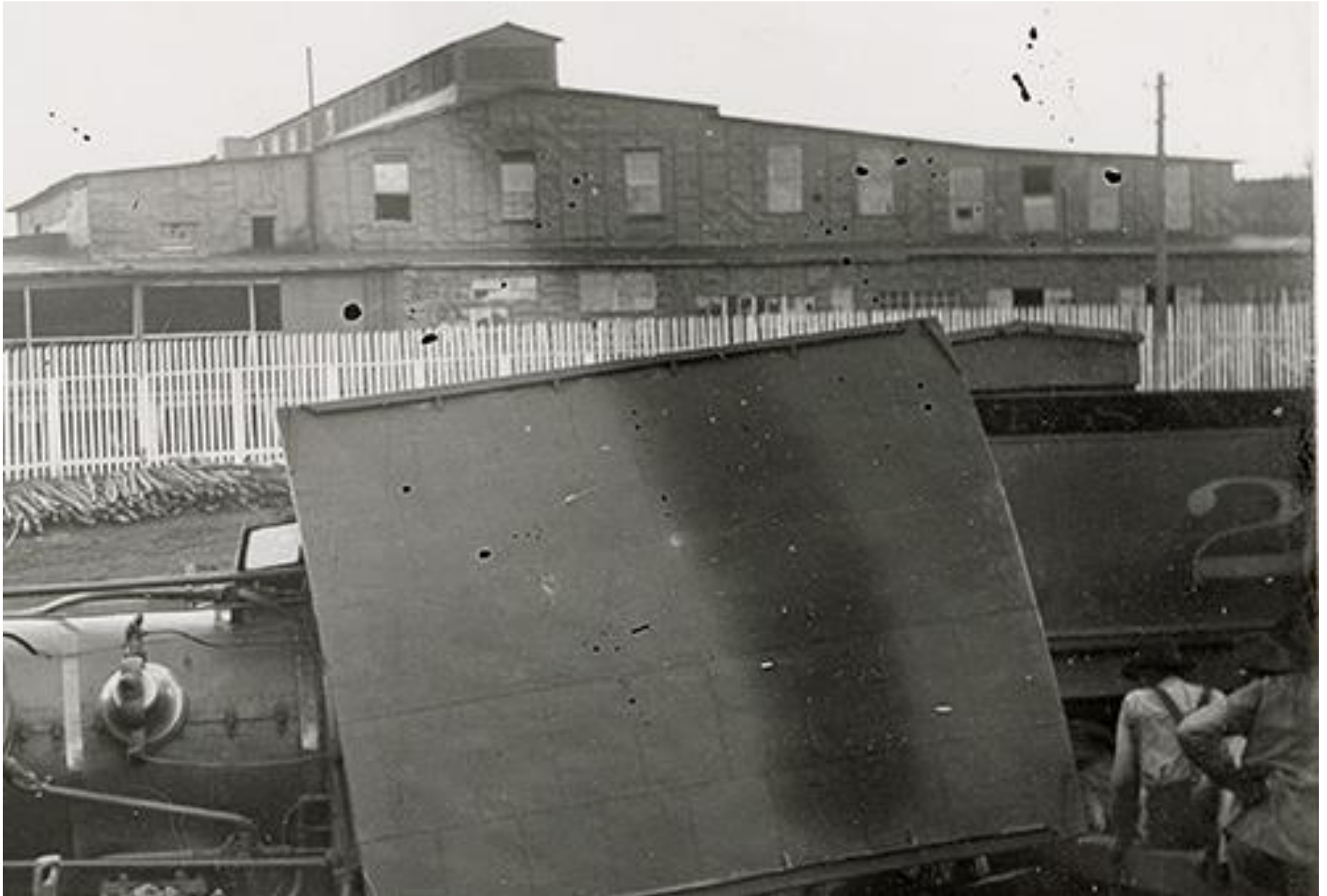


Figure 13A. A detail of the mill of the American Cigar Box Lumber Company.

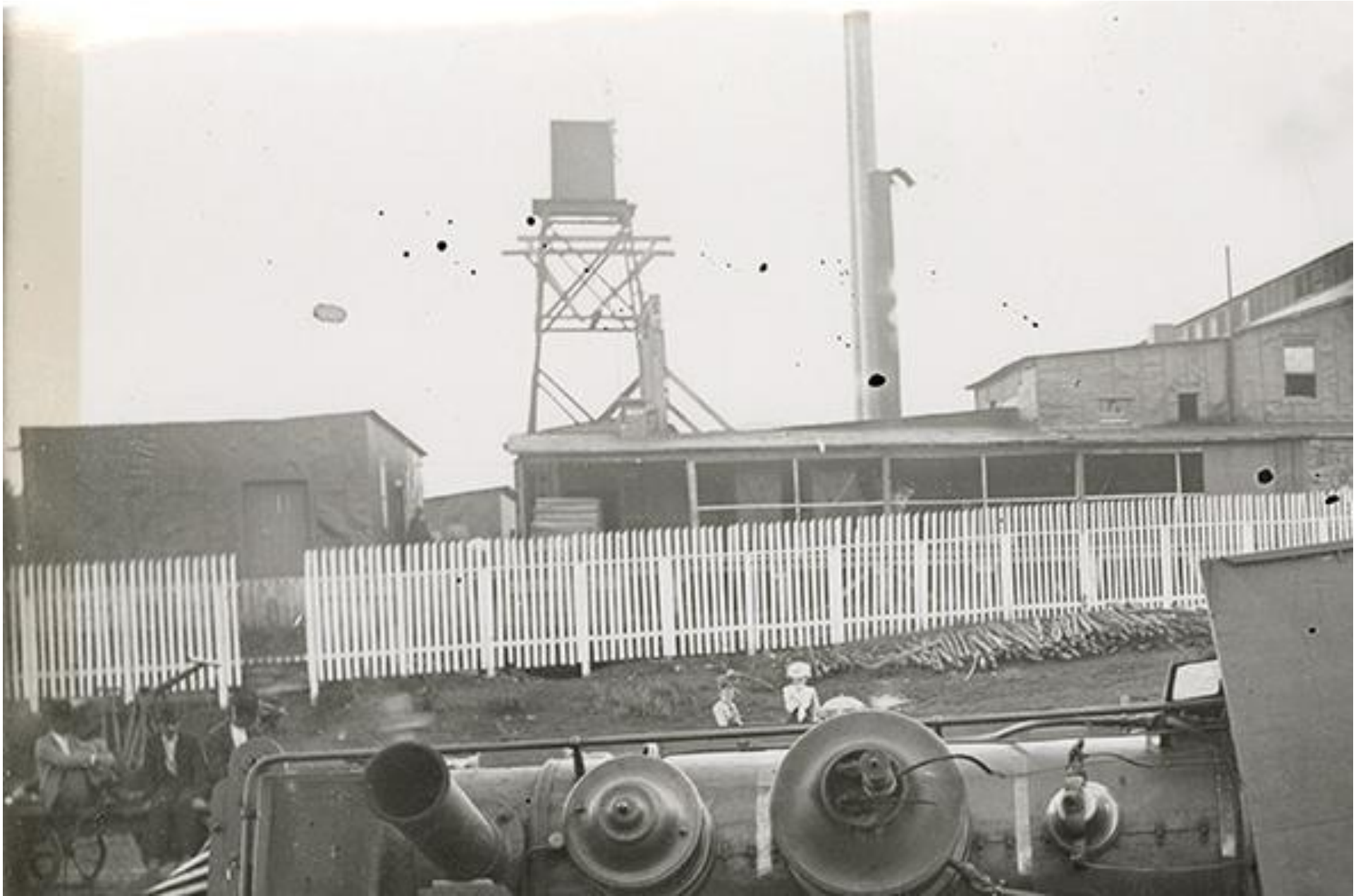


Figure 13B. A detail of the mill of the American Cigar Box Lumber Company showing the stock house (left), and a shed (center), with the water tower and three smokestacks behind it.



Figure 14. This photograph, of the same accident as depicted in figures 12, 13 and 15, “shows Engine 2 (with its fragile headlight removed) in the process of being hoisted to an upright position.... Original photos attributed to the collections of photographer Burr Harrison.”⁷³



Figure 15. Another photograph of the same accident.⁷⁴

CIGAR BOX LUMBER.



**Spanish Cedar,
Veneered Cedar,
Patent Cedar, (imitation.)**



Our record in the SPANISH CEDAR Cigar Box Lumber Business covers a period of twenty-eight years. During all those years we have enjoyed an intimate acquaintance with the Cigar Box Manufacturers throughout the U. S.

Our VENEERED CEDAR and PATENT CEDAR (imitation) products, we have within the past year established mills for in the South, near our timber. *Our product from those mills has now reached a perfection of quality and finish, that, to put it modestly, is equal to the best ever produced in the history of the business; we consider it to-day the Standard.*

We lay claim to having been of great benefit to the cigar box-makers of this country during years past, through the use of our patented shaving machines, by which we have been enabled to greatly reduce their cost of lumber.

We Invite Correspondence; Prices Quoted Upon Application.

WM. E. UPTEGROVE & BRO.,

457-475 East Tenth Street,

NEW YORK.

Figure 16. The Barrel and Box, March 1904.⁷⁵

2 June 1904. Johnson City Comet.

“The Standard Oak Veneering Company has shut down ten days for the purpose of putting in some new machinery.”

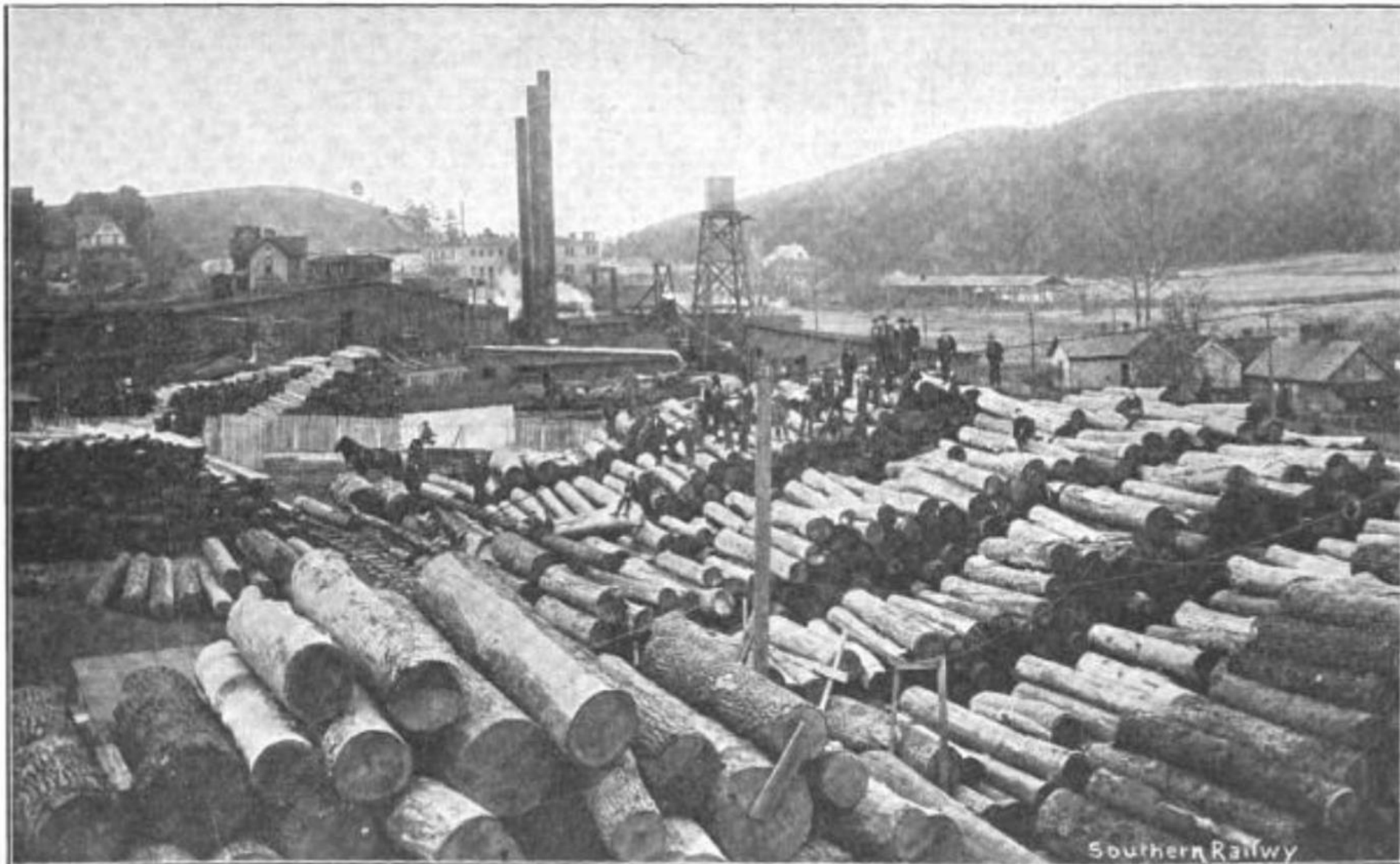


Figure 17. "American Cigar Box Lumber Co., Johnson City, Tenn.", *The Packages*, August 1904.⁷⁶ It appears that this photograph looks over the American Cigar Box Lumber Company (with its water tower, three smokestacks, the clerestory-roofed sawmill, etc., near the center of this photograph) and along Division Street, north across the E.T. & W.N.C. Railroad mainline, toward the Hotel Carlisle and Bark Shed Number 3 of the Tannery. See figures 18A, and 58, as well as maps 4 and 12.

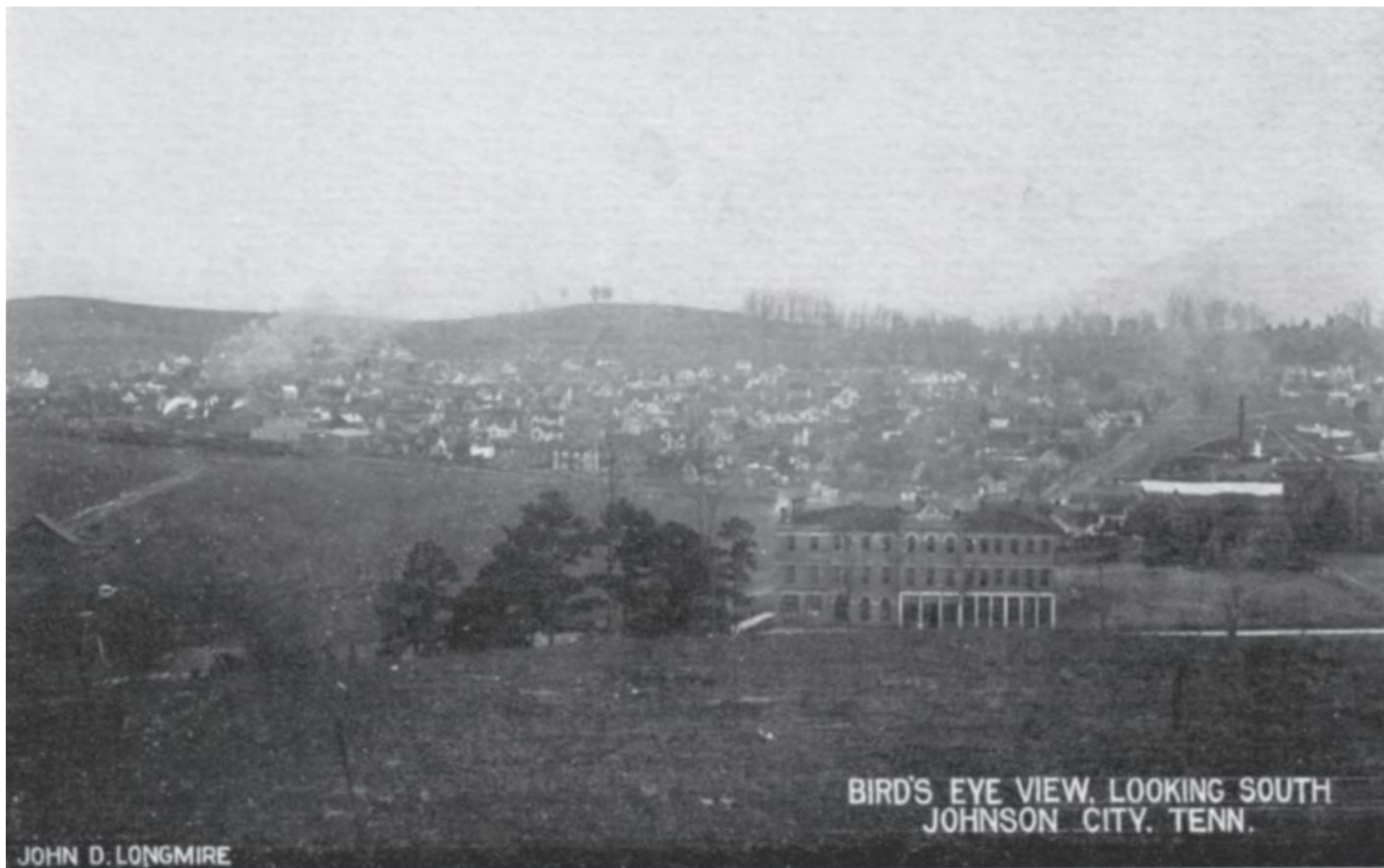


Figure 18. “The postcard... produced by John D. Longmire, dates to the early 1900s... This view looks south from Tannery Knob along Division street with the Carlisle Hotel sitting in the foreground, and the smokestack (right) likely belongs to the American Cigar Box Lumber Company, at the intersection of Division and Walnut Streets. Heavy smoke visible at the far left of the image belongs to the Harris Manufacturing Company...”⁷⁷



Figure 18A.

August 1904. The Packages.

“New Tennessee Lumber Plant. – A fine illustration of the new plant of the American Cigar Box Lumber Co., of Johnson City, Tenn., including over 3,000,000,000 feet of hardwood logs is shown on this page [see Figure 17]. This cut is furnished by the courtesy of M.V. Richards, land and industrial agent of the Southern railway company, and gives a fine idea of the location and timber resources of the new plant...

Capt. J.B. Thomas, of Kentucky, at one time commissioner for an organization of the poplar manufacturers of the country, is now manager of the American Cigar Box Co.’s plant at Johnson City, Tenn.”⁷⁸

Figure 19. The Barrel and Box, August 1904.⁷⁹

15 November 1904. The New York Lumber Trade Journal.

“The Standard Oak Veneer Company has recently acquired several more acres of property adjacent that which it already owns at Johnson City, Tenn., and has begun the erection of another factory. It is to be 50 feet by 120 feet and will be two stories high. Panels will be manufactured.”⁸⁰

26 November 1904. American Lumberman.

“The Standard Oak Veneer Company has recently acquired several acres of property adjoining that which it already owned at Johnson City, Tenn., and has begun erection of another factory. Panels will be manufactured. Fifty to seventy-five men will have employment. The Standard company already employs over 100 men and the weekly payroll amounts to about \$600.”⁸¹

3 December 1904. American Lumberman.

“William E. Uptegrove, of W.E. Uptegrove & Bro., mahogany, Spanish cedar and fancy hardwoods, is at one of the firm’s hardwood mills at Charleston City, [Bradley County,] Tenn. The firm reports an improved demand in hardwood lines.”⁸²

6 December 1904. Acts of the State of Tennessee Passed by the Fifty-Fourth General Assembly.⁸³

Table 8. “Domestic Corporations”

Name of Corporation	County where registered.	When registered in Secretary of State’s office	Book	Page
Allen Panel Co.	Washington	Dec. 6, 1904	U6	199

December 1904. The Packages.

“The Standard Oak Veneer Co., Johnson City, Tenn., will build panel-making plant. C.B. Allen is manager.”⁸⁴

December 1904. Barrel and Box.

“Mr. Sturgis reported very good business at Uptegrove & Bros. ‘The demand for logs is brisk, and is increasing with the needs of the holiday trade,’ he said. ‘Although the supply is not over large yet it is sufficient for the calls upon it, and although the prices are steady, with a higher tendency, if anything, yet the movement is regular and not at all spasmodic. Very prime logs are a little scarce. Out of town trade shows up well from all points, and city orders come in freely, and both are mills are humping themselves to keep up with the demands. All together the situation is much improved.”⁸⁵

1904. Logging Railroads of the Blue Ridge and Smoky Mountains.

“Uptegrove had noticed that a number of logging firms had sought the advantages of operating a common carrier railroad and suggested changing the status of the new logging line to that of a common carrier to obtain better shipping rates. The company applied for a state charter in 1904. However, the new line, the Limestone Cove & Bakersville RR, did not succeed in gaining common carrier status. The choice of name was interesting as Bakersville was some thirty miles or more south of Limestone Cove in Mitchell County, North Carolina and very near the extension of the South & Western mainline which was running along the banks of the North Toe River in that area...

In 1904, American Cigar Box directed Uptegrove Lumber to buy a second Lima Shay, a 15-ton machine, to show the support of the new owners for the project. Later that same year, Lima Locomotive ran a trade ad saying that they had both a 13-ton Shay and a 17-ton Shay in service on the William E. Uptegrove & Brother line at Unicoi, Tennessee. It appears that Uptegrove disposed of the two Climax locomotives [that were used on the White Rock Mountain operation] and bought the two secondhand Lima Shay locomotives in the 1904 period...”⁸⁶

9 March 1905. Johnson City Comet.

“Railroad Chartered. The Johnson City, Bakersville and Southern Railway Co., has been chartered under the laws of Tennessee by Wm. E. Uptegrove and associates. Mr. Uptegrove owns thousands of acres of timber lands in Unicoi county in the Limestone Cove and is now operating fifteen miles of railroad from Unicoi through Limestone Cove almost to Bakersville. The road will be extended further east and several car loads of rail is now en route for that purpose. The line from Unicoi to this city will be built after if the business justifies it.”

“Industrial timber operations also needed rail access from Unicoi to neighboring Limestone Cover in order to harvest the thick stands of timber on Stone and Unaka Mountains. Records indicate that New York industrialist William E. Uptegrove was instrumental in getting a narrow-gauge railroad into this area. In 1905, Uptegrove’s American Cigar Box Lumber Company received a charter for the Johnson City, Bakersville, and Southern Railway, which ran from Unicoi to Limestone Cove and Unaka Mountain. However, this 10.7-mile narrow-gauge line may have been operating its rugged little engines on part of the route as early as 1902.”⁸⁷

March 1905. Packages.

“Wm. E. Uptegrove & Bro., New York City, are advertising elsewhere in this issue drying apparatus, consisting of a roller dryer, with capacity of 20,000 ft. 3/16 lumber, in 10 hours. They are putting in a bigger dryer and will sell this one for \$2,500. It can be seen at their plant in Johnson City, Tenn., and also in New York. They also have for sale a number of iron dry kiln cars at a low price, as well as racks, air compressor, press and hot blast apparatus for use with this drying system.”⁸⁸

Veneer Drying

We have for sale a roller dryer, capacity 20,000 ft., 3-16 in 10 hours; we are displacing this by one of larger capacity to meet our needs. Can be seen at our plant in Johnson City, also in New York; price complete \$2500.

Also 50 iron dry kiln cars:

4 ft. 8 in. long,

3 " 4 " wide,

4 " 10 " high.

Cost \$35 each, will sell at \$20.

We have racks and an air compressor and press for use with this car system; also a hot blast apparatus—the whole making a complete dry kiln plant.

Wm. E. Uptegrove & Bro.

463 E. 10th Street, NEW YORK.

Figure 20. Packages, March 1905.⁸⁹

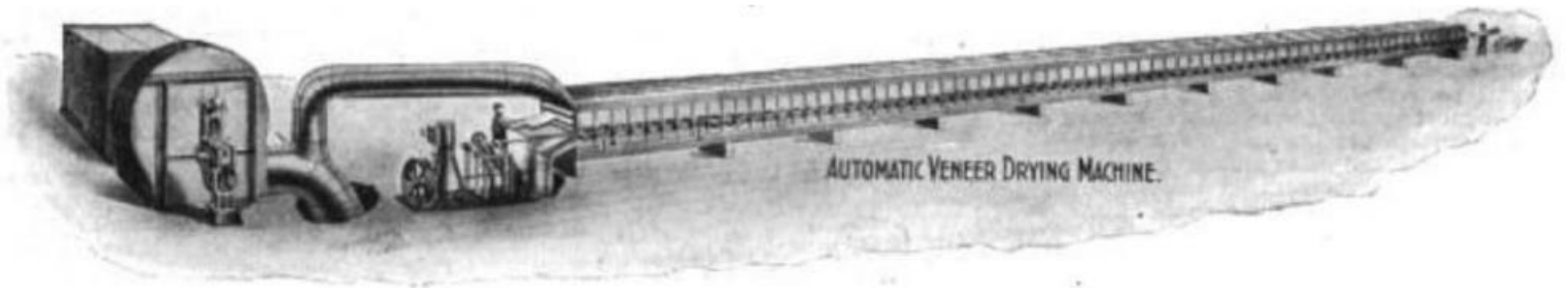


Figure 21. Packages, April 1905.⁹⁰



Figure 21A.

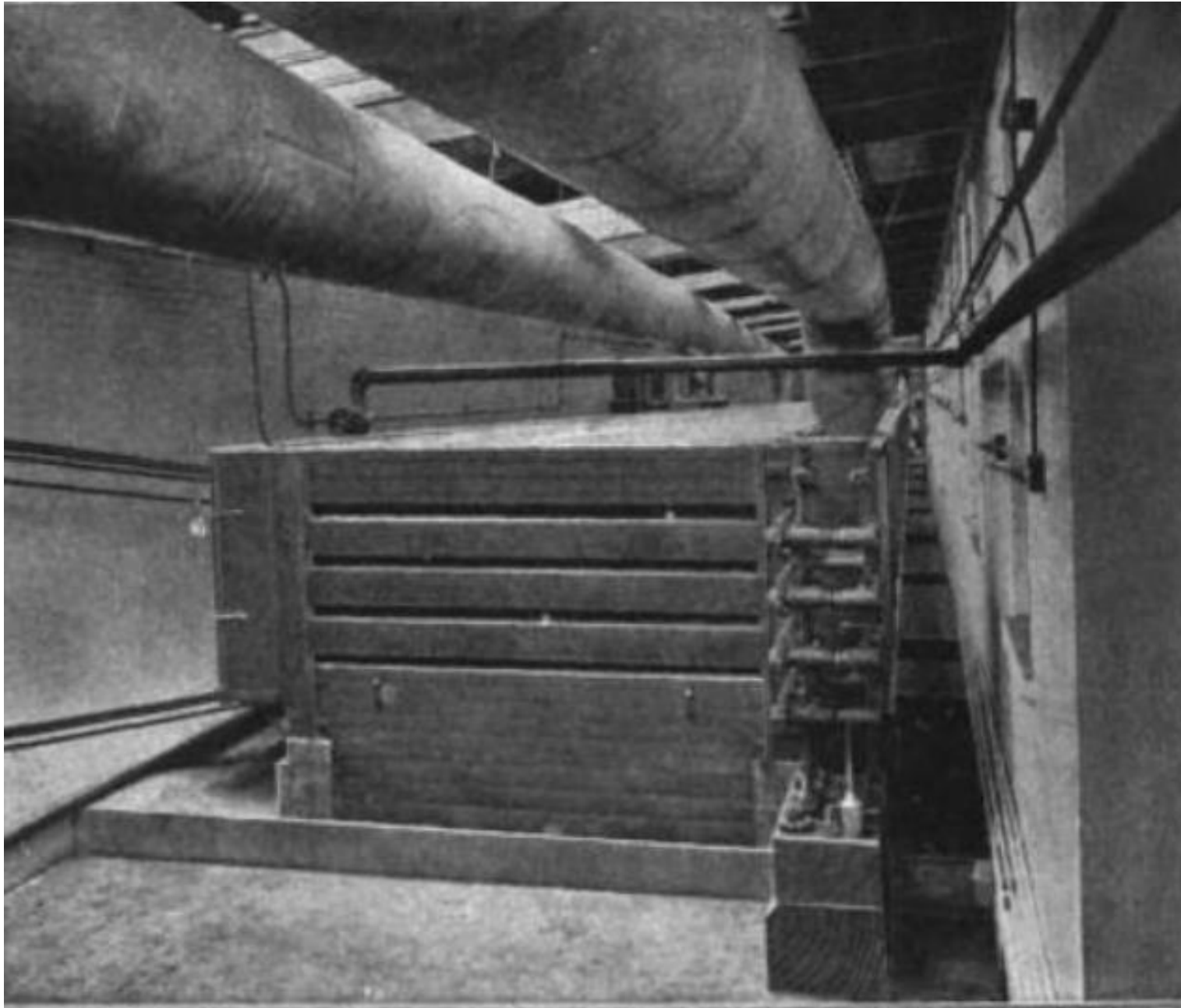


Figure 22. "Coe Veneer Dryer – feed end, showing feed chain tightener."⁹¹

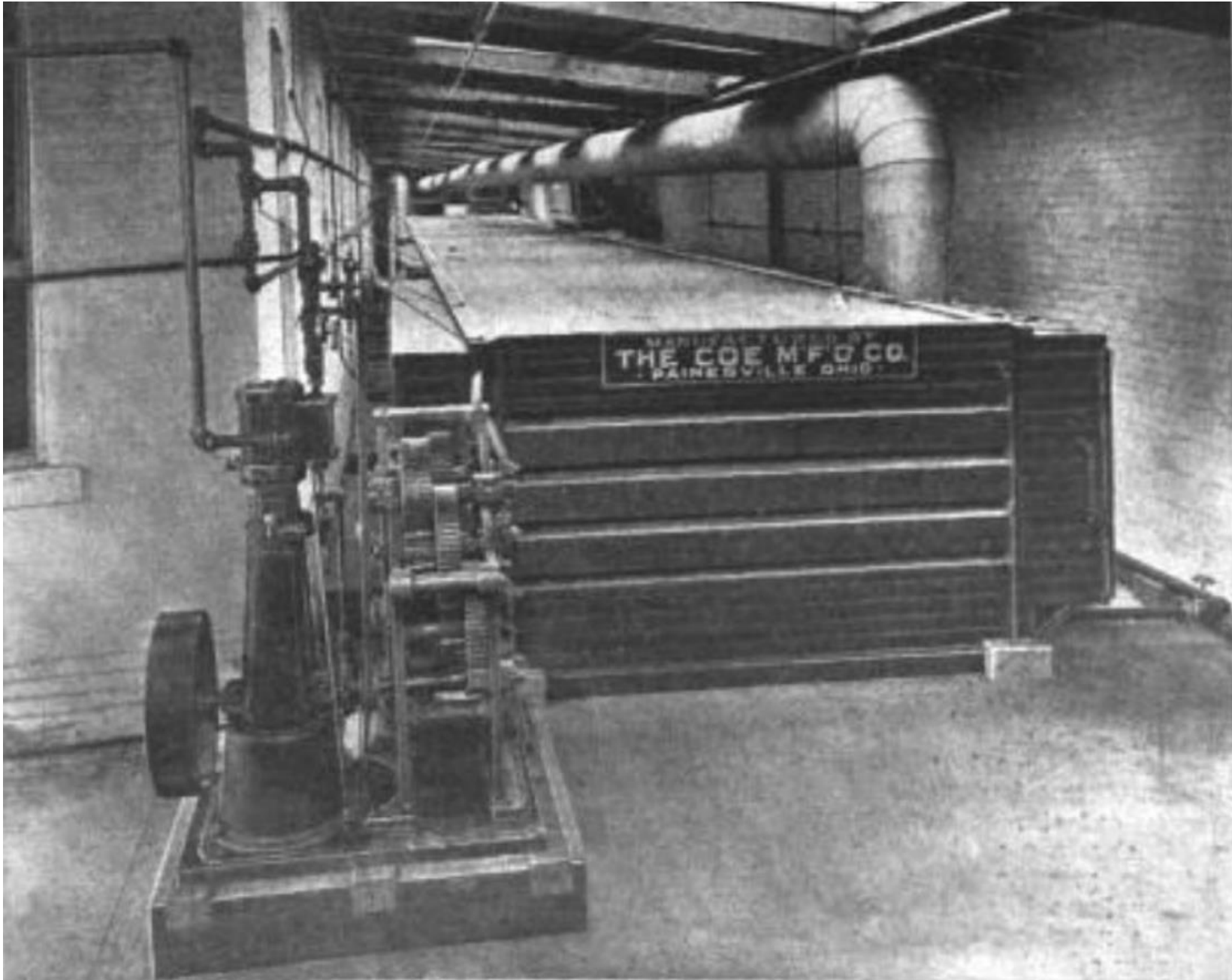


Figure 23. "Coe Veneer Dryer – delivery end, showing feed works and engine."⁹²

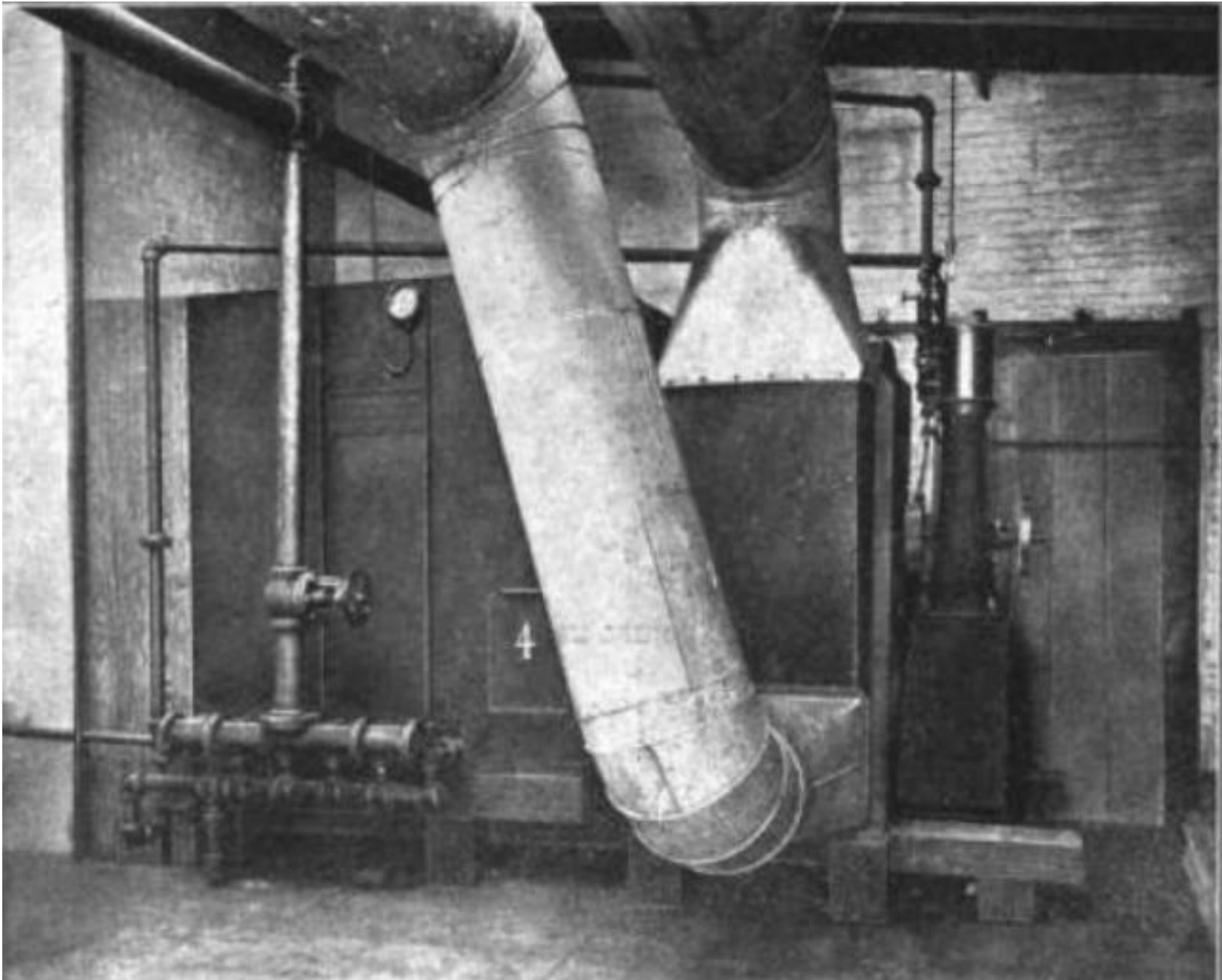


Figure 24. "Coe Veneer Dryer - Blower Apparatus."⁹³

April 1905. Packages.

“The Coe Veneer Dryers. Speaking of methods of drying veneers heretofore employed, the Coe Mfg. Co., of Painesville, O., has the following to say:

‘After years of disappointing experiments and after having seen a vast expenditure of time and money go for naught, veneer manufacturers seem at last to have found a satisfactory method of drying their product. The automatic roller dryer process, conceived and perfected by the COE Mfg. Co., Painesville, O., is a complete solution of the drying problem.

These dryers will bone-dry any veneer or thin lumber up to ¼-inch in thickness, any shape or size sheets, in from eight to 80 minutes, the time, of course, depending on the thickness of the stock, and the amount of moisture to be extracted. There is simply no comparison between these results and even the best obtained by any other method. The saving in time is tremendous, and the stock can be dried in any weather. These dryers can be run night and day, and can easily keep up with the cutting capacity of the mill, so that there need never be any shut-downs in the cutting department so that the accumulated stock can be dried.

Not only is the stock dried very quickly, but there are a great many other important points to be considered. The stock is all dried perfectly flat, without checks, wrinkles, splits or discolorations. Not one piece is wasted, and the saving right here over ordinary methods of drying will soon pay for the machine. The dryer is very simple in operation, and two cheap boys can work it up to its full capacity of 25,000 to 150,000 feet of perfectly-dried veneer per day. These machines are built to meet special requirements of each user, and are installed under a positive guarantee as to output and quality of stock. The first cost is not excessive, being about the same as that of a good kiln.

Here we have all the points that go to make up a money making proposition for the young man. Quick and perfect drying, large output, low operating cost, low operating expense, low first cost, and no waste product. The following list of recent installations of these machines shows how widely and favorably they are known... **Wm. E. Uptegrove & Bro. Co. New York City... Allen Panel Co., Johnson City, Tenn...**

Two of the above are above are installing their second mill, which, in itself, is an eloquent testimonial as to the value of these dryers. Any one interested in the rapid and economical drying of veneers should write the makers for their new catalog No. 7, and inquire into the details of their special proposition on the installation of these machines. Address, the Coe Mfg. Co., Painesville, O., 107 Lewis street, and mention Packages.”⁹⁴ See Appendix I for additional information on Coe Veneer Dryers.

April 1905. Packages.

“I received a call the other day from W. Sturges, of the Wm. E. Uptegrove Co., who came from their mills at Johnson City, Tenn. He reported trade just fair.”⁹⁵

April 1905. The National Coopers’ Journal.

“At Johnson City, Tenn., the Standard Oak and Veneer Co. are doing a good business.”⁹⁶

20 April 1905. Johnson City Comet.

“May Build Forty Miles of Railroad. J.B. Thomas, secretary, treasurer, and general manager of the Johnson City, Bakersville & Southern Railway [also General Manager of the Uptegrove & Brother operations in Johnson City], is reported as saying that the company proposes to build from Johnson City, Tenn., to Bakersville, N.C., forty miles, of which twenty-two miles will be in Tennessee. The route is via Unicoi and Limestone Cove, Tenn., and Magnetic City and Big Rock Creek, N.C. From Unicoi to Davisville, Tenn., eight and one-half miles of line were constructed four years ago, and surveys have been made from Johnson City to Davisville, eighteen and one-half miles. The rest of the route is now under survey. William E. Uptegrove, of 457 East 10th street, New York, is president, and C.B. Allen, of Johnson City [Manager of the Uptegrove affiliated Standard Oak Veneer Company], is vice-president. – Manufacturer’s Record.”

May 1905. Barrel and Box.

“Changes in a Well-Known Firm. Mr. Wm. E. Uptegrove, who retains the firm name, has removed his office to the mills on the Brooklyn side, as the water front occupying the block bounded by Kent, West and Java Streets, in the Greenpoint district, where he will attend to the hardwood and cigar box lumber as well as to the Southern interests.

The mahogany and veneer interests will be continued at the Tenth Street place as heretofore by Mr. Jerome P. Uptegrove, and Mr. John B. Beckwith. Mr. Wm. E. Uptegrove said that as Mr. Beckwith for ten years had had a working interest in the business, and as he and Mr. Jerome P. Uptegrove had for two years past attended entirely to the mahogany and veneer end of it, it was quite a natural division of interests. As for himself, there was so much work to be done at the mill, and as it consumed so much time in communicating or going there, it was a logical proceeding to go where the business was and hence the removal to Greenpoint. He finds it much more convenient and a great saving of time and trouble.

Mr. Sturgis said business had improved lately. Logs were not plentiful and were tending higher in price. He is just back from a run through the country, and, if it is any consolation to the New York boxmakers, business has been quite poor all around. The spring business has been a general disappointment, it having in no instance, nor in any locality, equaled the expectations that had been aroused early in January.”⁹⁷

August 1905. The Craftsman.

“Wood Panels Ready for Use. It is a pleasure again to call attention to the recent enterprise of the Allen Panel Company, of Johnson City, Tennessee, who are placing upon the market their built up wood panels for wainscoting, doors and ceilings, which can be shipped direct to house builders and cabinet makers ready for use. Architects and builders will appreciate the advantage of being able to order these panels, made of carefully selected figured wood and built up of either three- or five-ply cross banded wood of any suitable kind, that will not shrink, check or warp, and can be made to any size. The broad wainscot panels shown in the illustrated advertisement convey their own sense of beauty and dignity, and it is worth while to note the fact that these wide panels can be made lasting only when built up in this way. The Company has every advantage of mills and modern machinery situated in the heart of the timber country, affording the best materials without extra cost of handling. Cost and particulars will be given upon application to the Company.”⁹⁸

How Are You Going to Dry Your Veneers in 1905?

Are you satisfied with your present methods? Wouldn't you like to find a way to dry veneers flat and without wrinkles, checks, splits or discolorations? Wouldn't you like to be able to dry any veneer or thin lumber up to $\frac{1}{4}$ inch in thickness and any size sheet at the rate of from 25,000 to 150,000 feet per day? It can be done, and it has been done, but

GREATEST CAPACITY.



LEAST EXPENSE.

THE COE WAY IS THE ONLY WAY.

Our Automatic Roller Dryer will not only dry your veneer perfectly and quickly, but it will save you its cost every year in the saving of labor alone. The price of these machines is not excessive—not more than you would pay for a good kiln. They are in use in nearly all the best mills in the country and our order books show that the balance are following.

The following recent installations give some idea of the kind of people who use these Dryers:

Carrison Veneer & Woodwork Co., Columbus, Ga.
Wm. E. Uptegrove & Bro., New York City.
Oden Wilkinson & Co., Parma, Mo.
Bacon-Underwood Veneer Co., Mobile, Ala.
Allen Panel Co., Johnson City, Tenn.
Moore-Whitmore Co., So. Milwaukee, Wis.
Acme Tea Chest Co., Glasgow, Scotland.
A. M. Luther, Reval, Russia.
Setter Bros. Co., Cattaraugus, N. Y.

You had better investigate. Full description in our new catalog No. 7. A copy free for the asking.

THE COE MANUFACTURING CO. 107 LEWIS STREET,
PAINESVILLE, OHIO.

Figure 25. Packages, June 1905.⁹⁹

August 1905. Box and Barrel.

“Newest Veneer Dryer. The Automatic Roller Dryer process conceived and perfected by The Coe Manufacturing Co., Painesville, Ohio, is a complete solution of the drying problem. These dryers will bone dry any veneer or thin lumber up to ¼ in. thickness, any shape or size sheets in from eight to eighty minutes, the time, of course, depending on the thickness of the stock, and the amount of moisture to be extracted. There is simply no comparison between these results and even the best obtained by any other method. The saving in time is tremendous and stock can be dried in any weather. These dryers can be run night and day, and can easily keep up with the cutting capacity of the mill so that there need never be any shut downs in the cutting department so that the accumulated stock could be dried. Not only is the stock dried very quickly, but there are a great many other important points to be considered. The stock is all dried perfectly flat without checks, wrinkles, splits or discolorations. Not one piece is wasted, and the saving right here over ordinary methods of drying will soon pay for the machine. The dryer is very simple in operation, two cheap boys can work it up to its full capacity of from 25,000 to 150,000 ft. of perfectly dried veneer per day. These machines are built to meet special requirements of each user and are installed under a positive guarantee as to output and quality of stock. The first cost is not excessive, being about the same as that of a good kiln. Here we have all the points that go to make up a money making proposition for the veneer man.

Quick and perfect drying, large output, low operating expense, low first cost, and no waste product. The following list of recent installations of these machines shows how widely and favorably they are known:

Carrison Veneer & Woodwork Co., Columbus, Ga.

Wm. E. Uptegrove & Bro. Co., New York City.

Oden Wilkinson Co., Parma, Mo.

Bacon – Underwood Veneer Co., Mobile, Ala.

Allen Panel Co., Johnson City, Tenn.

Acme Tea Chest Co., Glasgow, Scotland.

Moore – Whitmore Co., Milwaukee, Wis.

A.M. Luther, Reval, Russia.

Setter Bros. Co., Cattaraugus, N.Y.

Two of the above are installing their second kiln which in itself is an eloquent testimonial as to the value of their dryers. Any one interested in the rapid and economical drying of veneers should write the makers for their new catalogue No. 15, and inquire into the details of their special proposition on the installation of these machines.

Address, The Coe Mfg. Co., 115 Davidson Street, Painesville, O., and mention The Barrel and Box.”¹⁰⁰

14 September 1905. Manufacturers Record.

“Purchased for Timber. A dispatch from Windsor, N.C., states that Messrs. William Ashbaugh and Eldon J. Conklin of Steuben county, New York, have purchased from William E. Uptegrove of New York city the Isle of Man and Pine Island, comprising about 9000 acres, for a consideration of \$40,000. The properties are located between the Chowan and Roanoke rivers in North Carolina, and are valuable for their timber....

E.J. Conklin of Canisteo, N.Y., has purchased large tracts of timber land in North Carolina from William E. Uptegrove, Jr., New York, N.Y., and it is stated will erect saw-mills for its development.”¹⁰¹

12 October 1905. Manufacturers’ Record.

“The lumber mill of H.L. Wyman was destroyed by fire at Johnson City, Tenn., last week, together with a small amount of sawed stock, with a loss of \$16,000. Mr. Wyman had only \$4000 insurance on the property at the time of the fire. Heroic work on the part of the workmen and fire ladies saved the large box manufacturing plant of William E. Uptegrove & Co. of New York, which is situated nearby.”¹⁰² See Map 4.



Figure 26. Box and Barrel, December 1905.¹⁰³

November 1905. The Official Guide of the Railways and Steam Navigation Lines of the United States, Porto Rico, Canada, Mexico and Cuba.

“Johnson City, Bakersville & Southern Railway. C.B. Allen, Traffic Manager [also Manager of the Uptegrove affiliated Standard Oak Veneer Company and President of the Allen Panel Company], Johnson City, Tenn. From Unicoi, Tenn., to Limestone Cove, Tenn. (12 miles). Irregular schedule. Freight and passenger service. Gauge, 3 feet. November, 1905.”¹⁰⁴

14 December 1905. Johnson City Comet.

“South & Western Right-of-Way. Summonses have been issued in a condemnation proceeding by which the South & Western is endeavoring to open a right of way along the Toe river in Yancey County. Resistance has been made to the right of way along a strip of land extending for a quarter of a mile beside the Toe, which is absolutely necessary to the construction of the road. The action is against the American Cigar Box Lumber Company, William T. Uptegrove, and the heirs of the late William T. Johnston. More than fifty summonses have been issued returnable here December 15. – Asheville telegram in Knoxville Sentinel.”

April 1906. Packages.

“The Uptegrove veneer factory, near Johnson City, in east Tennessee, which has been short of logs, has gotten a good supply and is running on full time with an increased number of hands. This is one of the largest woodworking plants in the Johnson City district, employing about 150 hands.”¹⁰⁵

24 May 1906. Johnson City Comet.

“Will Add Several New Features. – The Standard Oak Will Largely Extend Their Line. – Ten Thousand Dollars has been Spent for Soil on Which to Erect a New and Commodious Plant. A deal was closed at 4 o’clock Tuesday afternoon between P.Q. and J.R. Miller and C.B. Allen [Manager of the Uptegrove affiliated Standard Oak Veneer Company, President of Allen Panel Company and (at various times from 1905 to 1909) vice president, secretary, and/or traffic manager of the Johnson City, Bakersville & Southern Railway] and associates by which the former sold eight acres of land to the latter for \$10,000. The land lies just west [east?] of the Standard Oak plant and adjoins it. The purchasers will erect at once suitable buildings for the manufacture of high grade interior finish, making specialties of mantles, doors and panel work. This plant in connection with the veneer plant of the Standard Oak will turn out the finished work in all its primitive beauty and go abroad as the biggest advertisement the city has ever had. [Apparently upon completion, this plant would be occupied by the Interior Hardwood Company.]

This enterprise has ample capital and will equip with modern machinery one of the largest plants of the kind in the state. The fact that C.B. Allen is behind it means that it will go.”

The Best Evidence

of the wide spread popularity of

The Coe Automatic Roller Veneer Dryer

is to be found in the following list of the recent purchasers of this machine.

**White Veneer Co.
Astoria Veneer Mills.
Louisville Veneer Mills.
Kentucky Veneer Works.
Salamanca Veneer & Panel
Co.
Setter Bros. Co. (2)
Hanson Ward Veneer Co.
Paine Lumber Co.
Wisconsin Veneer Co.
St. Louis Basket & Box Co.
Hinson Veneer & Crate Co.**

**Schler & Walter.
High Point Veneering Co.
Sigler Butcher Co.
Medford Fruit Package
Co.
Wm. E. Uptegrove & Bro.
Bacon Underwood Co.
C. H. White.
Allen Panel Co.
Standard Oak Veneer Co.
J. F. Conant Mfg. Co.
Acme Tea Chest Co.**

FOR FURTHER DETAILS SEND FOR CATALOG NO. 10.

The Coe Mfg. Co.

110 Keith Street,

PAINESVILLE, OHIO.

Figure 27. *American Lumberman*, 30 June 1906.¹⁰⁶

14 June 1906. The Iron Age.

“C.B. Allen, Johnson City, Tenn., [Manager of the Uptegrove affiliated Standard Oak Veneer Company, President of Allen Panel Company and (at various times from 1905 to 1909) Vice President, Secretary, and/or Traffic Manager of the Johnson City, Bakersville & Southern Railway] with a number of associates, is interested in the erection of a \$50,000 wood working plant. An 8½-acre site has been purchased for a plant and a full equipment is required, as well as 250 horse-power in boilers and 200 horse-power in engines.”¹⁰⁷

July 1906. Wood Craft.

“C.B. Allen, Johnson City, Tenn. [Manager of the Uptegrove affiliated Standard Oak Veneer Company and President of Allen Panel Company and (at various times from 1905 to 1909) vice president, secretary, and/or traffic manager of the Johnson City, Bakersville & Southern Railway], and associates, have purchased an 8½-acre site [between West Walnut Street and the Southern Railway] on which they will erect a woodworking plant to cost \$50,000. A full equipment of woodworking machinery will be required.”¹⁰⁸

12 July 1906. Johnson City Comet.

“Johnson City’s Greatest Loss – American Cigar Box Lumber Company’s Plant, One of the Largest in the South, Goes Up in Smoke. – Plant will be Rebuilt. – Thursday afternoon about five o’clock Johnson City witnessed the greatest fire loss in its history. The plant of the American Cigar Box Lumber Company was totally destroyed, entailing a material loss of over \$150,000 and throwing out of employment more than 150 persons. It was the largest factory in the city and fully 1,000 people were dependent upon its payroll for support. Willing workers saved office furniture, books, papers, etc., but the plant and machinery are practically a total loss. The stock rooms contained fully \$75,000 worth of finished product, ready to be shipped, and that is now in ashes. The insurance will probably not reach \$100,000.

Mr. Wm. E. Uptegrove, of Brooklyn, N.Y., is virtually the owner of the plant and he wired his local manager, J.B. Thomas, Friday that he would rebuild at once. This will be good news to the entire community.

How it Originated.

An employee was engaged in rewiring the plant in order to comply with the insurance regulations, and was at work upon the last lamp in the basement when his blow-pipe went out. In re-lighting it some gasolene, which had spilled, was ignited and set fire to a grease box in the basement beneath one of the large slicers. Flames flashed up like powder and were instantly carried to the second floor by the greasy dust on the belting. Almost before the alarm could be given the flames were beyond control. The fire extinguishers were ineffective and the fire department was powerless, because of lack of pressure first, to even check the blazing demon. The fire burned rapidly, and at times presented a spectacle that was awe-inspiring in its fierceness. Dense volumes of black smoke obscured the sinking sun and made it impossible to even see the building. Nothing was visible except the lurid tongues of the fiery demon in the inky clouds as they licked up the dollars in the path. There was a sullen roar behind it all that only added horror to the scene, and when a steam pipe was broken by a piece of falling timber the steam added fury to the flames and they leaped and whirled and hissed in their mad desire to consume something.

It was an awful fire and burned until late in the night. The department worked nobly and saved the nearby residences by almost snatching them from the flames.”¹⁰⁹



Figure 28. This photograph appears to show the remains of the American Cigar Box Lumber Company after the fire of 12 July 1906. Note the two-stall E.T.&W.N.C. R.R. engine house, the E.T. &W.N.C. R.R. mainline, and the First Christian Church, on East Main, between S. Roan and Division streets. Also of interest is what appears to be the remains of a boiler or furnace.¹¹⁰ See also Map 4 and figures 12, 13, 17, and 58.



Figure 28A.

15 July 1906. The St. Louis Lumberman.

“The plant of the American Cigar Box company, at Johnson City, Tenn., was burned on July 12th. The loss is estimated at \$100,000; insurance, \$75,000.”¹¹¹

19 July 1906. Johnson City Comet.

“Will Rebuild Factory. – American Cigar Box Lumber Company at Work on Plans. The Comet is pleased to convey the news that the American Cigar Box Lumber Co.’s plant will be rebuilt. From the ashes of the smouldering ruins will arise a much larger and better equipped plant than the one destroyed. Orders for machinery have been placed and the work of construction of the buildings will start at once and be pushed rapidly to completion as fast as energy and money can do the work.”

26 July 1906. Johnson City Comet.

“At Work on Foundations. M.H. Campbell has the contract for the brick work on the new plant of the American Cigar Box Lumber company, and started a large force of men at work Thursday morning.”

1 August 1906. The St. Louis Lumberman.

“The plant of the American Cigar Box Company, at Johnson City, Tenn., which was destroyed by fire about two weeks ago and a loss of \$110,000 thereby entailed, will be rebuilt at once. William T. Uptegrove, of William T. Uptegrove & Brother, of New York, was in Bristol this week and announces that his company will rebuild the big plant without delay and on a much better scale than the old one. The business employes about one hundred and fifty laborers.”¹¹²

2 August 1906. Johnson City Comet.

“Great and Rapidly Expanding Local Industry – One of Heaviest and Most Useful Industrial Enterprises and the Pride of Johnson City – A Plain Statement of the Remarkable Growth and Development of the Standard Oak Veneer Company and its Associated Allies – A Model Plant of Well-Designed Factory Structures – (By Benedict Burr) By far the heaviest and most useful industrial activity here and of which Johnson City is loyally and consciously proud, is that of the Standard Oak Veneer Company (incorporated) which had its inception only some five years ago, and which, literally, like a great portion of the product used – Oak – has grown to majestic proportions.

It is the purpose of this article to note in the briefest, most matter-of-fact form, a plain sketch of the rise and expansion of this capital industry, and in the limited space at my command only meager, bare outline can be drafted.

To attempt anything like an adequate portrayal of this splendid industry, its ingenious processes, its superb equipment, magnitude and extent of operations, and all else, other than by a skilled, expert mechanical writer, proficient in his line and gathering careful facts and statistics thereto, would be doing an injustice to this industry. In making this prefacial statement the writer is but relieving himself of the duty which would accompany this task, were the reader to erroneously to assume that this brief and imperfect digest in any manner assumed to be a faithful recapitulation of facts, figures and lore of this grand industry. Quite to the contrary, it is but a fragmentary attempt to delineate a few partial features which will somewhat serve to show our readers and the outside world the splendid success achieved, in a very brief time, by one well

managed manufacturing enterprise in Johnson City, and to direct attention thereto, as a notable, praiseworthy example of what one forceful, energetic manufacturing concern has accomplished since settling within its boundaries, and somewhat serving as an index for others to emulate in the future. It can rightly be said that this well ordered, progressive concern – the Standard Oak Veneer Company – since its inception hither has played a most important part in the development, upbuilding and general welfare of this city and district, and by their well-directed efforts, liberal business spirit and undeviatingly fair methods have won an unmeasured degree of appreciation from all dwellers here. From the outset this concern has, in every manner, well identified itself with all prime local affairs. It has nobly displayed its faith and interest in this city and region by its works, and has steadily and continuously made heavy investiture and costly improvements and developments. Besides, whatever improvements or additions that are affected are done in the best and most through manner, commensurate with the ample manufacturing structures erected in the start.

Some slight idea of the immensity of this plant may be gathered when it is stated that the group of structures composing the present plant, many of which are similar in general design and pattern – warehouses, boiler and engine rooms, electric systems and dynamos, yards, inner private tramways, connecting bridge runs, etc., – now occupy over five acres or ground at the western edge of the city, adjacent to the main line tracks, freight and passenger depots of the Southern Railway, spur tracks conveying cars to the yards and platforms of this concern and giving it the very finest unloading and shipping facilities. In brief, the ponderous machinery devices and equipment assembled throughout this plant are of the most approved modern class, much being of original pattern from designs of their own. Powerful engines and dynamos contribute above 400 horse power, electric lighting is provided by their own system, and the works are manned by a force of 150 skilled employees.

The productions of the Standard Oak Veneer Company's works may be manifested as sliced quartered oak and rotary cut veneers [see figure 29]. Dimension stock is a specialty. The most select oak and poplar are utilized. The universe may be said to be this company's market, large cities as Chicago, Cincinnati, San Francisco, Grand Rapids, Boston, New York, and others being large buyers.

But this is only a portion of the company's operations – the initial part, as it were. Pass along, and we enter the Allen Panel Company premises, just adjoining. This is an associate concern, also incorporated. This company manufactures taped veneers, matched jointed tape, all ready to lay in any size. Also built up panels or compound using entirely the raw material furnished from the Standard Oak Veneer Company. The equipment of this company is in equal high correspondence with the Standard Oak Veneer Company.

Operations are now well under way and costly construction has begun on new, spacious buildings which will comprise the plant of the Interior Hardwood Company, a newly added industry, whose productions will be the only ones made in this city, and which, when shipped, will distinctively advertise Johnson City as their special mart of manufacture, and the Interior Hardwood Company as their maker. Unlike other staple products and exports from here, which go out as raw material to enter into manufactured products elsewhere and thus lose their original identity, these finished productions will all bear the imprint of the Interior Hardwood Company, Johnson City, Tenn., and thus serve to advertise alike the name, fame and success of the city and the manufacturer for productions of high class worth.

An ample tract of some ten acres, to the eastward of the two others mentioned, has been purchased and apportioned for this enterprise. A series of special buildings, dry-kilns, warehouses and yards will comprehend this new plant, which will be a model of its class for the purposes designed. In the immense yards will be stored mammoth stacks of lumber for proper seasoning, a period of over one year's time being required for seasoning before being used, this safeguarding

against all future atmospheric changes, a matter of much concern that receives vigilant, careful attention and which necessitates having a large surplus stock in seasoning. It should here noted that, through the presence of this great industry, timber owners hereabouts are paid much higher prices than otherwise they would in the general market for this class of timber, as this concern pays a premium price in spot cash for all choice offerings.

The special products of the Interior Hardwood Company will be the very finest varieties of quartered white oak materials, made up from product manufactured by the Standard Oak Veneer Company and the Allen Panel Company, thus making a finished product to be used in fine residences, office buildings, bank structures, etc.

In resumption, in a very concise manner have general facts been adduced relative to the rise and rapid expansion of this notable local industry. The remarkable success achieved has been due, in a very marked degree, to the indomitable energy and forceful, well directed efforts of its management. The manager, Mr. C.B. Allen, under whose superintendence this enterprise has grown to such satisfactory proportions, is a native of the Empire State, and is of that quick, far-seeing type of men, to whom the methodical direction of large concerns is but a matter of fact. Moreover, he displays commendable interest in all movements tending to the advancement and upbuilding of this municipality, and is ever ready to co-operate in all prime affairs that betoken enlargement.

The Standard Oak Veneer Company with its associate concern, the Allen Panel Company, have in the past been most important factors here, and with this added associate, the Interior Hardwood Company, this trio of splendid manufacturing enterprises has for the future a career of promise which can hardly be forecasted. From the very outset and throughout an unbroken period of steady triumph, they have acquired the good will and popular regard of all manner and classes of citizens here, whom are pleased to observe the continued advancement and well deserved prosperity of this grand industry.”

9 August 1906. Manufacturers Record.

“Johnson City, Tenn. – Woodworking Plant. Interior Hardwood Co. has begun the erection of \$50,000 factory for the manufacture of veneer doors, hardwood interior finish, etc.”¹¹³

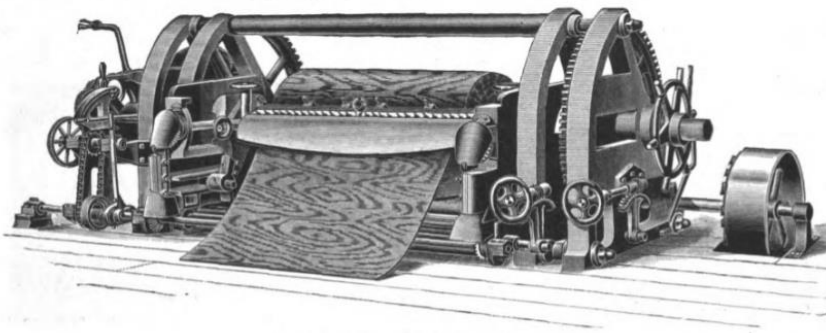
August 1906. The Packages.

“The plant of the American Cigar Box Co., Johnson City, Tenn., burned a few days ago, will be replaced as once. The fire entailed a loss of about \$100,000, offset by \$75,000 insurance. The plant was owned by Wm. T. Uptegrove & Bro., of New York. One hundred and twenty-five men were thrown out of employment. Wm. E. Uptegrove came down from Brooklyn, after the fire, and has arranged speedy rebuilding. The new plant will be somewhat differently arranged...”

The big plant of the American Cigar box Lumber Co., at Johnson City, Tenn., burned last month, with an estimated loss of \$150,000, covered by insurance of approximately \$100,000. The cause of the fire is said to have been due to an employee’s carelessness in dropping a lighted match on some gasoline which had been spilled on the floor. It is reported that the plant, which gave employment to upwards of 150 hands, is to be rebuilt.”¹¹⁴

THE KING OF ROTARIES.

For producing thin lumber and veneers from all native timbers.
Any length of knife used up to 10 ft.
Any diameter of swing up to 6 ft.



A FEW FACTS.

This Cutter has been on the market for thirty years.
Has entirely passed through the experimental stages.
Is built in over sixty different sizes and specifications.
It will accurately cover any proposition that is practical.
We can tell you if your proposition is practical or not.
We have a large and most modern equipped plant in which



to manufacture them and a corps of experts to handle the different branches of manufacture.

We received the highest award—a Gold Medal—at the Pan-American Exposition at Buffalo.

We invite correspondence regarding their merit and efficiency.

Write us, the largest builders of Veneer Cutting Machinery in the world.

Established
1852.

THE COE MFG. CO., PAINESVILLE, OHIO, U. S. A.

Figure 29. The St. Louis Lumberman.¹¹⁵

29 September 1906. Electrical World.

“Allis-Chalmers Electrical Orders. – The Allis-Chalmers Co., of Milwaukee, Wis., report the following recent orders in their electrical department... American Cigar Box Lumber Company, Johnson City, Tenn., 10-kw generator, 25-kw generator, two 10-hp motors, 7 ½ hp motor, 3-hp motor and switchboard.”¹¹⁶ Apparently, this order was a result of the fire that destroyed the plant of the American Cigar Box Lumber Company, which occurred in July 1906.

27 December 1906. Johnson City Comet.

“Woodworking Plant. This week the Interior Hardwood plant of the Standard Oak Veneer Co. opens for business. It is situated close to the other buildings and is equipped with the very latest and finest machinery. C.B. Allen [Manager of the Uptegrove affiliated Standard Oak Veneer Company and vice president, secretary, and/or traffic manager of the Johnson City, Bakersville & Southern Railway (at various times from 1905 to 1909), as well as President of Allen Panel Company and Interior Hardwood Company] will look after the interests of the plant and seventy-five men will be employed to start with. The capacity of the plant will be increased from time to time as business justifies.”

WE WANT TO BUY

The following lumber in all
thicknesses and grades:

**ASH, CHERRY, POPLAR, BASSWOOD,
CYPRESS, PLAIN W. OAK, QT'D W. OAK.**

WM. E. UPTEGROVE & BRO.
Foot of Java St., BROOKLYN, N. Y.

Figure 30. St. Louis Lumberman., 15 November 1906.¹¹⁷

December 1906. Packages.

“Over at Johnson City, Tenn., the Standard Oak Veneer Co. is manufacturing hard oak veneers and the Allen Panel Co. built-up panels. C.B. Allen is manager. These companies employ 160 to 175 men.”¹¹⁸

December 1906. “The American Cigar Box Lumber Company... has been in continuous full operation... with the exception of a six months period in 1906, when the original plant was destroyed by fire. The fire occurred early in July, 1906, and the new plant was in operation in December of the same year... W.L. [Wilbur Lyman] Clark, prominent Rotarian, has been the manager of the plant during its entire successful life.”¹¹⁹ Additionally, Wilbur L. Clark served as the Treasurer and Auditor of the Johnson City, Bakersville & Southern Railway at various times from 1906 to 1909.



Figure 31. “Plant of the American Cigar Box Lumber Company”, by 1909.¹²⁰ This appears to be a view of the plant after the 1906 fire and the resulting reconstruction. This view seems to be looking west, across Division Street at the boiler room (center, with the three smokestacks), a coal bin, and the “Shook Department” (left), see Map 6A, as well as figures 51 and 52.



—To—

Cigar Box Lumber Manufacturers:

WE wish to say a few words on the subject of cutting and drying stock. Whether you contemplate adding to the equipment of your present mill or whether you are simply considering the advisability of erecting and equipping a mill, what we have to say should be of some interest to you.

You will, of course, concede that in the cutting of cigar box lumber such machinery as has conclusively and practically proven its worth in the mills of many of the most prominent manufacturers, both in the U. S. and foreign countries, deserves and merits your careful consideration. In the reducing of round logs of cedar, gum or poplar into cigar box lumber the Coe Rotary Veneer Lathe stands head and shoulders above all others. Its massive construction, the ease with which it is handled, its absolute accuracy of operation, the fact that it is equipped with special features and labor saving devices not found on other machines, combined with the very important fact that it produces perfect stock, practically place it in a class by itself.

Then, too, we make a veneer sawing machine for sawing cedar or mahogany for cigar box purposes. An illustration and full description of this machine will be found in our catalog, a copy of which we shall be pleased to send you.

If a slicer is desired, we wish to say that we can accommodate you with one of any size or capacity—the most thoroughly up-to-the-hour machine of its class, carrying the Coe guarantee to do perfect work.

The proper drying of cigar box lumber is of vital importance, and for this purpose, the Coe Automatic Roller Drier is the only drier that will dry stock as rapidly as it is cut, and dry it absolutely flat and without checks or splits. Cigar box lumber whether sawed, sliced or rotary cut is dried in the shortest possible time. For instance, in a number of mills it is drying 3-16 inch stock in from 30 to 35 minutes.

A Few of the well known users of COE MACHINERY in the manufacturing of cigar box lumber are:

- Geo. D. Emery Co., Chelsea, Mass.
- Wm. E. Uptegrove & Bro., New York City.
- Astoria Veneer Mills, Long Island City, New York.
- Miller Bros., Red Lion, Pa.
- American Cigar Co., New York City.
- Sheip & Vandegrift, Philadelphia, Pa.
- Tampa Box Co., Tampa, Fla.

Our Catalog No. 15 is Interesting.



The Coe Manufacturing Co.

115 Davidson Street

PAINESVILLE, OHIO, U. S. A.



Figure 32. Barrel and Box, February 1907.¹²¹

23 February 1907. American Lumberman.

“The large woodworking plant [apparently the Interior Hardwood Company], at Johnson City, of William E. Uptegrove, of New York, went into operation last Thursday. Hardwood veneers and interior finish work will be made. R.P. Mitchell, of Birmingham, installed a 500-horsepower engine in the new plant. Mr. Uptegrove is interested in two other Johnson City plants, the American Cigar Box Lumber and the Standard Oak Veneer Company [as well as the Allen Panel Company], which are under the management of J.B. Thomas [also General Manager of the Uptegrove & Brother operations in Johnson City] and C.B. Allen [Manager of the Standard Oak Veneer Company, President of Allen Panel Company, and vice president, secretary, and/or traffic manager of the Johnson City, Bakersville & Southern Railway], respectively. These factories employ about 500 men.”¹²²

2 June 1907. Johnson City Comet.

“Through the City. – South & Western now Building in Corporate Limits... The large brick warehouse at the Standard Oak Veneer Co.’s plant is to be removed to allow the track to pass that point and manager C.B. Allen has been notified to vacate.”

20 June 1907. Johnson City Comet.

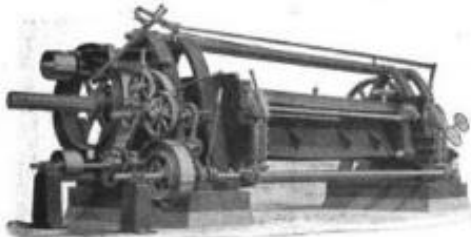
“Hail Storm... The roof was blown off the ware house of the Standard Oak Veneer Co. and a large lot of stock damaged...”

25 July 1907. Johnson City Comet.

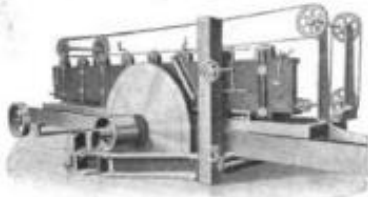
“Johnson City Products. It goes without saying that Johnson Citians are pleased with everything produced here but there is one product of which we have every reason to be especially proud and that is the interior finish and hardwood doors made by The Interior Hardwood Co. This company is under the management of C.B. Allen [also Manager of the Uptegrove affiliated Standard Oak Veneer Company, President of Allen Panel Company, and vice president, secretary, and/or traffic manager of the Johnson City, Bakersville & Southern Railway] and is manufacturing a line of goods that cannot be excelled in the United States. The veneered doors are beauties and are the best that can be made, perfect in every detail. The factory is equipped with the latest and most improved machinery and only the most skilled labor is employed under the supervision of a competent superintendent and only the best workmanship is permitted to go to market. It will be a revelation to you to take a look into this factory. One of the doors is on exhibition at the Summers-Parrott Hardware Co.

Mr. Allen has fitted up his office in keeping with his line of business. His private office is finished in quartered oak, dark, and the rooms are occupied by his secretary and cashier are in quartered sycamore, finished natural. They are paneled throughout but his office has a very high wainscoting and the paneled ceiling. The large vault makes a complete office and a thing of beauty.”

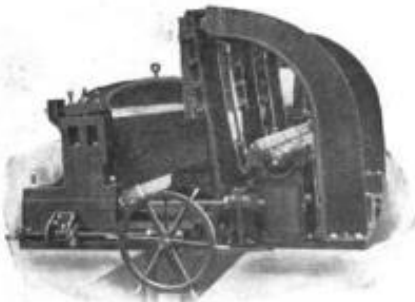
In Cutting Cigar Box Lumber



VENEER LATHE



VENEER SAWING MACHINE



VENEER SLICER



AUTOMATIC VENEER DRYER

From cedar, gum or poplar, the Coe Veneer Lathe demonstrates its superiority. It is massive in construction, accurate in operation, equipped with special features and labor saving devices not found on other machines, and it cuts perfect stock.

We make a Veneer Sawing Machine for sawing cedar or mahogany for cigar box purposes.

We also build slicers of various sizes and capacities for cutting thin lumber of every description and for any and all purposes.

The Coe Roller Dryer will dry cigar box lumber—sawed, sliced or rotary cut—as rapidly as it is cut, and dry it flat and without checks or splits.

A few of the well-known users of Coe machinery in the manufacturing of cigar box lumber are:

Geo. D. Emery Co., Chelsea, Mass.
Wm. E. Uptegrove & Bro, New York City.
Astoria Veneer Mills, Long Island City, N. Y.
Miller Bros., Red Lion, Pa.
Americun Cigar Co., New York City.
Sheip & Vandegrift, Philadelphia, Pa.
Tampa Box Co., Tampa, Fla.

The Coe Mfg. Co. 107 Lewis Street,
Painesville, O., U. S. A.

WRITE FOR CATALOG NO. 7.

SPANISH CEDAR

Cigar Box Lumber

.....

We are now prepared to supply the trade promptly with Spanish Cedar in any quantities.

For a year past we have been increasing our facilities in every department of manufacture.

This together with an assured log supply from the Island of Cuba enables us to hereafter give prompt service not only under normal conditions but also during rush seasons.

.....

WILLIAM E. UPTEGROVE & BRO.

Foot Java St., East River, Brooklyn, N. Y.


Figure 34. Tobacco Leaf, 14 July 1907.¹²⁴

25 July 1907. Johnson City Comet. Also in 1, 8 August, 26 September, 3 October

“Wanted – Men and boys, 14 years of age and over to work in factory. Call on American Cigar Box Lumber Co.”

12 September 1907. Johnson City Comet.

“C.M.B. Weaver, bookkeeper for the American Cigar Box Lumber Co., has been promoted and will go to Norfolk to take charge of a plant there for Wm. E. Uptegrove & Co. Mr. Weaver is an expert accountant and deserves the promotion.”



The "A B C" Dry Kilns

**Give Satisfactory Results
with all kinds of package stock**

"We can cheerfully recommend your Dry Kiln to any one that may be considering the purchase of a Dry Kiln."
Manuelona (Mich.) Hoop Co.

"If the kiln is properly handled by the operator there is no question as to the results."
National Veneer Co.,
Charleston, W. Va.

"The machinery that we bought from you some time ago for our dry kiln is giving entire satisfaction."
American Cigar Box Lumber Co.,
Johnson City, Tenn.

"We have been using one of your kilns for a number of years and have gotten most excellent results from it."
Richmond (Va) Cedar Works,
Mfgs. Wooden Ware.

**Why not let us solve
YOUR drying problems?**

American Blower Company
Detroit, Mich.

New York Chicago Atlanta London

Figure 35. Barrel and Box, October 1907.¹²⁵



Figure 36. Johnson City Comet, 3 October 1907.¹²⁶

The Panic of 1907 and its Impact on the
William E. Uptegrove & Brother Lumber Company, 1907 – 1909

26 October 1907. Barrel and Box.

“Receiver for Brooklyn Veneer Concern. New York, Oct. 29. – An application for the appointment of receivers to take charge of the affairs of William E. Uptegrove & Bro., manufacturers of hardwood box lumber and veneers, of Brooklyn, was heard October 26, before Judge Chatfield, in the United States District Court. John T. Dingee, Charles A. Decker and William E. Uptegrove were appointed temporary receivers, under a joint bond of \$50,000.

The applicants for the receivership were the American Cigar Box Lumber Company, of which Jerome P. Uptegrove is treasurer, and the Fredericks & Smith Company [controlled by Thomas A. Fredericks and Edwin F. Smith]. The Uptegrove firm is said to be indebted to the petitioners to the amount of \$30,000.

The Uptegrove Company occupies a factory fronting on West Street, between Java and Kent, upon which it has a lease running to 1923. It is stated in the complaint that the company is capitalized at \$500,000, and that it has outstanding obligations of more than \$400,000, but that it is operated upon a profitable basis at the present time and that the appointment of receivers to conduct the business will save it from probable embarrassment through unnecessary litigation.”¹²⁷

1907. “Autobiography of William E. Uptegrove”

Gifford Mills Uptegrove wrote: “I entered Princeton in the class of 1906... After graduation I entered my father’s business... it was in the Greenpoint office that I started my business career in the summer of 1906. But it was not to last long. In the Fall of 1907 came ‘the Panic’. Money tightened overnight, and Banks suspended their usual ‘accommodations’. This caught my father, who was financing a business in Tennessee for the purpose of protecting the American Cigar Box Lumber Company from the inventor of the slicing machines [apparently a reference to Edwin F. Smith, who had been Superintendent of the Uptegrove Cigar Box factory]. Although this man had sold the patents to my father he nevertheless built and sold some similar machines to competitors. Instead of resorting to law, my father yielded to blackmail and enabled that man to start up another business. From an original outlay of \$5,000, it grew to \$400,000 by the time of the Panic, and this necessitated asking for a Receivership for Wm. E. Uptegrove & Bro. [William E. Uptegrove also had significant financial involvement in the Standard Oak Veneer Company, the Allen Panel Company, the Interior Hardwood Company, and Johnson City, Bakersville & Southern Railway at this time.] Thus, at an age of 55, my father lost everything tangible except our home in Brooklyn and country place in New Canaan, Conn. But the intangibles he did not lose. He retained the goodwill of his customers, the respect of his competitors, and the confidence of his former suppliers. In effect they said ‘let us know when you are ready to start again’. He had never closed a business because of indebtedness to him, but on the contrary he had helped the owners to get back on their feet and out of debt. He had also furnished the capital necessary for three young furniture salesmen to start in business for themselves. They prospered and by this time had become the leading furniture manufacturers in Grand Rapids, which then was the center of the industry. They now came forward without being asked and said ‘Count on us, W.E. for anything you need’. They financed the equipment of a new Mill, and purchased for him at auction the stock of the American Cigar Box Lumber Company when it was offered for sale by the Receivers of Wm. E.

Uptegrove & Bro. [The author did not locate any documents indicating that the American Cigar Box Lumber Company was ever sold at auction.] All moneys supplied by these men were treated as loans which were later repaid in full. Thus at age 55 he began a new career from scratch.

The American Cigar Box Lumber Co., which manufactured cigar box lumber from Yellow Poplar at Johnson City, Tenn. was unaffected by the Receivership, although the mahogany stock was owned by the Corporation, Wm. E. Uptegrove & Bro. To obtain the necessary Poplar extensive purchases of timberlands had been made, on which Poplar was only one of many varieties of hardwood timber. These other hardwoods were manufactured into lumber and marketed by Wm. W. Uptegrove & Bro. in a separate department headed by my brother Edgar until his death in 1906. Thereupon his Assistant succeeded him as Manager. When the Receivership occurred in the Fall of 1907, the Receivers (my father, Charles A. Decker and John M. Dingee) agreed to a proposal made by my father that the liquidation of those hardwoods be turned over on a commission basis to a partnership composed of the Manager of the department and myself. So a partnership was formed by the name of Uptegrove & Polhemus. I was to furnish the capital, and he the experience. I obtained the capital by loans from the father of one of my college roommates and from the same men who later financed my father's new start. So from November 1907 to January 1910 I was a hardwood lumber wholesaler...¹²⁸

EDWIN F. SMITH COMPANY,
Mechanical Engineers.

Patent Veneer Slicers and Dryers,

Rotary Stay Logs for Cutting Veneers or thin Lumber from Waste of Rotary Veneer Machine and from Small Timber down to six inch diameter.

Special Machinery in General.

479 North Fifth Street, Philadelphia, Pa.

The Sibley Journal of Engineering, October 1906.¹²⁹

1 November 1907. The Lumber World.

“Eastern Concern in Trouble. (Special Dispatch to the Lumber World.) New York, Oct. 29. – The business of W.E. Uptegrove & Bro., with headquarters in Brooklyn, has been placed in the hands of receivers on the application of creditors. The receivers named are W.E. Uptegrove, C.A. Decker and J.F. Dingel. The capital of the firm is \$500,000. And it is said the amount due creditors is approximately \$400,000. The embarrassment of W.E. Uptegrove & Bro. does not in any way involve Uptegrove & Beckwith, mahogany dealers, of this city. W.E. Uptegrove & Bro. operate an extensive plant at the foot of Java street, East river, and make a specialty of cigar boxes.”¹³⁰

2 November 1907. American Lumberman.

“Appoint Receivers to Prevent Embarrassment. New York, N.Y., Oct. 28. – An application for the appointment of receivers to take charge of the affairs of William E. Uptegrove & Bros., manufacturers of hardwood box lumber and veneers, of this city, was heard today before Judge Chatfield in the United States district court, John T. Dingee, Charles A. Decker and William E. Uptegrove were appointed receivers under a joint bond of \$50,000. The applicants for the receivership were the American Cigar Box Lumber Company, of which Jerome P. Uptegrove is treasurer, and the Fredericks & Smith Company [controlled by Thomas A. Fredericks and Edwin F. Smith]. The Uptegrove company is alleged to be in debt to the petitioners to the amount of \$30,000. The company occupies a factory in Brooklyn upon which it has a lease running to 1923. It is alleged in the complaint that the company is capitalized for \$500,000, and that it has outstanding obligations of more than \$400,000, but that it is operated on a profitable basis at the present time and that the appointment of receivers to conduct the business will save it from probable embarrassment and unnecessary litigation.

William E. Uptegrove & Bro. are said to have operated in a wider variety of lumber product and in a more varied field than any other lumber concern in the United States. Their business consisted in the handling of finer furniture and finishing woods from all of the greater markets. This firm was the largest handler of Spanish cedar in the country, buying the hewn logs, which were converted into cigar box lumber, and the Uptegrove concern turned out enough material to box approximately 8,000,000 cigars a day. In 1903 the firm was the owner of about 40,000 acres of virgin poplar and hardwood timber in eastern Tennessee and western North Carolina, and it then operated five saw mill plants, and also was a large purchaser in the open market of high grade American hardwood. The Uptegrove poplar operations in the White Rock mountain neighborhood of eastern Tennessee were known as among the most carefully managed and up to date in the country, and the same might be said of the hardwood yard maintained by their firm in Brooklyn, where was stored a large quantity of mahogany at all times. This business was one of the largest in the country of its kind, and involved an extraordinary knowledge of an endless variety of hardwoods. It was highly successful, and it is a matter of much regret to the trade that it should have terminated so unfortunately.”¹³¹

10 November 1907. Hardwood Record.

“New York. The most important event in the local lumber circles during the fortnight was the failure of W.E. Uptegrove & Bro., prominent Brooklyn hardwood house, which went into the hands of receivers on October 28, J.T. Dingee, C.A. Decker and William E. Uptegrove being appointed temporary receivers under a joint bond of \$50,000. The application was made by the American Cigar Box Company and the Fredericks and Smith companies, creditors to the extent of \$30,000. The capital of W.E. Uptegrove & Bro. is \$500,000, and it is understood that the outstanding obligations are \$400,000. The action was taken as a logical means of meeting the financial situation, conserving the interests of customers, creditors and stockholders, and the receivers will continue the business. On November 14, in the Circuit Court of the United States, Federal building, Brooklyn, arguments will be heard as to why receivership should not be continued during the pendency of the suit of the creditors against the firm. W.E. Uptegrove & Bro. have been prominent in the hardwood trade of the metropolitan district and in manufacturing in the south for many years, its plant located between Java and Kent streets, Brooklyn, being one of the largest in the district. While formerly heavily interested in Mahogany and veneer trade, this

branch of the business was sold two years ago [1905] to Jerome P. Uptegrove, a brother, and Mr. Beckwith, who under the firm name of Uptegrove & Beckwith have since operated at the foot of Tenth street, Manhattan, and who are in nowise affected by the failure of W.E. Uptegrove & Bro.”¹³²

15 November 1907. The Lumber World.

“Meeting of Uptegrove Creditors Called. New York, Nov. 9. – Following the failure of W.E. Uptegrove & Bro., the large Brooklyn hardwood house, an order has been issued for meeting of the creditors in the circuit court of the United States, Federal building, Brooklyn, to show cause why the receivership should not be continued as a logical means of meeting the financial situation and conserving the interests of the customers, creditors and stockholders...

Notwithstanding the financial embarrassment of the company at its New York end, the plant of W.E. Uptegrove & Bro., of the former city, is in operation at Johnson City and running as usual...”¹³³

23 November 1907. American Lumberman.

“From the Old Dominion. Norfolk, Va., Nov. 18... William E. Uptegrove & Bros., of New York, who were forced into the hands of receivers some weeks ago, have closed their box shoo plant in this city. Uptegrove & Bros., who are probably the largest box manufacturers in the world, have been operating a plant in this state for the last year, experimenting with North Carolina pine as material for boxes. At the time of their failure they were planning a \$65,000 plant to be erected in this city for the manufacture of box shooks from North Carolina pine, and their plans may still be carried out, as their receivership is temporary...

The financial embarrassment of William T. Uptegrove and Co., owning a large plant at Johnson City, is said to be merely temporary and attributable to the financial situation. According to local lumbermen the concern is not only solvent but worth several times its liabilities and owns extensive timber interests in this section. The plant at Johnson City is still in operation.”¹³⁴

25 November 1907. Hardwood Record.

“The status of Uptegrove’s Affairs. The court hearing in Brooklyn on November 14 on the suit of the American Cigar Box Lumber Company et.al. vs. W.E. Uptegrove & Bro., whose financial embarrassment was noted in the last issue of the Record, as to why the receivership should not be made permanent, was attended by practically every creditor and the outcome was favorable to a continuance of the receivership under which the various operations will be continued and the debts of the firm liquidated as soon as possible. The report of the affairs of the firm as made look favorable to a full payment of all claims and it is believed that if such procedure is allowed to continue the creditors will receive one hundred cents on the dollar. The reason for the failure is given as the financial stringency and overextension, rather than insolvency. The statement presented to the creditors is as follows:

[Table 9.] Assets.

Stock on hand	\$1,00,964.67	
Stock and bond account	7,420.00	
Real estate and timber lands in Virginia, North Carolina and eastern Tennessee	118,880.74	
Machinery and buildings	214,362.34	
Bills and accounts receivable	316,231.61	
Capital stock owned in the American Cigar Box Lumber Company	593,100.00	
Cash in banks	763.46	
	[Total]	\$1,351,722.82

[Table 10.] Liabilities.

Capital	\$454,400.00	
Bills and accounts payable, including notes and acceptances, and ledger accounts	519,004.73	
Loans	\$2,982.90	
Unpaid dividends, taxes, water supply and commissions	16,079.37	
Surplus over all liabilities	279,255.82	
	[Total]	\$1,351,722.82

While the opinion is advanced that there is a possibility that the capital stock of the American Cigar Box Lumber, as included in the above assets is rather high, that company nevertheless owns 35,000 acres of valuable timber land, excellent plant, etc., and has been paying good dividends to date, while as an offset to any overestimate the valuable leasehold interests of W.E. Uptegrove & Bro. in the Greenpoint district of Brooklyn, which has a long term of years to run, has not been included in the assets, but has good value. Then the American Cigar Box Lumber Company, after a careful appraisal, is stated to have real value in excess of \$500,000. Some of the bills payable, notes and acceptances, etc., mentioned in the liabilities, and loans are pertinent to the Standard Oak Company, the Interior Hardwood Company, and Allen Panel Company of Bristol, Tenn., in which W.E. Uptegrove & Bro. own substantial interests, but which companies are in nowise affected by the firm's embarrassment, but on the other hand are doing excellently and are valuable subsidiary interests. It is the aim of the present management to liquidate the indebtedness as speedily as possible until it takes the business out of the hands of the receivers."¹³⁵

26 November 1907. Manufacturers Record.

"Norfolk, Va. – William E. Uptegrove & Bros., New York, N.Y., are reported as contemplating establishment of plant in Norfolk for manufacturing box shooks from North Carolina pine, investing about \$65,000."¹³⁶

30 November 1907. American Lumberman.

"The plant of William T. Uptegrove & Co., at Johnson City, and that of the American Cigar Box Company, a subsidiary corporation, are still in operation, notwithstanding the company's financial embarrassment in New York."¹³⁷

November 1907. Packages.

“Brooklyn, N.Y. – Wm. E. Uptegrove & Bro., large box lumber manufacturers, have been petitioned into involuntary bankruptcy; petition filed by Astoria Veneer Mills, Ball & Jewell and the Stephens & Conrow Co.”¹³⁸

1 December 1907. The Lumber World.

“Receiver for W.E. Uptegrove & Bro. New York, Nov. 23. – A hearing in court on November 14 resulted in the appointment of a permanent receiver for the business of W.E. Uptegrove & Bro., of Brooklyn. A schedule shows assets of \$1,351,722.82 and liabilities of \$1,072,467. While it is considered that perhaps the value of the capital stock of the American Cigar Box & Lumber Company included in the assets is high, there is an important offset to any over valuation in that direction through the fact that the valuable leaseholds of Uptegrove & Bro., in the Greenpoint district of Brooklyn, including valuable dock privileges and which have till 1923 to run, have not been included in the assets.

Among the loans, open accounts, acceptances, etc., in the liabilities are various amounts assumed by the firm in connection with the Standard Oak Company, the Interior Hardwood Company and the Allen Panel Company, of Bristol [actually Johnson City], Tenn., in all of which W.E. Uptegrove & Bro. have a substantial interest, but these companies are in no wise affected by the Uptegrove embarrassment, but are all doing well and paying substantial returns.

It is the purpose of the receivers to prosecute as speedily as possible a liquidation of the indebtedness of the firm and take it out of the receivers’ hands as soon as possible, and it is believed that the value of the assets over liabilities is such that if there is no interference on the part of the creditors, that the latter will receive dollar for dollar.”¹³⁹

7 December 1907. American Lumberman.

“A new wholesale hardwood firm has been started at 1 Madison avenue by Uptegrove & Polhemus, composed of G.M. Uptegrove and J.M. Polhemus, who were formerly connected with W.E. Uptegrove & Bro., the well known hardwood concern. They will handle a general line of domestic hardwood and have a distributing yard at the foot of Kent street and the East river. Mr. Uptegrove is the son of W.E. Uptegrove and both gentlemen have had a good experience in the hardwood trade.”¹⁴⁰

21 December 1907. American Lumberman.

“Ancillary Receiver Appointed. Norfolk, Va., Dec. 14. – C.M.B. Weaver, with bond of \$10,000, has been appointed ancillary receiver in Virginia for William E. Uptegrove & Co., of New York city. The action was taken under the suit of the American Cigar Box Lumber Corporation and the Fredericks & Smith Company [controlled by Thomas A. Fredericks and Edwin F. Smith] against Uptegrove & Co. now pending in the United States court for the eastern section of New York, where William E. Uptegrove, Charles A. Decker and John T. Decker are receivers.”¹⁴¹

December 1907. Packages.

“The business of Wm. E. Uptegrove & Brother, manufacturers of cigar box lumber and veneers on West street, between Java and Kent streets, Brooklyn, is now being conducted by John T. Dingee, Chas. A. Decker and Wm. E. Uptegrove, as temporary receivers under the joint bond of \$50,000. The company owes large amounts to several creditors, among whom are the American Cigar Box Lumber Co., of which Jerome P. Uptegrove is treasurer, and the Fredericks & Smith Co. [controlled by Thomas A. Fredericks and Edwin F. Smith.] The Uptegrove company’s indebtedness to the two concerns above mentioned is said to be approximately \$30,000. In their application to the United States district court to have receivers appointed for the Uptegrove company, the petitioning creditors stated that the company’s business had operated until recently in a profitable manner and that the appointment of receivers probably will enable it to survive its temporary financial embarrassment, without resorting to unnecessary litigation, and eventually to pay all claims against it. The company has a capital of &500,000 and outstanding obligations of more than 400,000...”

Norfolk, Va. – Wm. E. Uptegrove & Bros., New York, N.Y., are planning establishing plant in Norfolk to make box shooks from North Carolina pine, investing about \$65,000.”¹⁴²

10 February 1908. Hardwood Record.

“C.B. Allen of the [Uptegrove affiliated] Allen Panel Company [, Interior Hardwood Company] and the Standard Oak Veneer Company [as well as Vice President, Secretary, and/or Traffic Manager of the Johnson City, Bakersville & Southern Railway] has just returned from a trip to the East and Middle West, where he landed sufficient business to keep his mills at Johnson City in operation for some time.”¹⁴³

15 May 1908. The St. Louis Lumberman.

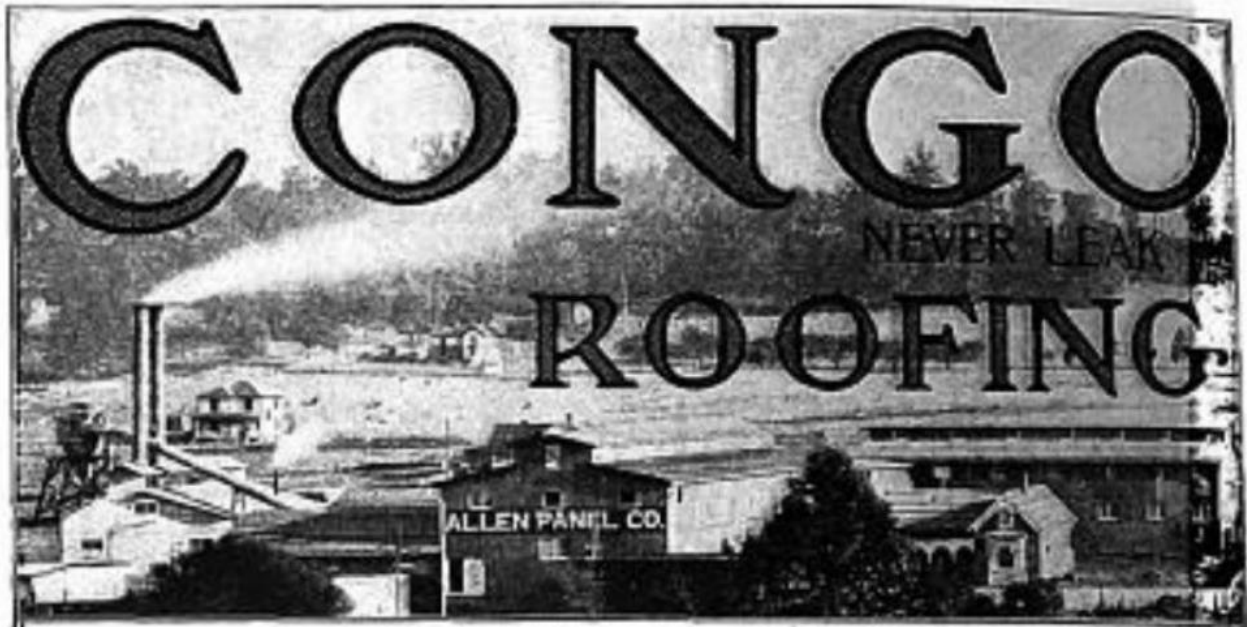
“Norfolk, Va., May 12, 1908... While here Mr. [L.J.] Baltes called on L.H. Swann, who operates the Berkley Box & Lumber Company, in Berkley ward, of Norfolk... The Berkely Box & Lumber Company was operated by Wm. E. Uptegrove & Co., of New York City up to the time of their financial disaster, and is a thoroughly up-to-date and well equipped plant...”¹⁴⁴

21 May 1908. Johnson City Comet.

“W.H. Cushing, of Fletcher, N.C., who has business relations with the American Cigar Box Lumber Co., has been in the city for several days in conference with Mr. Uptegrove and Mr. J.B. Thomas [General Manager] of the same company. He left for home last night.”

4 June 1908. Johnson City Comet.

“Heavy Rain Storm – Johnson City Visited by Great Flood. – Great Damage Done – buildings Flooded, Bridges and Fences Disappear Rapidly... The Southern main line through the city was submerged a foot from the Standard Oak plant to the Tannery... The Standard Oak Lumber Co., had a foot of water in its warehouse and the new buildings had water up to their floors, logs were floating away and the belts, pulleys, shafting, etc., under the buildings were covered with mud and great damage was done, much finished stock was also ruined...”



“Plant of Allen Panel Co., Johnson City, Tenn., Roofed with Congo.”

CONGO ROOFING is made for all weathers. An unusually severe storm won't hurt it. An extraordinary hot spell won't hurt it. An extra long cold snap won't hurt it. It will stand *any kind of exposure*. It is the “*Neverleak-roof*”—the kind that stays tight after it gets old as well as when it is new.

CONGO ROOFING is a *real protection* to any building. Some roofings are nothing but paper that will take a layer of paint or coating. In that case the paint is your real roof, and when it wears off, the roof is ruined. It is an actual fact that many so-called roofings will dissolve under the action of water if not protected by the paint or coating.

Congo Roofing is a different proposition. The weather finds no way in which to attack it.

RAIN can't damage it because there is nothing in it that is affected by water in any way. If Congo Roofing were put at the bottom of a pond, the water would not disintegrate it in years.

AIR can't damage it because there is nothing in it that is volatile—nothing that will evaporate. If Congo Roofing were hung out like a flag for years, so that air could get at both sides of it, it would stay just as pliable and elastic as when new.

CLIMATE can't change it because there is nothing in it that is affected by either heat or cold. The heat on roofs in summer is often terrific, and in winter

the snow thaws and freezes there *for weeks*, but Congo has never shown any effects of such exposure.

It can't *rot* because there is nothing in it that can decompose. It is because we know the nature of the materials we use that we venture to make these claims.

EVERY foot of Congo Roofing is carefully inspected as it comes off the machine. No imperfect rolls are allowed to leave the factory. Every pound of the material that enters into the composition is *carefully tested* before being used, and strictly held to standard. Should it fail in the slightest way, it is immediately discarded.

CONGO ROOFING is put up in rolls 36 inches wide. Each roll contains 108 square feet, sufficient to cover 100 square feet and allow for a two-inch lap.

The rolls are finished with an attractive wrapper and label, and are capped with a special metal cap to protect the ends of the roofing. A steel rod runs through the center to hold the fixtures securely in place.

SUFFICIENT Congo cement, nails and caps for applying are neatly packed in the center of each roll, so that you pay nothing for extras.

CONGO ROOFING is easy to apply. Skilled labor is not necessary. You don't have to hire an expert to help. If you can drive a nail you can do all the work that is necessary.

FREE SAMPLE

Don't buy your roofing until you examine a sample of Congo; and remember, Congo samples are not special pieces prepared for the purpose, but are cut from our regular stock.

We mention this because Congo is so attractive looking, so tough and pliable, that people sometimes think the samples must be specially prepared.

UNITED ROOFING & MANUFACTURING COMPANY

Successors to Buchanan Foster Co.

572 West End Trust Building, Philadelphia, Pa. Chicago San Francisco

Figure 37. The Saturday Evening Post, 27 June 1908.¹⁴⁵

CONGO *NEVER LEAK* ROOFING



Congo on Allen Panel Co.'s Buildings, Johnson City, Tenn.

Pliable, durable, easily laid, and of such waterproof qualities that it equals rubber itself in keeping out water—that's Congo. Storms do not affect it, neither does heat or cold.

Congo doesn't dry out or rot out.

Every roll runs uniform throughout, with smooth, even edges.

Nails, caps and cement free in center of each roll.

Congo gives maximum service with minimum care.

A genuine Guarantee Bond of the National Surety Co. with every roll.

It's worth while writing for a free sample. Do it to-day.

UNITED ROOFING AND M'F'G. CO.

Successors to Buchanan Foster Co.

600 West End Trust Bldg., Philadelphia, Pa.

CHICAGO

SAN FRANCISCO

Figure 38. The Southern Planter.¹⁴⁶



Figure 39. These two images of the “Allen Panel Co.” appear to actually be of the Interior Hardwood Company, looking south. The building at the left houses the boiler, the one in the center with the “Allen Panel Co.” sign is the Planing Mill, the long one on the right in the back is a storage facility, and the small one to the right of the Planing Mill is the office. See Map 7A.

15 June 1908. The Lumber World.

“The large mills of the [Uptegrove affiliated] Standard Oak Veneer Company and the Allen Panel Company at Johnson City, which were damaged by the recent high waters and floods, are about ready to resume operation, the repairs having been completed. President C.B. Allen, of the concerns, was on the ground and personally superintended the work. The two concerns lost about \$10,000 by the floods.”¹⁴⁷

1 July 1908. The Lumber World.

“The plants of the Standard Oak Veneer Company, Allen Panel Company and the Interior Hardwood Company, which were heavily damaged by the floods and high waters of a month ago, are now able to resume operation. The total loss was about \$15,000.”¹⁴⁸

July 1908. Barrel and Box.

“A Growing Industry. Norfolk, Va., June 24. – The plant of the Berkley Box and Lumber Company, located between Fourteenth and Fifteenth Streets on Liberty, Berkley Ward, has been operated at various times as the Tidewater Shook Company, the Atlantic Shook Company, and last by Uptegrove & Brother. The plant has never been successful up to the present ownership, and was considered something of a Jonah. Arrangements were perfected last January by which Lewis H. Swan of North Tonawanda, N.Y., leased the plant for a term of years and began operations as the Berkley Box and Lumber Company, under which title the company was incorporated. At that time the capacity of the plant was three cars of box shooks per week. This has been increased to nine cars, each holding 6,000 cases, or 54,000 cases per day, through new machinery and rearrangement of the old. The plant has a frontage on Liberty Street of 90 feet, by 150 feet deep. Back of this are three drykilns covering 60 by 150 feet. Five acres are utilized by these buildings and for the storage of lumber, At present some 2,000,000 feet are stored here, with a number of million feet bought for delivery as wanted.

The battery of boilers are fed automatically with sawdust and shavings – refuse from the mill. Only a small part of this is consumed, leaving a considerable amount of by-product. A baling machine will shortly be installed to bale this surplus. The plant proper includes three large band-saw and three double planers. Twelve cut-off saws, trimmers and edgers complete the main machinery equipment. Numerous endless chains and conveyors facilitate the handling and delivery of the box shooks in bundles to the waiting cars...

As the business stands at present some 250 men are employed, the payroll averaging about \$1,000 per week. The combined plants can handle some 30,000,000 feet of lumber per year, and manufacture a product worth over \$600,000...”¹⁴⁹

24 September 1908. Johnson City Comet.

“Big Plant Closed Down. – The Standard Oak Veneer Works and Kindred plants in the Hands of Receivers. The Standard Oak Veneer Co., Allen Panel Co. and Interior Hardwood Co. are in the hands of receivers appointed by Judge Sanford, of the federal court. The receivers are C.B. Allen, manager of the plant [as well as Vice President, Secretary, and/or Traffic Manager of the Johnson City, Bakersville & Southern Railway (at various times from 1905 to 1909)], S.C. Williams and J. Fred Johnson, representing respectively the Unaka and City national banks, both creditors of the concerns. The situation is further complicated by some New York creditors who are also stockholders filing involuntary bankruptcy proceedings in New York, the home of the corporations.

The action in bankruptcy was instituted first and then the Tennessee creditors asked for receivers in Judge Sanford's court.

The three corporations are practically under one management and is the largest wood working plant in the city and in closing down a large number of skilled mechanics and laborers were thrown out of employment.

The receivers, accompanied by J. Norment Powell, left Tuesday evening for New York to see if order could not be brought out of chaos and some agreement reached by which the plants could be operated by the receivers.

Manager [Chester B.] Allen declined to make a statement as to the liabilities and assets, but expressed the hope that an understanding could be reached so the plants could be operated again at once. He stated, however, that the New York creditors who were instituting proceedings were also stockholders or one or more of the corporations.

Creditors Bill Filed. As a result of the litigation over the above plants, in which Wm. E. Uptegrove & Bro. are largely interested, the City National Bank filed a general creditors bill in the chancery court here Tuesday to wind up the insolvent corporation of Wm. E. Uptegrove & Bro. The bill seeks to impound the assets of the company in Tennessee and apply the same upon the liabilities. Chancellor Hayes named J.R. Gardner receiver. The bill does not indicate the amount of property involved, but intimates that it is improved real estate."¹⁵⁰

26 September 1908. United States Tobacco Journal.

"Failure. – William E. Uptegrove & Brother. – A petition in bankruptcy has been filed against William E. Uptegrove & Brother (corporation), wholesale dealers in hardwood and cedars, formerly of Tenth street and East River, this city, and afterward at Kent and West streets, Brooklyn, by William H. Fain, attorney for these creditors, all of Johnson City, Tenn.: Unaka National Bank, \$3,350; Kirkpatrick & Williams, \$350, and S.C. Williams, \$150. It was alleged that the corporation is insolvent and a receiver has been put in charge of its property in Tennessee. The capital stock is \$500,000. In October, 1907, a petition in bankruptcy was filed against the corporation in Brooklyn on which John F. Dingee, Charles E. Decker and William E. Uptegrove were appointed receivers. A statement of the financial condition at that time prepared for the receivers showed assets of \$1,273,594, of which \$593,100 was stock in the American Cigar Box Lumber Company of Johnson City, and the liabilities \$618,067."¹⁵¹

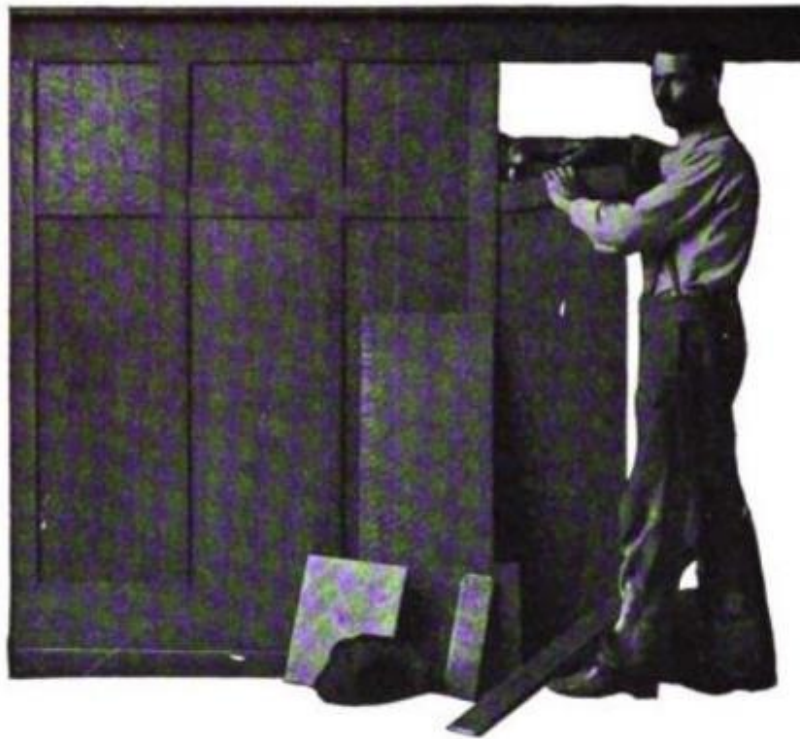
1 October 1908. Johnson City Comet.

"Big Plants Resume – The [Uptegrove affiliated] Allen Panel Co. and Standard Oak Plants Being Operated by Receivers. Yesterday morning the Allen Panel Co. resumed operations with a full force and the Standard Oak Veneer Co. on reduced scale. The Interior Hardwood Co. is being operated also by the Allen Panel Co. by agreement in the lease. For a time the plants will be operated by receivers Fred Johnson, S.C. Williams and C.B. Allen until the re-organization agreed upon by the creditors can be consummated.

The receivers returned Monday from New York where they had a long conference with the creditors and the result above agreed to and signed by all one of the creditors, who will sign later.

The resumption of work by these factories will be glad tidings to Johnson City people, particularly the hundreds of workmen who were temporarily idle by the shut down."

OAK WAINSCOTING



Something Entirely New
AT
HALF THE USUAL COST

This wainscoting may be purchased by the running foot or yard, just as you would buy carpet or wall-covering. It is made in paneled sections and in heights running from two to six feet. It is of quartered white oak of choice quality of grain, and is so made as to adapt itself to any sort of room, and can be put up by your own carpenter. It is shipped "knocked down" and is easily put together and in place. The baseboard is in two parts, the lower conforming to inequalities in floor and the upper forming the base proper. Base and cap rails are grooved to engage edges of panels and styles, so that any size panel, as well as adjustment to any variation of wall space, is possible.

INTERIOR HARDWOOD COMPANY, Johnson City, Tennessee

Send for Illustrated Catalogue of Wainscoting and Doors, Giving Sizes, Prices, Full Instructions for Putting in Place, and a Number of Illustrations Showing Uses of Wainscoting in Different Schemes of Interior Decoration.

Figure 40. *The Craftsman*, September 1908.¹⁵²

1 October 1908. The Lumber Trade Journal.

“Receivers have been named for several Johnson City, Tenn., allied lumber companies, under the management of C.B. Allen. The [Uptegrove affiliated] concerns this tied up are: Interior Hardwood Company, Standard Oak Veneer Company and the Allen Panel Company, all of which jointly operate a factory at Johnson City. The receivers named for the Standard Oak Veneer Company and the Allen Panel Company are J. Fred Johnson and S.C. Williams, while J. Fred Johnson and C.B. Allen are named as joint receivers for the Interior Hardwood Company. The plant is temporarily closed. The list of assets and liabilities is not given out. The creditors are scattered over the East and middle West. The Standard Oak Veneer Company sustained a heavy loss by floods last spring and this with the panic has had something to do with the embarrassment.”¹⁵³

1 October 1908. The Lumber World.

“Receivers Appointed for Tennessee Concerns. Bristol, Tenn., Sept. 26. – Receivers were this week named for the [Uptegrove affiliated] Allen Panel Company, the Interior Hardwood Company, the Standard Oak Veneer Company and William E. Uptegrove & Bro., by Chancellor Hal H. Haynes, of this city, the chancery court at Johnson City, where they are all located. J. Fred Johnson and C.B. Allen were names as the receivers for the first three concerns, along with S.C. Williams while J.R. Gardner is named as receiver for William E. Uptegrove & Bro.

The Standard Oak Veneer Company, the Allen Panel Company, and the Interior Hardwood Company are allied concerns, of which C.B. Allen is president and in which William E. Uptegrove & Bro. are largely interested. The filing of a general creditors’ bill against William E. Uptegrove & Bro. by the City National Bank of Johnson City followed the failure of the Allen concerns.

The failures were not unexpected, as the concerns have been in financial straits for some time. No statement of the assets and liabilities can be obtained and it is doubtful if such a statement could easily be prepared; so entangled are the concerns with each other.”¹⁵⁴

10 October 1908. United States Tobacco Journal.

“Announcement is made by the receivers of William E. Uptegrove & Bro. that a meeting of creditors of that firm will be held at its office, foot of Java street, Greenpoint, Brooklyn, October 12, at 2 o’clock p.m. At this meeting the receivers will make a report of their operations for the past eleven months and ask the advice and instructions of the creditors as to the future conduct of the trust.”¹⁵⁵

15 October 1908. The Lumber World.

“William E. Uptegrove & Bro. Bankrupt. New York, Oct. 8. – Financial difficulties have been somewhat rife in the district during the last fortnight. William E. Uptegrove & Bro., Incorporated, large wholesale hardwood and veneer house, Kent and West street, Brooklyn, have been petitioned into bankruptcy by prominent Johnson City (Tenn.) creditors. It will be remembered that last October, during the financial panic, W.E. Uptegrove & Bro. were forced to seek the protection of the courts, as a result of which J.F. Dingy, Charles E. Decker and W.E. Uptegrove were appointed receivers. The schedule of assets and liabilities at that time was such that it was confidently believed that the concern, through such protection, had an excellent

opportunity of liquidating its indebtedness in full. It seems, however, that by reason of the adverse business conditions existing since that time that such working out was impossible and bankruptcy proceedings followed. Another element which entered into the reverses was the fact that William E. Uptegrove and associates were also largely interested in the American Cigar Box Lumber Company, the Standard Oak Veneer Company, Allen Panel Company and the Interior Hardwood Company, of Johnson City, Tenn., and while these allied companies were not affected by the proceedings last October, they were concurrently, except the American Cigar Box Lumber Company, placed in the hands of receivers last week at Johnson City, Tenn. The latest schedule of assets and liabilities of all concerned is not yet obtainable. September 25 the Interior Hardwood Company, of Johnson City, was petitioned into bankruptcy by the City National Bank, of Johnson City, Tenn., for \$5,000, C.B. Allen, of Johnson City, Tenn., \$2,500, and Wofford Bros., \$250.”¹⁵⁶

15 October 1908. The St. Louis Lumberman.

“Bristol, Va., Tenn., Oct. 12, 1908... As a result of an agreement made with creditors in New York, by attorneys S.C. Williams and J.N. Powell and receivers Johnson and Allen, the [Uptegrove affiliated] mills of the Standard Oak Veneer Company, the Allen Panel Company and the Interior Hardwood Company, are all in operation again. These corporations, headed by C.B. Allen, were thrown into the hands of receivers some weeks ago, owing to financial entanglements with eastern interests, and it is now believed as a result of the operation of the properties the business can be placed back in the hands of the owner at no distant day and the receivers discharged.

Following the failure of these concerns, a receiver was appointed for William T. Uptegrove & Bro., of here and New York, and J.R. Gardner this week qualified as receiver and is in charge of the firm’s assets in Tennessee. The Uptegrove concern was largely interested in the Allen lumber concerns, for which receivers were appointed on petition of creditors...”¹⁵⁷

1 November 1908. The Lumber World.

“Uptegrove Adjustment in Sight. New York, Oct. 24. – A meeting of the creditors of William E. Uptegrove & Bro., the large hardwood and veneer house of Brooklyn, with extensive allied interests at Johnson City, Tenn., which was recently petitioned into bankruptcy, was held at the offices of Decker, Allen & Storm, attorneys for the bankrupt, 100 Broadway, October 12. There were quite a number of creditors present and a proposition was submitted by the attorneys that a committee of five be selected by the creditors, of which two were to be bank representatives, to act as directors in a new corporation to be organized under the laws of New York to continue the business and pay the present creditors 20 percent a year on their claims. The creditors present chose a committee, and in line with the proposition made, steps will be immediately taken for the formation of such new corporation. The attorneys are now preparing a written statement embodying the settlement proposition, which will be submitted to the creditors for their approval...

The mills of the Allen Panel Company, Standard Oak Veneer Company, and Interior Hardwood Company, which were suspended on account of insolvency proceedings instituted against them. Following which receivers were appointed, are now in operation regularly, under the receivership.”¹⁵⁸

24 December 1908. Johnson City Comet.

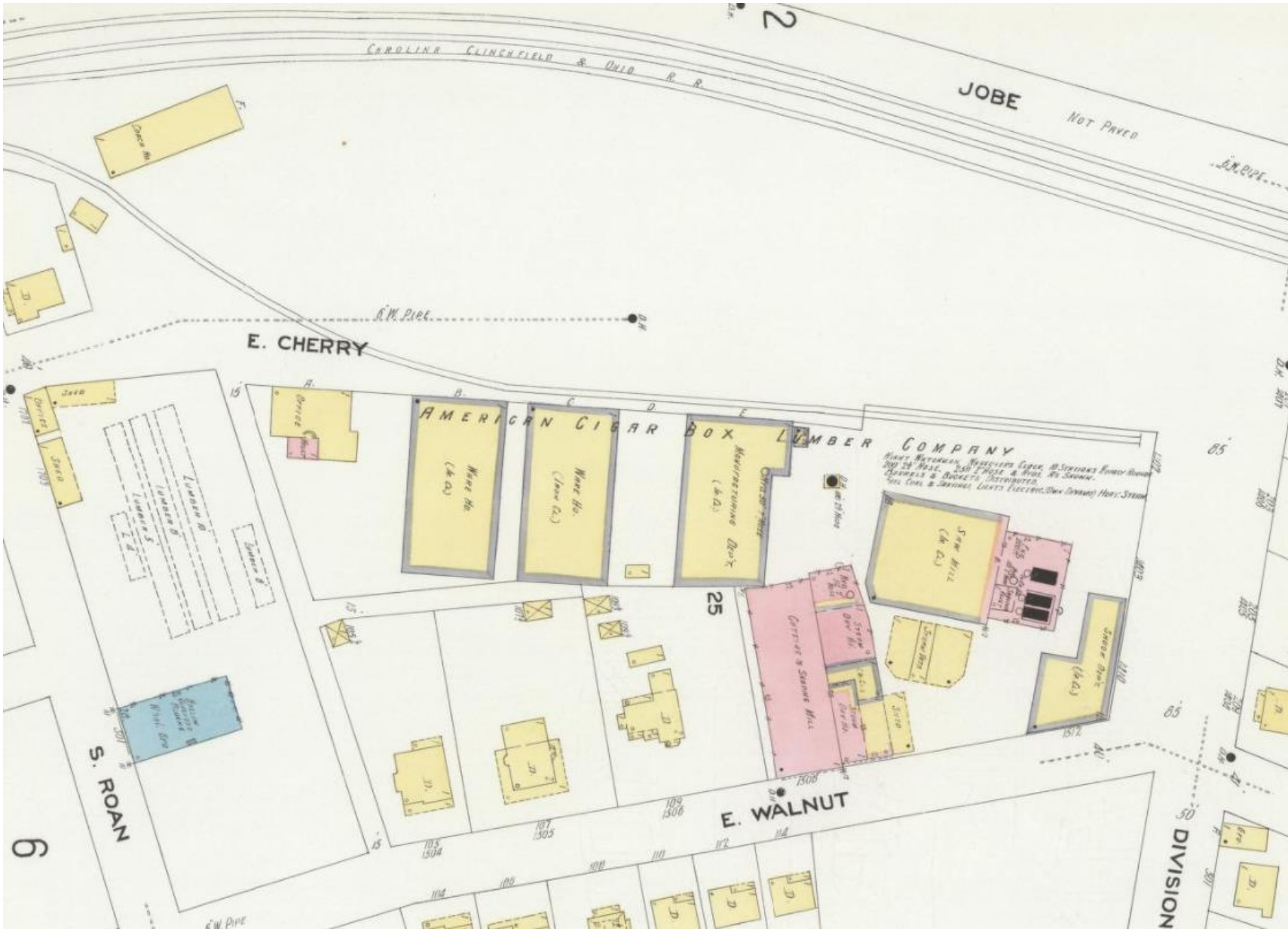
“What the City did Last Year – A Brief Review of the Things Accomplished in 1908... The few failures recorded were not serious, though one of them, the Standard Oak Veneer Co., came near having to close down. This institution was involved with the New York failure of the Uptegroves, and but for local assistance given it would have been closed, but as it was involved but a short while, being only closed down a few days, its laborers were not long idle, consequently but little harm was done...”



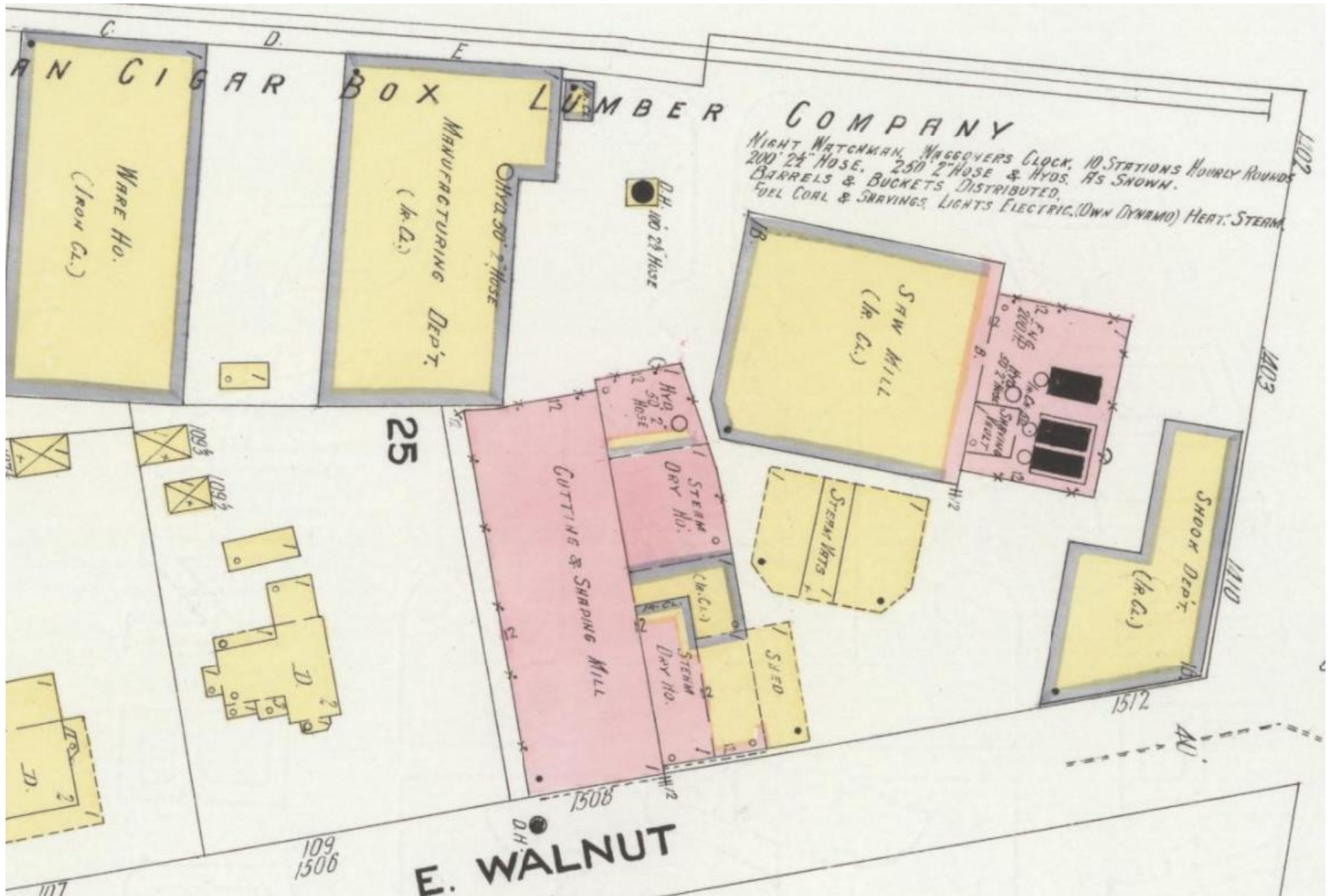
Figure 41. Johnson City Comet, December 1908.¹⁵⁹

1 January 1909. The Lumber World.

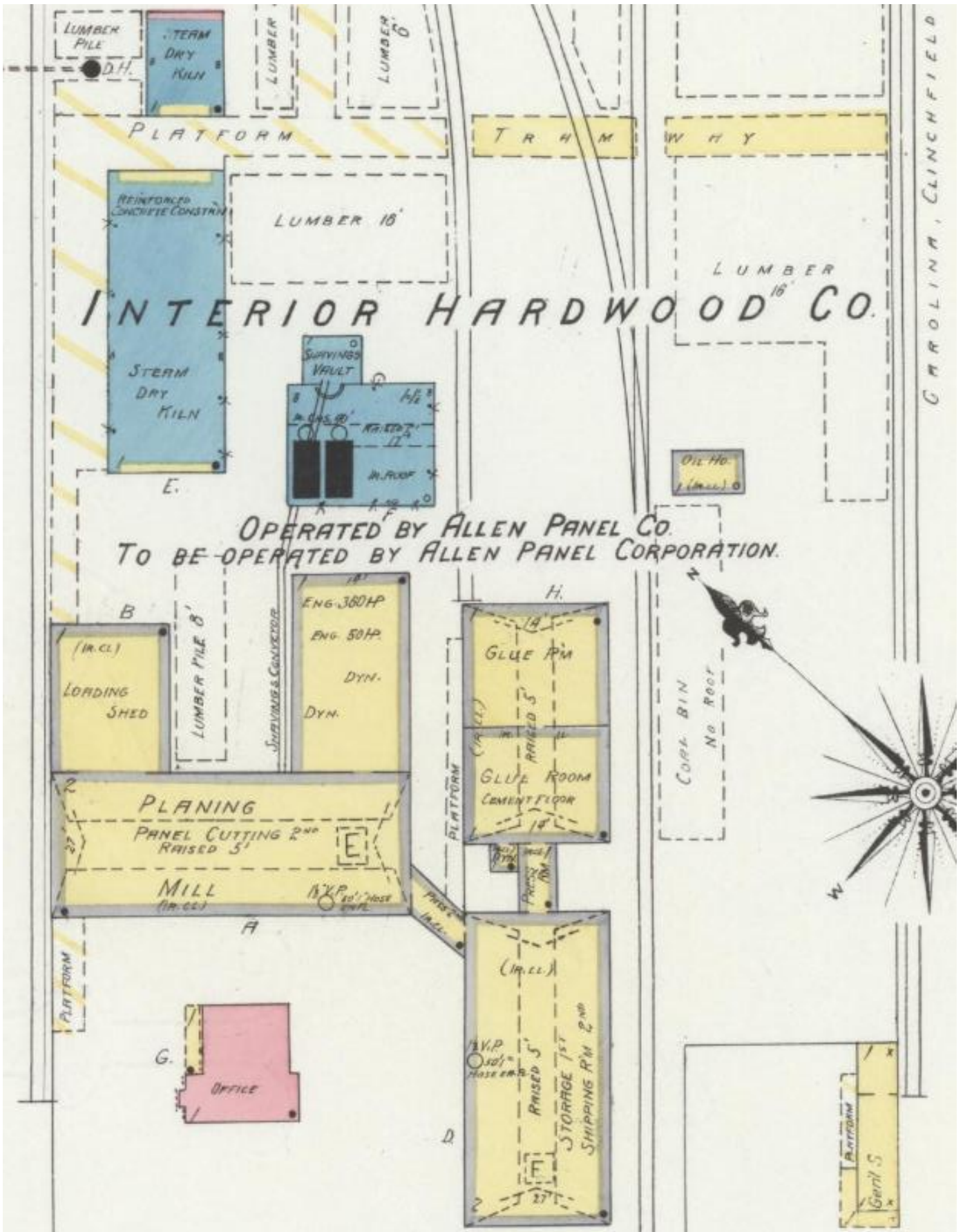
“Proceedings in Uptegrove Case. New York, Dec. 24. – The United States District court, Brooklyn, December 28, will hold a hearing as to why the receivers for the firm of W.E. Uptegrove & Bro., Brooklyn, should not be required to forthwith liquidate the business and assets of the firm and distribute the proceeds thereof to the creditors. This hearing is the result of a petition filed by the Maley, Thompson & Moffett Company, of Cincinnati and New York, praying that such action be ordered by the court.”¹⁶⁰



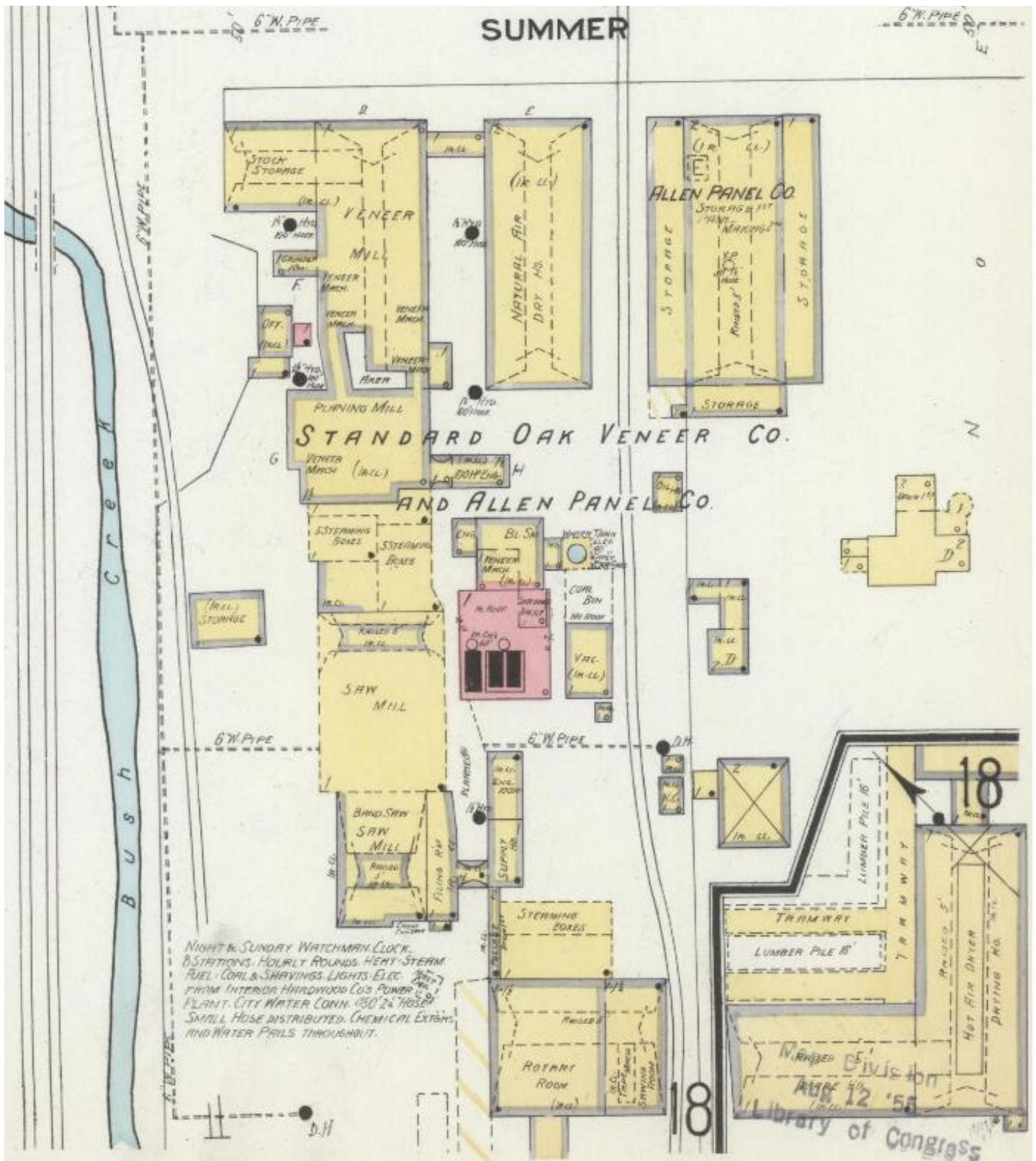
Map 6. December 1908. The American Cigar Box Lumber Company, a subsidiary of William E. Uptegrove & Brother, after the fire of July 1906. Previous to the fire, this property was occupied by the William E. Uptegrove & Brother Veneer Mill and Lumber Yard. Also of note, the two-stall engine house of the E.T. & W.N.C. is no longer present, see Map 4.¹⁶¹



Map 6A.



Map 7A.



Map 8. December 1908. Standard Oak Veneer Company and Allen Panel Company,¹⁶³ in which William E. Uptegrove had significant financial “interest”, now on standard-gauge trackage along the Southern Railway, southwest of downtown Johnson City. By June 1909, Chester B. Allen had acquired this plant. See figures 48 to 50.

Uptegrove Consolidates his Remaining Operations under the
New Uptegrove Cigar Box Lumber Company and the
Operations of Concerns Derived from the Uptegrove & Brother Lumber Company, 1909 – 1935

6 March 1909. United States Tobacco Journal.

“New Corporations... Uptegrove Cigar Box Lumber Co., Brooklyn, N.Y. To handle lumber. Capital stock \$35,000. Directors: W.E. Uptegrove, of New Canaan, Conn.; Gustave Stickley, of Syracuse; R.J. Irwin and John Widdicomb, of Grand Rapids, Mich., and W.P. Sturges, of New York City.”¹⁶⁴

15 March 1909. The Lumber World.

“Notices have been issued for the creditors of William E. Uptegrove & Bro., Brooklyn, the big hardwood house which was recently petitioned in bankruptcy, to file their claims with the trustees on or before March 2, on which date a meeting of the creditors will be held...”

New Uptegrove Concern Launched. William E. Uptegrove, formerly head of the big Brooklyn hardwood house of William E. Uptegrove & Bro., has incorporated the Uptegrove Cigar Box Lumber Company with a capital of \$25,000 to conduct a general hardwood lumber business in conjunction with the manufacture of cigar boxes. Associated with him in the new company are C.A. Decker the prominent foreign hardwood man of this city, and J.F. Brosman.”¹⁶⁵

1909. “Autobiography of William E. Uptegrove”

Gifford Mills Uptegrove wrote: “The new business was incorporated as the Uptegrove Cigar Box Lumber Company. When the Mill [apparently the one in Brooklyn] was completed and ready to operate all the old customers promptly flocked back for the Cedar needs. In the meantime, the American Cigar Box Lumber Company had continued to operate uninterruptedly, to produce and sell Poplar Cigar Box Lumber...”¹⁶⁶

March 1909. Veneers.

“William E. Uptegrove, the cigar-box lumber man, of Brooklyn, N.Y., has organized a new company to manufacture cedar box lumber. Mr. Uptegrove is president and manager. Seven veneer sawing outfits and a veneer dryer, purchased from the American Veneer Machinery Co., will be installed.”¹⁶⁷ Presumably, this equipment was intended for the new cedar mill in Brooklyn, New York.

15 April 1909. The Lumber Trade Journal.

“The Uptegrove Cigar Box & Lumber Company, of Brooklyn, was incorporated to manufacture cigar boxes, with a capital of \$35,000, by William E. Uptegrove, New Canaan, Conn.; Charles A. Dieker, John F. Brosnan, both of New York.”¹⁶⁸

May 1909. Barrel and Box.

“Prepared for Business. The Uptegrove Cigar Box Lumber Company, Brooklyn, N.Y., make the following announcement: ‘We are pleased to announce to our friends that, having completely equipped a new cedar mill with the newest and most improved machinery and appliances and operated throughout by thoroughly experienced workers, we are now prepared to supply you with strictly sawed and planed Spanish cedar cigar box lumber, which we shall manufacture exclusively.

It will be our purpose to furnish you with such stock as you will require and at the most reasonable price.

We also represent the American Cigar Box Lumber Company, of Johnson City, Tenn., for the sale of their Tennessee poplar imitation and veneered lumber and shooks, and earnestly solicit your patronage.’”¹⁶⁹

24 June 1909. Johnson City Comet.

“Bid Raised and Sale Confirmed. Creditors of the Oak Veneer company, of Johnson City, which is in bankruptcy, met in Bristol in the office of referee H.H. Shelton Monday.

The referee declined to confirm the sale of the real estate of the company to C.B. Allen, its former president for \$3,000. Attorney E.K. Bachman, of Bristol, was present and on behalf of one of his clients raised the bid to \$4,000, presenting a certified check for that amount. H.M. Allen raised the bid to \$5,250. The sale of the property to him was then confirmed by the referee.

The plants of the defunct company were bid in last week by C.B. Allen at \$15,000, and it is rumored that they may again be in operation soon. Trustee J.B. Gardner, of Johnson City, C.B. Allen and others attended. – Herald Courier...

Bankruptcy Sale Confirmed. Referee Harry Shelton has confirmed the sale of the plants of the Standard Oak Veneer company, which was made by the trustee a few days ago. These properties, located at Johnson City, were bought by C.B. Allen, former president of the company, whose bid was \$13,000. The properties had been subject to a petition in bankruptcy for some weeks. – Bristol News.”

6 July 1909. Traffic World and Traffic Bulletin.

“11617 American Cigar Box Lumber Co. vs. East Tenn. & West N.C. R.R. Co. et al, Ordered Feb. 1, 1912, authorizing refund of \$43.88, account overcharge on carload of lumber, from Johnson City, Tenn., to Dallastown, Pa., July 6, 1909.”¹⁷⁰

July 1909. Veneers.

“The [Uptegrove affiliated] plants of the Standard Oak Veneer Co. and the Allen Panel Co., both of Johnson City, Tenn., were sold at auction to C.B. Allen, former president of both concerns, for \$13,000. It is understood that Mr. [Chester B.] Allen will reorganize and operate the plants again.”¹⁷¹ Apparently, the Interior Hardwood Company was included in this transaction.

ALLEN PANEL CORPORATION

JOHNSON CITY, TENN.

MANUFACTURERS

Sliced Quartered Oak Veneers, Dimension Stock a specialty. White Oak Veneers, matched, jointed and taped ready to lay. Quartered White Oak Panels and Built-Up Stock. Quartered and Plain Oak Flooring, Maple Flooring (and matched) Mouldings, Casings, Baseboards, Doors and all kinds of mill work and building material.

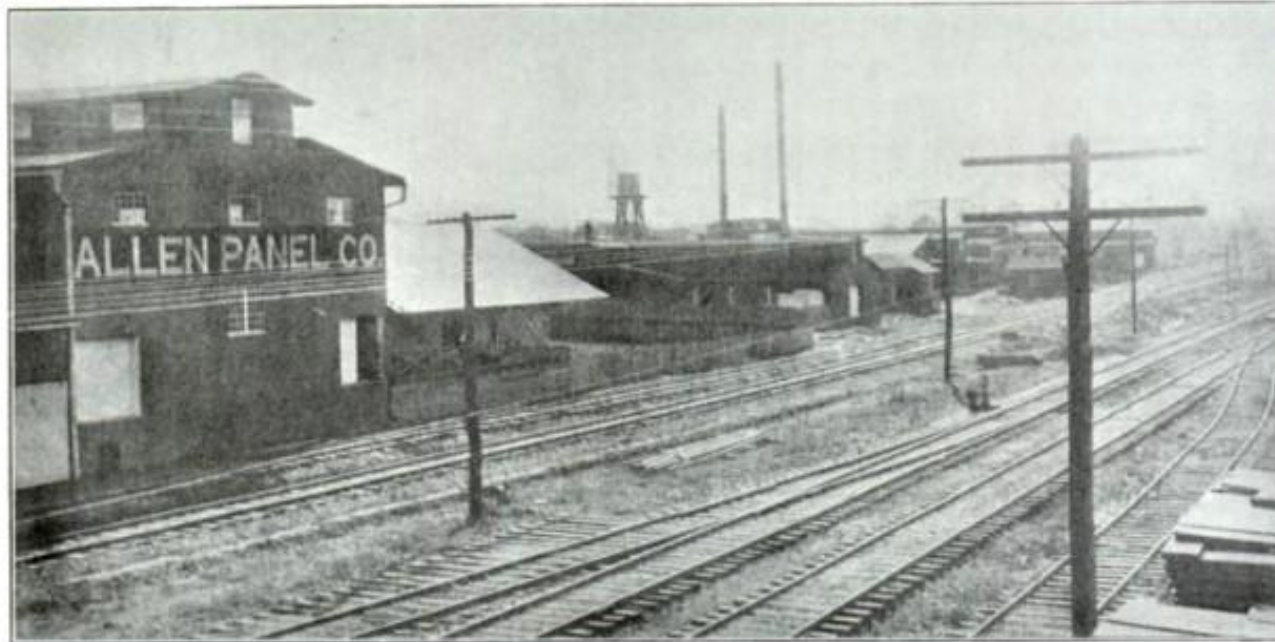


Figure 42. Allen Panel Company.¹⁷² It appears that this photograph looks south across the mainlines of the Southern and Clinchfield railroads. Interestingly, none of the trackage appears to be dual-gauge. This photograph dates to between December 1908 and sometime in 1909, see Map 7.

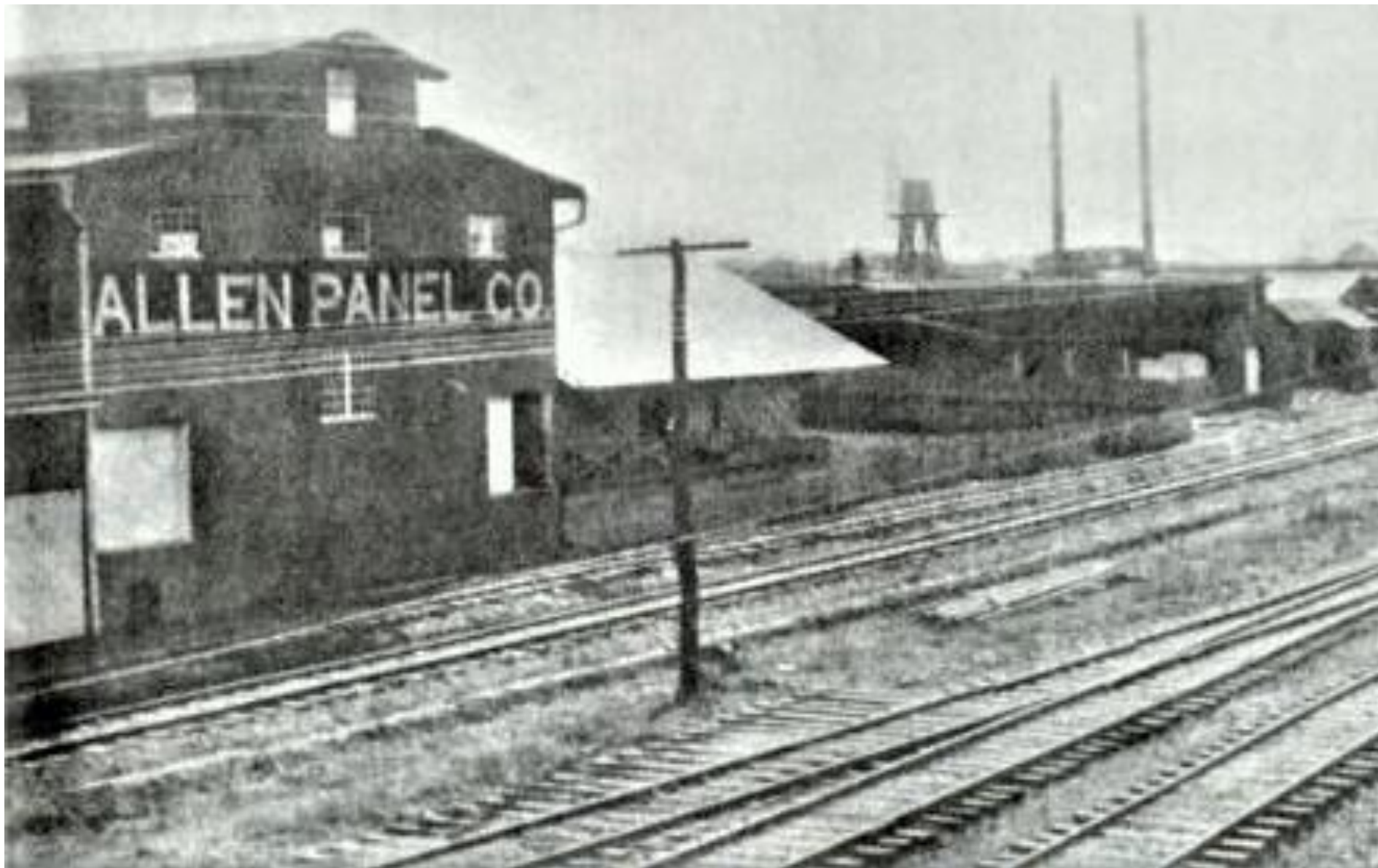


Figure 42A. The Allen Panel Company building is actually the plant of the “Interior Hardwood Company.” The building on the left, with the “Allen Panel Co.” sign was the Planing Mill, the one in the center, behind the utility pole, was lumber storage, and the building to the right, with the water tower and two smokestacks behind it, seems to be the Veneer Mill of the Standard Oak Veneer Company. The office building, shown in Figure 39, is behind the lumber storage building, see maps 7A, 8 and 10A.

1 August 1909. St. Louis Lumberman.

“It is reported that C.B. Allen, who purchased the plants of the Standard Oak Veneer company and the Allen Panel company [and apparently the Interior Hardwood Company], at Johnson City, when they were sold at public auction in Bristol some weeks ago, will soon put them in operation again.”¹⁷³

26 August 1909. Johnson City Comet.

“Wood Working Plants Started this Week. The Allen Panel Company and the Standard Oak Veneer Company resumed operations Tuesday of this week, after several months’ idleness. The plants were recently purchased by Hon. J. Norment Powell, Fred Powell and J.A. Wilson. The latter will have charge of the operating department and it will not be long until the factories will be running at their full capacities.”

9 October 1909. American Lumberman.

“Bristol, Tenn., Oct. 6. – On application of C.B. Allen, Judge H.H. Haynes, of this city, has appointed C.L. Marshall receiver for the Allen Panel Corporation, of Johnson City. The receivership came as a surprise, as the Allen corporation was organized only a short time ago, taking over property of the defunct Allen Panel Company. Mr. [Chester B.] Allen interested Ferd Powell and others in the new company and it resumed operation of the large plant at Johnson City. A disagreement followed and Mr. Allen came into court to ask for a receiver. Mr. Allen was president of the [Uptegrove affiliated] Standard Oak Veneer Company, the Allen Panel Company, the Interior Hardwood Company and allied corporations, all of which failed in the panic.”¹⁷⁴

14 October 1909. Johnson City Comet.

“Local Lumber Co. Buys Valuable Land. The Bradshaw Lumber company recently purchased a valuable tract of timber in Unicoi county, near Limestone Cove, and eight miles of railroad [the Johnson City, Bakersville & Southern Railway] also belonging to the American Cigar Box Lumber Company, of this city and have begun the erection of a mill and yards at Unicoi on the C.C. & O. railway line.”

October 1909. Barrel and Box.

“The Allen Panel Corporation has been organized at Johnson City, Tenn., by C.B. Allen, former president of the defunct Allen Panel Company, and allied corporations; F. Powell, J.D. Ford and others, and will at once resume operation of the plant lately owned by the old company. This plant was sold at public auction in Bristol some time ago and bought by C.B. Allen and associates.”¹⁷⁵

4 November 1909. Johnson City Comet.

“Receiver Discharged. Two weeks ago at the instance of C.B. Allen a receiver was appointed for the recently reorganized Allen Panel Corporation by a Knoxville judge. A motion was made before Chancellor Haynes several days ago to remove same and the chancellor rendered his opinion yesterday dismissing Receiver C.L. Marshall and restoring the property to its proper officers and allowing the matters in controversy to be tried on their merits.”

THE LATEST IMPROVED COE DRYER

for thin lumber and veneers, is the very best machine obtainable for rapid and perfect work. Note the expressions of this satisfied customer:

Brooklyn, N. Y., Jan. 4, 1910.

The Coe Mfg. Co.,
Painesville, O.

Gentlemen:—Replying to your inquiry as to our new Roller Dryer, we are pleased to report that it has more than fulfilled our expectations from the moment we started it. It is doing excellent work without hitch or trouble, and we are well pleased with it in every way.

Yours truly,

Uptegrove Cigar Box Lumber Co.,
Wm. E. Uptegrove, Pres.

Kindly send us specifications of your requirements for veneer lathes, veneer saws, veneer slicers, veneer dryers, clippers, grinders, etc. Our large facilities and long experience permit us to supply promptly the right goods at right prices.

We are the largest builders of complete veneer mill equipment in the world.

ESTABLISHED 1852

The Coe Mfg. Company
Painesville, Ohio, U. S. A.

Figure 43. Box and Barrel, January 1910.¹⁷⁶

15 November 1909. The St. Louis Lumberman.

“Bristol, Va., Tenn., November 11, 1909... The big plant of the Allen Panel Corporation, at Johnson City, Tenn., will now go steadily forward, Judge Haynes, of the chancery court of Bristol, having dismissed Receiver Marshall and ordered the property turned back to the former officers of the company. C.B. Allen instituted the suit for a receiver three weeks ago, but the court dismissed the receiver on motion of J.A. Wilson, F. Powell and others, holding that the complaints made by the complainant could be cured by injunction. The reorganized company, which took over the property of the old Allen Panel Company and Standard Oak Veneer Company [and apparently that of the Interior Hardwood Company as well], now has bright prospects.”¹⁷⁷

Spanish Cedar Cigar Box Lumber
Sawed and Planed Stock Only
We Guarantee Our Grades to Be Standard and Reliable.
==== **SHOOKS READY TO PRINT** ====
Poplar Imitation and Veneered Direct From Southern Mills.
Uptegrove Cigar Box Lumber Co. Morgan and Norman Avenues **BROOKLYN, N. Y.**

Figure 44. Box and Barrel, February 1910.¹⁷⁸

14 April 1910. Johnson City Comet.

“Fortune Meets with Misfortune. W.M. Fortune, an engineer at the American Cigar Box Co’s plant, fell while descending from a scaffold Saturday afternoon and sustained a sprained ankle. He was working in the ‘cyclone’ when the accident occurred.”¹⁷⁹

23 June 1910. Johnson City Comet.

“Name will be changed – Ferdinand Powell, Jos. A. Wilson and C.B. Allen Compromise Law Suit – Mill will Start. It was learned here today that a compromise of the litigation affecting the veneers plants formerly owned by the Standard Oak Veneer Company, Allen Panel Company and Interior Hardwood Company have been made between Messrs. Joseph A. Wilson and Ferdinand Powell on the one hand and Mr. C.B. Allen on the other. It is understood that as a result of this compromise Mr. [Chester B.] Allen ceases to make any claims as to the stock held by Messrs. Wilson and Ferdinand Powell, and that those gentlemen will at once proceed to put the plant into active operation.

It is reported that the name will be changed at once to the Tennessee Veneer Corporation.

The compromise of the suit in no way effects the matters in controversy between C.B. Allen and Hon. J. Norment Powell, which will be settled in the courts, as charges have been made that do Mr. Powell a great injustice and he will not think of a compromise.” This is the last mention of Chester B. Allen playing an active role in these concerns that the author has found.

15 October 1910. American Lumberman.

“Johnson City, Tenn., Oct. 10... W.L. [Wilbur Lyman] Clark, of The American Cigar Box Company, reports an improvement in trade.”¹⁸⁰

November 1910. Veneers.

“The Tennessee Oak Veneer Co., Johnson City, Tenn., is again in operation manufacturing quartered oak veneers. Joseph Wilson is manager of the plant.”¹⁸¹

1910. Poor’s Manual of the Railroads of the United States...

“Unicoi Ry. – Unicoi to Limestone Cove, Tenn., 10.7 miles. Gauge, 3 ft. Locomotives, 2. Cars – passenger, 1; freight (flat), 20 – total, 21.

History. Successor, by purchase, to the entire property, real and personal, of the Johnson City, Bakersville and Southern Ry. Co. (see Manual for 1909, page 331). The new company took possession on Sept. 10, 1909. The road has been practically rebuilt, and was turned over by the contractor to the railway company on January 1, 1910.

Capital Stock. – Authorized and outstanding, \$10,000. Shares, \$100.

Directors. – F.K. Bradshaw, J.I. Bradshaw, Johnson City, Tenn.; E.J. Baxter, Jonesboro, Tenn.; E.L. Sutton, Unicoi, Tenn.; H.S. Sutton, Marienville, Pa. Officers: F.K. Bradshaw, Pres. & Gen. Mgr., Johnson City, Tenn.; E.J. Baxter, Vice-Pres., Jonesboro, Tenn.; E.L. Sutton, Sec., Unicoi, Tenn.; H.S. Sutton, Treas., Marienville, Pa. General Office, Unicoi, Tenn.”¹⁸²

1 January 1911. The Lumber World.

“Buys Idle Plant. The Standard Oak Veneer Corporation, of Johnson City, Tenn., whose large plant in that town has been idle for a year as a result of litigation involving the company, has been purchased by the George L. Carter interests and the big plant will be put in operation the first of next week after having been idle continuously for nearly two years. It will employ a large force of men and do a heavy business. It now has plenty of capital behind it. C.B. Allen was formerly at the head of the company.”¹⁸³

15 January 1911. The Lumber World.

“The plant of the Standard Oak Veneer Company, which was recently reported purchased by the George L. Carter interests, and which is located in Johnson City, Tenn., is now in operation and turning out a large amount of stock. The plant is giving employment to a big force of men.”¹⁸⁴

19 January 1911. Johnson City Comet.

“Tennessee Lumber and Veneer Corporation will be operated now by Mr. George L. Carter. Johnson City’s strongest mill will soon be running on full time. George L. Carter, the financial wizard, waived his golden word over the plant of the Standard Oak and associated concerns and it is now a thing of life again. The Tennessee Lumber and Veneer corporation is the name of the revived industry and it is the creature of George L. Carter. This means that its success is assured. Several months ago the Standard Oak Veneer company closed down and has been in financial distress since. The plant was acquired by several local capitalists headed by J. Norment Powell, S.C. Williams, J.A. Wilson and Fred Powell, who sought to operate it, but the breakers of litigation loomed up and no satisfactory arrangement could be made. While in this condition Mr.

Carter became interested and acquired control, which means that it now has sufficient capital to operate. H.T. Spencer will have charge of the plant. He was formerly superintendent of construction of the C., C. & O. and is in every way competent to operate the extensive plant, He is now gathering a corps of assistants to take charge of each department in the office and shop and will start the machinery as soon as they can be obtained.”

April 1911. Veneers.

“H.S. Spencer, treasurer of the Tennessee Lumber and Veneer Corporation, Johnson City, Tenn., writes that the corporation is successor to the Standard Oak Veneer Co., the Allen Panel Co., and the Interior Hardwood Co., all of Johnson City. The new concern is said to be well backed financially and is remodeling the plant and expects to have it in operation in the near future.”¹⁸⁵

1911	AUGUST							1911
SUN	MON	TUE	WED	THU	FRI	SAT		
		1	2	3	4	5		
6	7	8	9	10	11	12		
13	14	15	16	17	18	19		
20	21	22	23	24	25	26		
27	28	29	30	31				

AMERICAN CIGAR BOX LUMBER CO., JOHNSON CITY, TENN.
CAPACITY 80,000 FT. FINISHED LUMBER PER DAY.

☐ In view of the very favorable outlook for a good early Fall and Winter business—we desire to call attention especially this month to the necessity of the Box Manufacturer now securing his supply of CIGAR BOX LUMBER.

☐ Anticipating this extra demand, we have prepared a large and fine stock of Summer-made and seasoned **POPLAR IMITATION and VENEERED LUMBER** to enable us to promptly fill our engagements during the busy season.

☐ We thus relieve the Box Manufacturer of the worry and uncertainty of his supply.

☐ Besides this, we know that when the Box Manufacturer is busy and desires to get his boxes out quickly and in large quantity, that there is nothing that so helps him more than having the RIGHT kind of lumber, and that right kind is the good, “old reliable” **POPLAR IMITATION and VENEERED LUMBER.**

☐ He has not the time to take chances on experiments, which are not only costly to him but curtails his output as well.

☐ In addition to the Poplar Imitation and Veneered Lumber, we have also an attractive proposition in SHOOKS; cut to exact finished size, ready to print and nail up. We make these in any size and quantity called for.

Prices and full information gladly furnished.
Address all inquiries and communications to
UPTEGROVE CIGAR BOX LUMBER CO.,
MORGAN & NORMAN AVENUES, BROOKLYN, N. Y.

1911	SEPTEMBER							1911
SUN	MON	TUE	WED	THU	FRI	SAT		
					1	2		
3	4	5	6	7	8	9		
10	11	12	13	14	15	16		
17	18	19	20	21	22	23		
24	25	26	27	28	29	30		

WM. E. UPTEGROVE, Pres. WM. T. STURGES, Treas. THEO. A. LEES, Secy

UPTEGROVE CIGAR BOX LUMBER CO.
Norman and Morgan Aves., BROOKLYN, N. Y.
SAWED AND PLANED
SPANISH CEDAR.
Standard and Uniform Grades of Lumber.
Cedar Shooks Cut To Exact Finished Size.

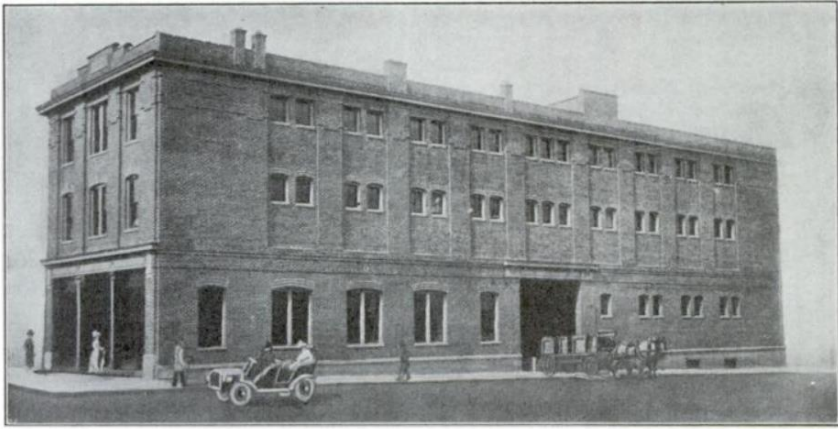
WE ALSO REPRESENT THE
AMERICAN CIGAR BOX LUMBER CO.
of JOHNSON CITY, TENN.
POPLAR IMITATION & VENEERED LUMBER & SHOOKS
The old reliable Tennessee **POPLAR** only.
Write us for prices on any or all of the above stocks.

Figure 45. Advertisements for August and September, 1911.¹⁸⁶

26 October 1911. Johnson City Comet.

“Love-Thomas Building is Being Remodelled. George L. Carter is transforming the three-story building that has been occupied by the Love-Thomas Co. into an office building to accommodate the offices of the Unaka Corporation, Tennessee Veneer Co. and the Model Mill Co., all corporations exclusively or largely owned by him. A commodious fire proof vault is being built and the extensive remodelling will make the building one of the most modern office buildings in the city.”

LOVE-THOMAS CO.,
Wholesale Dry Goods and Notions,
JOHNSON CITY, TENNESSEE.



The Home of "Autoerat Notions."

We are one of the leading Dry Goods and Notion Jobbers in this territory—covering East Tennessee, Western North Carolina, Eastern Kentucky, South West Virginia, Northern South Carolina and Northern Georgia.

MAIL ORDERS promptly filled SATISFACTION GUARANTEED A CARD will bring one of our Salesmen

Figure 46. The offices of the Tennessee Lumber and Veneer Company were housed in the Love – Thomas Building, beginning in 1911.¹⁸⁷

14 December 1911. Johnson City Comet.

“W.J. Lacy and William Daniel shipped two cars of fine oak logs to the Tennessee Lumber and Veneer Co. at Johnson City last week.”

4 January 1912. Johnson City Comet.

“J.B. Thomas dies at Sumpter. The announcement Monday of the death of J.B. Thomas at his home at Sumpter, S.C., of pneumonia, was a great shock to his many friends in this city. He resided here for several years as manager of the American Cigar Box Lumber Company and was a splendid type of citizen and deservedly popular in both business and social circles. He was about

68 years of age and leaves a widow and son.”¹⁸⁸ J.B. Thomas was still working in Johnson City, Tennessee, as late as 1908.

10 January 1913. Tariff Schedules: Hearings Before the Committee on Ways and Means, House of Representatives...

“Testimony of William E. Uptegrove, Brooklyn, N.Y...

The letter filed by Mr. Uptegrove is as follows:

‘Brooklyn, N.Y., January 10, 1913.

Hon. Oscar W. Underwood,

Chairman Ways and Means Committee, House of Representatives,
Washington, D.C.

Dear Sir:

Re Schedule D, wood and manufactures of, section 203, sawed boards, planks, deals, and all forms of sawed cedar, lignum-vitæ, lancewood, ebony, box, granadillo, mahogany, rosewood, satin wood, and all other cabinet woods not further manufactured than sawed, 15 per cent ad valorem; veneers of wood, and wood unmanufactured, not specially provided for in this section, 20 per cent ad valorem.

We respectfully ask that the present duty of 15 per cent on sawn woods, and 20 per cent on veneers, as above provided, be retained in the new tariff bill now under consideration.

The logs, either in the round or square hewn, are admitted free of duty, and this has always been the policy of the Government. Under this arrangement these tropical woods are converted here into lumber and veneers.

This industry is very important, supporting many mills in New York, Boston, Philadelphia, Baltimore, New Orleans, Louisville, Mobile, Chicago, Cincinnati, and the Pacific coast, giving employment to a great number of skilled mechanics and representing heavy capital investments.

During the past few years the importation of thin cedar boards from the mills of Mexico and Cuba have become very heavy, the imports of 1912 having increased more than 63 per cent over those of 1911, thus evidencing the fact that the foreign mills can pay the duty and still compete successfully with our own manufacturers.

The foreign mills have an advantage in freights, as the steamship lines charge a less rate per cubic foot on the manufactured product than on logs.

The owners and operators of the American cedar mills fear their business will be entirely destroyed if the 15 per cent protection is removed.

We would furthermore suggest that in writing the new tariff, in section 203, ‘and all other cabinet woods not further manufactured than sawed,’ the word ‘other’ be dropped, so that importers of sawn cedar or sawn lancewood or sawn lignum-vitæ may have no grounds for asking free entry on the plea that these woods are not used exclusively for furniture.

The agents of the West Indian mills have recently endeavored by appeals to the Board of Appraisers to have cedar admitted free of duty on the plea that it is not a cabinet wood and that it is used chiefly for cigar boxes, and this notwithstanding the fact that Congress has specifically enacted that sawn cedar, mahogany, etc., shall pay a duty. The omission of the word ‘other,’ as we have mentioned, would avoid all controversy.

As a matter of fact Spanish cedar has always been considered a cabinet wood, both by the trade here and in the fine woods trade in Europe. It is botanically one of the mahogany family, and the cost of both woods is the same.

Very truly, yours,

Wm. E. Uptegrove, representing the following firms: Astoria Veneer Mills & Dock Co., Alex S. Williams, president; Geo. D. Emery Co., by Sam D. Spellman, president; Samuel T. Williams & Son., New York, N. Y.; Edgewater Saw Mills Co., by Thomas Williams, president, Tompkinsville, N.Y.; The Laguna Co., per Chris. Straub; E.L. Sinsabaugh; Lewis Thompson & Co. (Inc.), per Chas. J. Kammer; Willard Hawes & Co.; Uptegrove Cigar Box Lumber Co., Wm. E. Uptegrove, president; J. and F. Eifert, New York City; F.A. Mulgrew & Sons, foot East Eighth Street, New York; Nesmith & Constantine Co., inspectors, by L. Constantine, secretary; Julius Rayner; H. Van Brunt & Sons, New York; Wm. Booth & Bro, 432-438 Washington Street, New York City; Uptegrove & Beckwith, Jerome P. Uptegrove, president; Henry H. Sheip Manufacturing Co., Henry H. Sheip, president, Philadelphia, Pa.; Rogers Saw Mill, by Charles E. Rogers, jr., president, Brooklyn, N.Y.”¹⁸⁹

20 February 1913. The Newport Plain Talk.

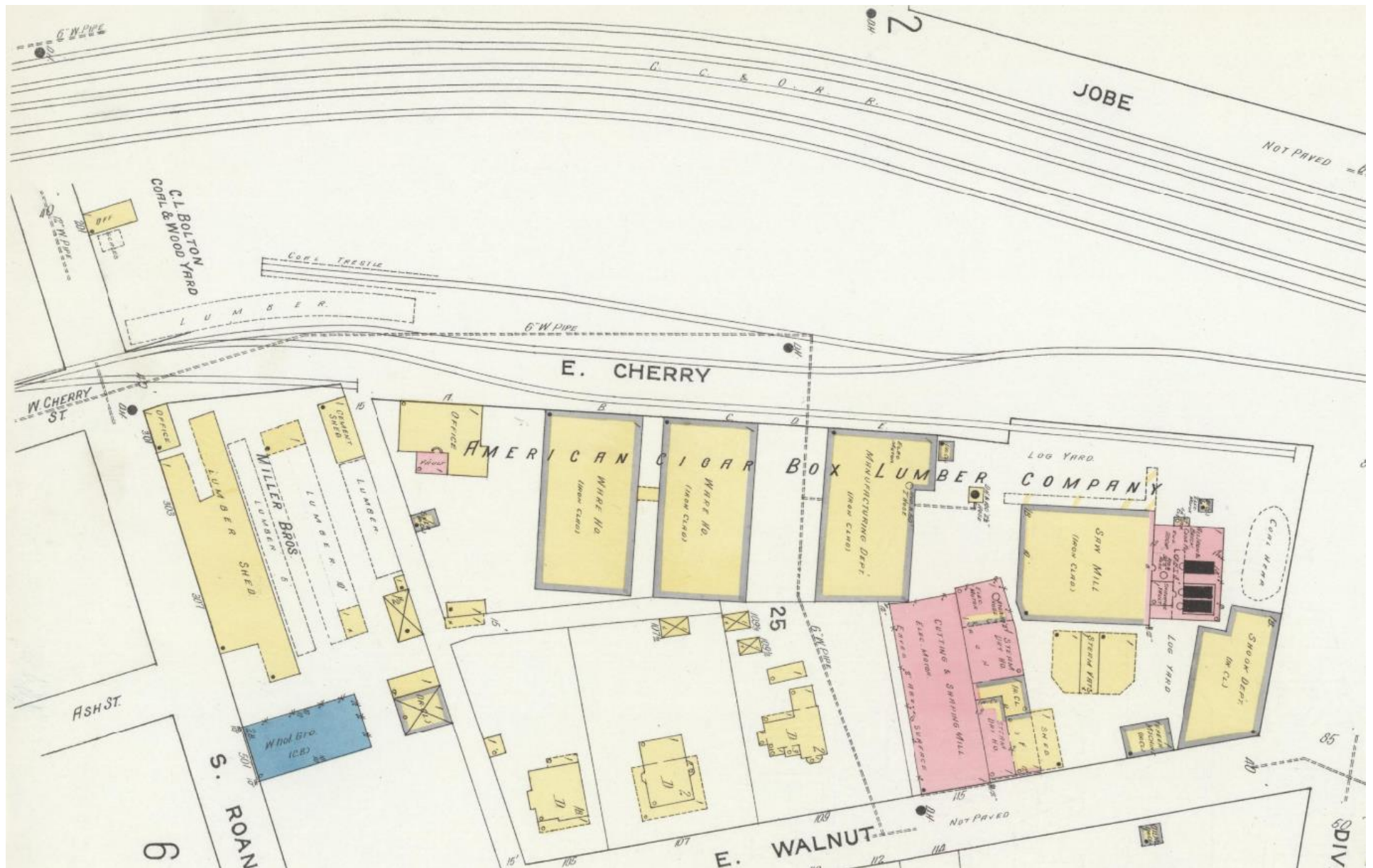
“Rare Poplar Forest to be Cut for Cigar Boxes. Johnson City, Feb. 17. – Hinde K. Haverly has sold to American Cigar Box Lumber company of New York, one million feet of poplar timber at a record price. This is the finest boundary of virgin timber in this region. Trees measuring as high as eighteen feet in circumference are in the tract.

This property is a part of the Haverly place and is said to have brought the highest price paid for poplar timber on stump. The entire output will be made into cigar boxes at the company’s southern plant at Johnson City.”

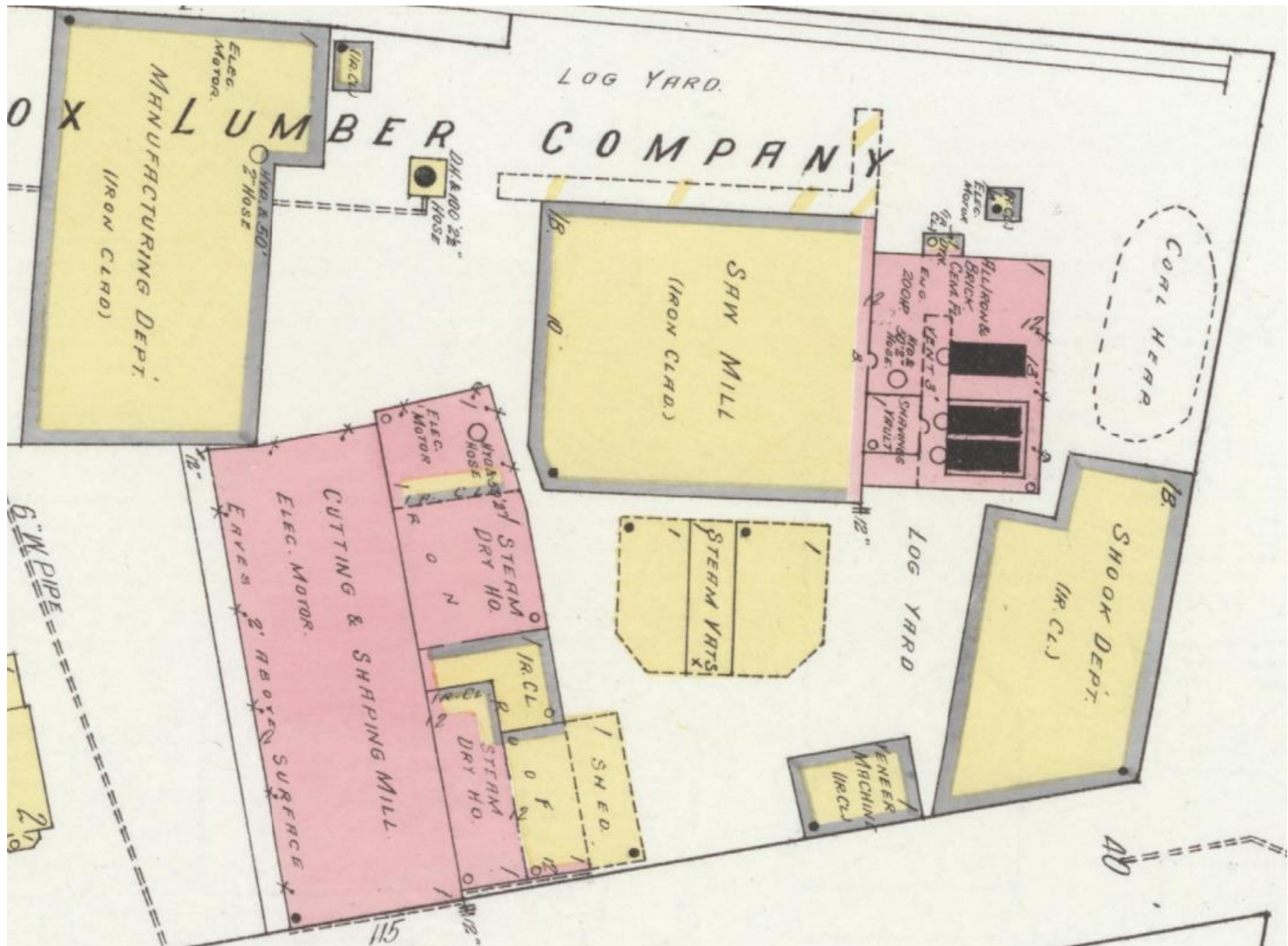
18 September 1913. Manufacturers Record.

“Johnson City Industries. – Influences in the Upbuilding of its Manufacturing Interests. (Special Cor. Manufacturers Record.) Johnson City, Tenn., September 15... The American Cigar Box Lumber Co. is a unique as well as important plant, which manufactures the ‘makings’ of cigar boxes. It saws timber into boards or flitches and then reduces these, by further sawing or ‘slicing,’ into the very thin form necessary for the tops, sides, ends and bottoms of the boxes. Most of the native wood used is poplar, and this is veneered with Cuban cedar, cut to about 120 sheets to the inch. These pieces, in lengths that will cut without waste to the proper dimensions, are shipped direct to cigar factories all over the country. This plant has been in operation for several years, and has never had a shut-down, except for accidental cause, since the first wheel turned...

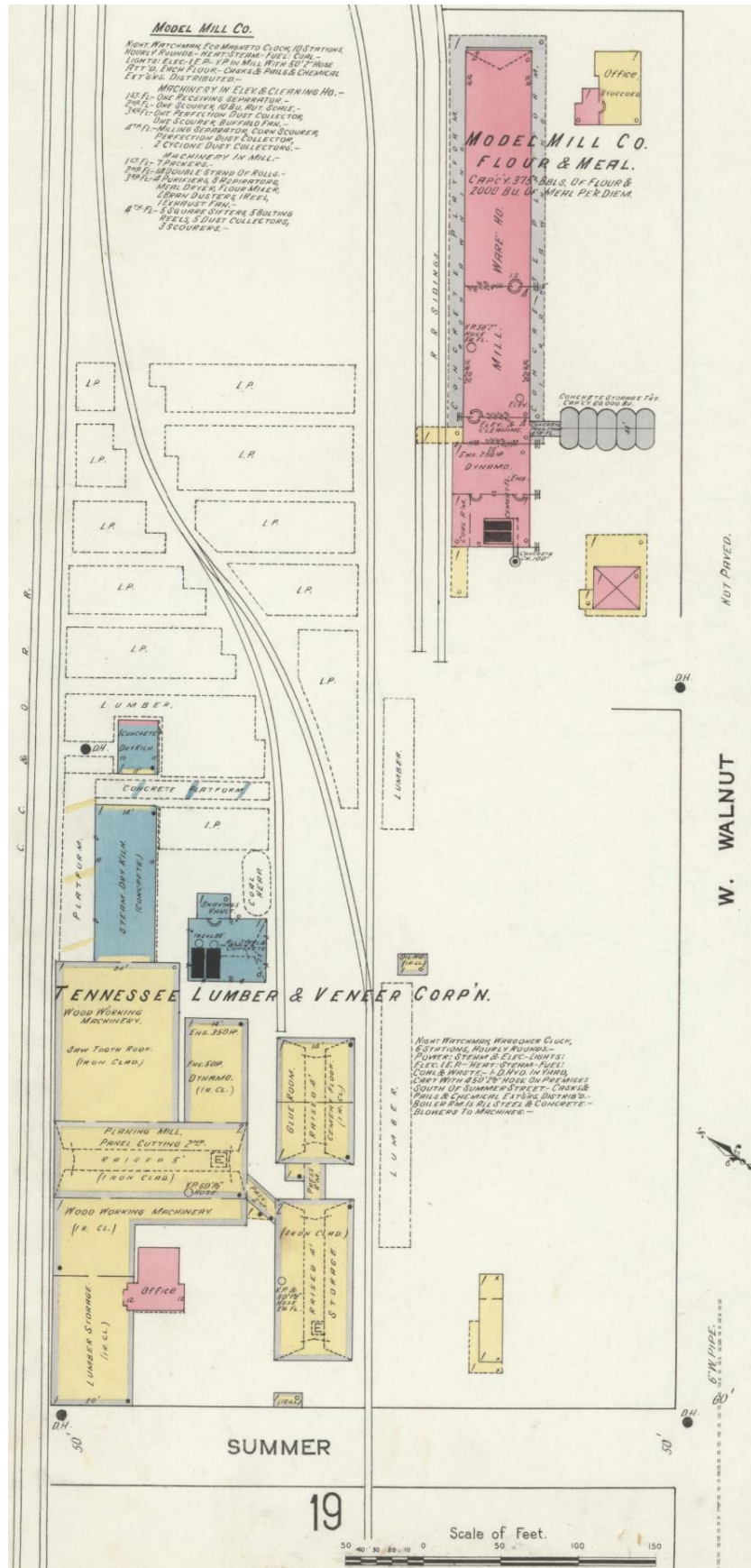
The Tennessee Lumber & Veneer Co. has a big plant engaged in making sliced and rotary cut veneers of oak and poplar, all kinds of hardwood flooring, table tops and a general line of interior trim...”¹⁹⁰



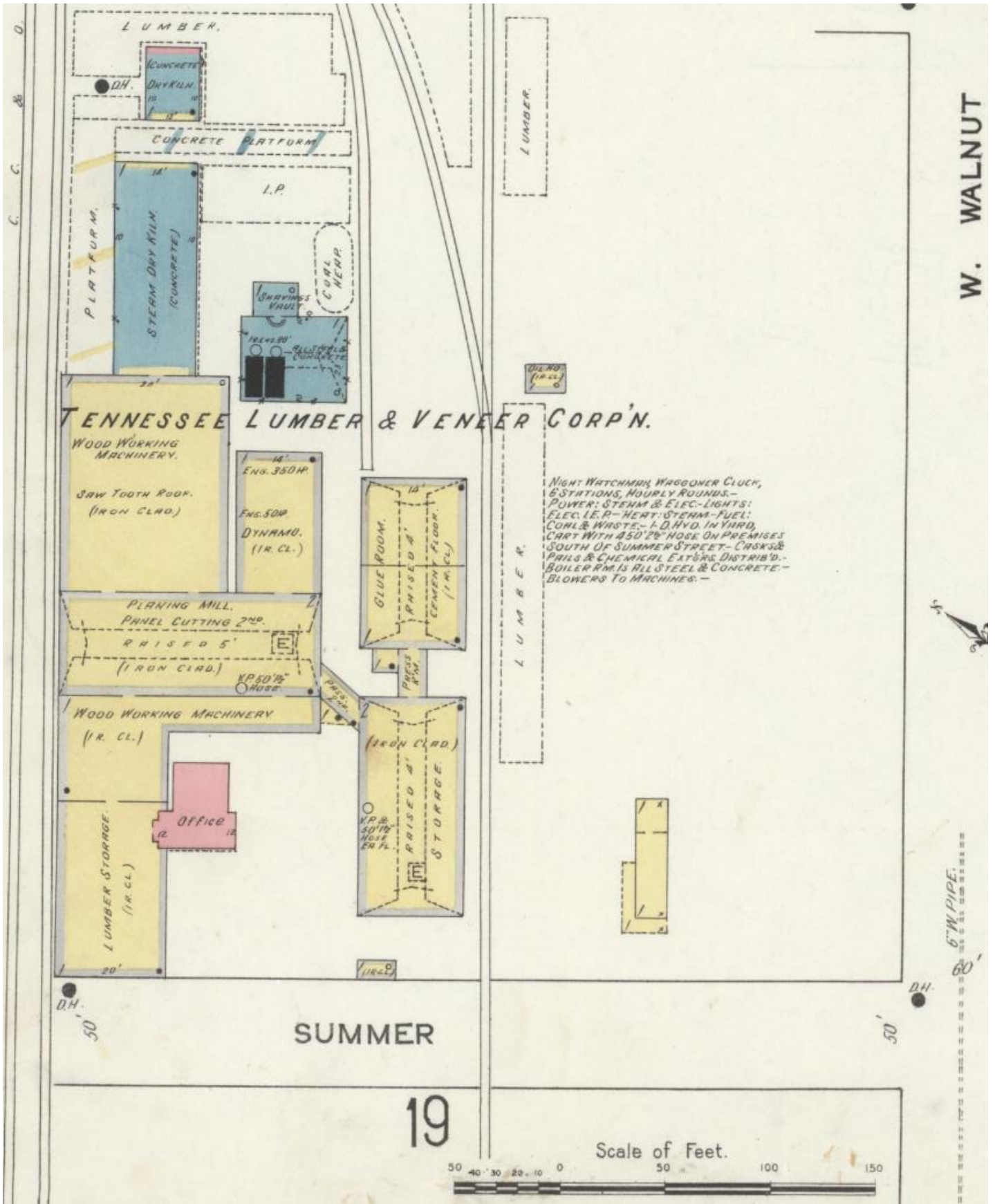
Map 9. July 1913, the American Cigar Box Lumber Company, owned by the Uptegrove Cigar Box Lumber Company.¹⁹¹



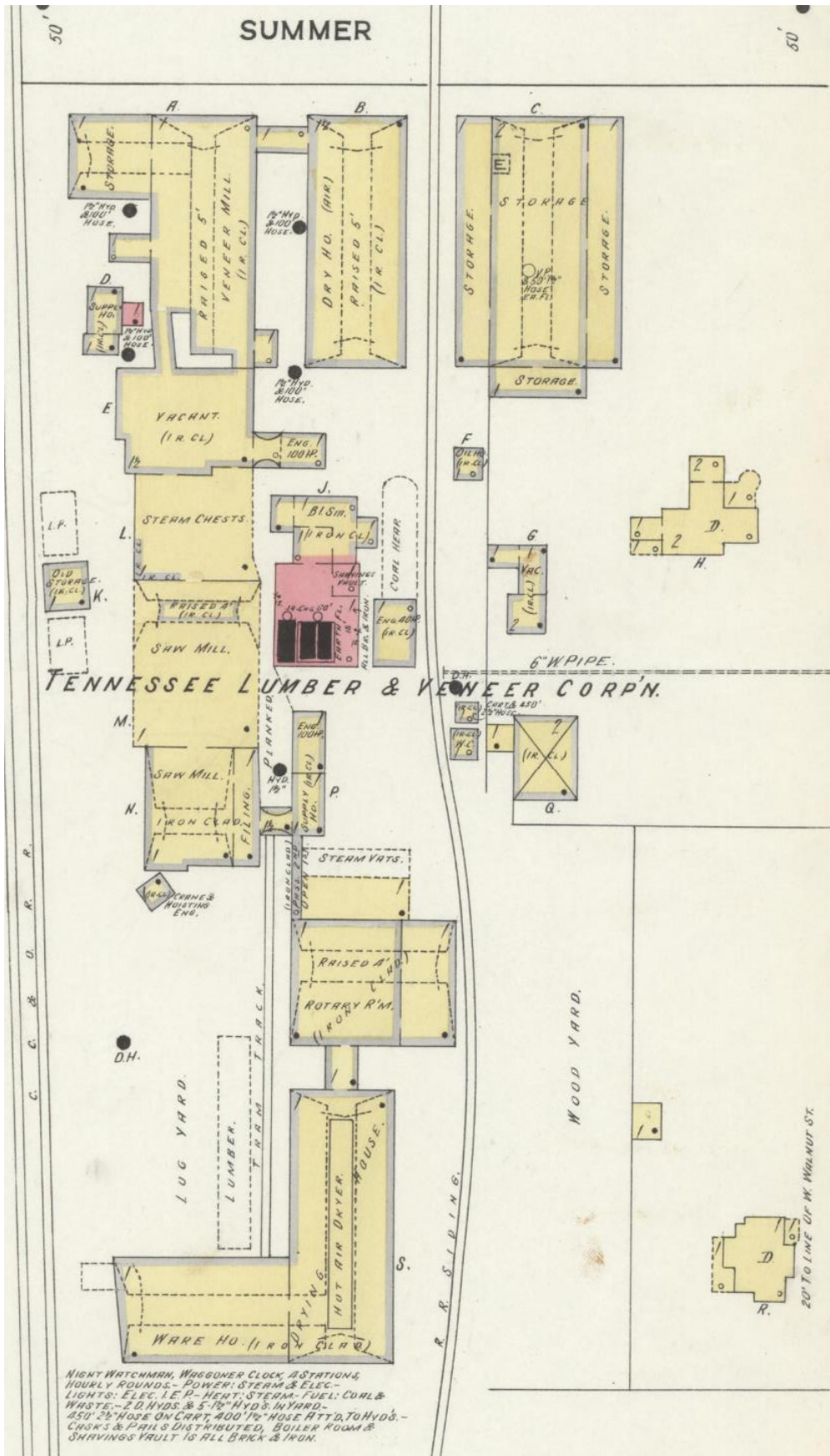
Map 9A.



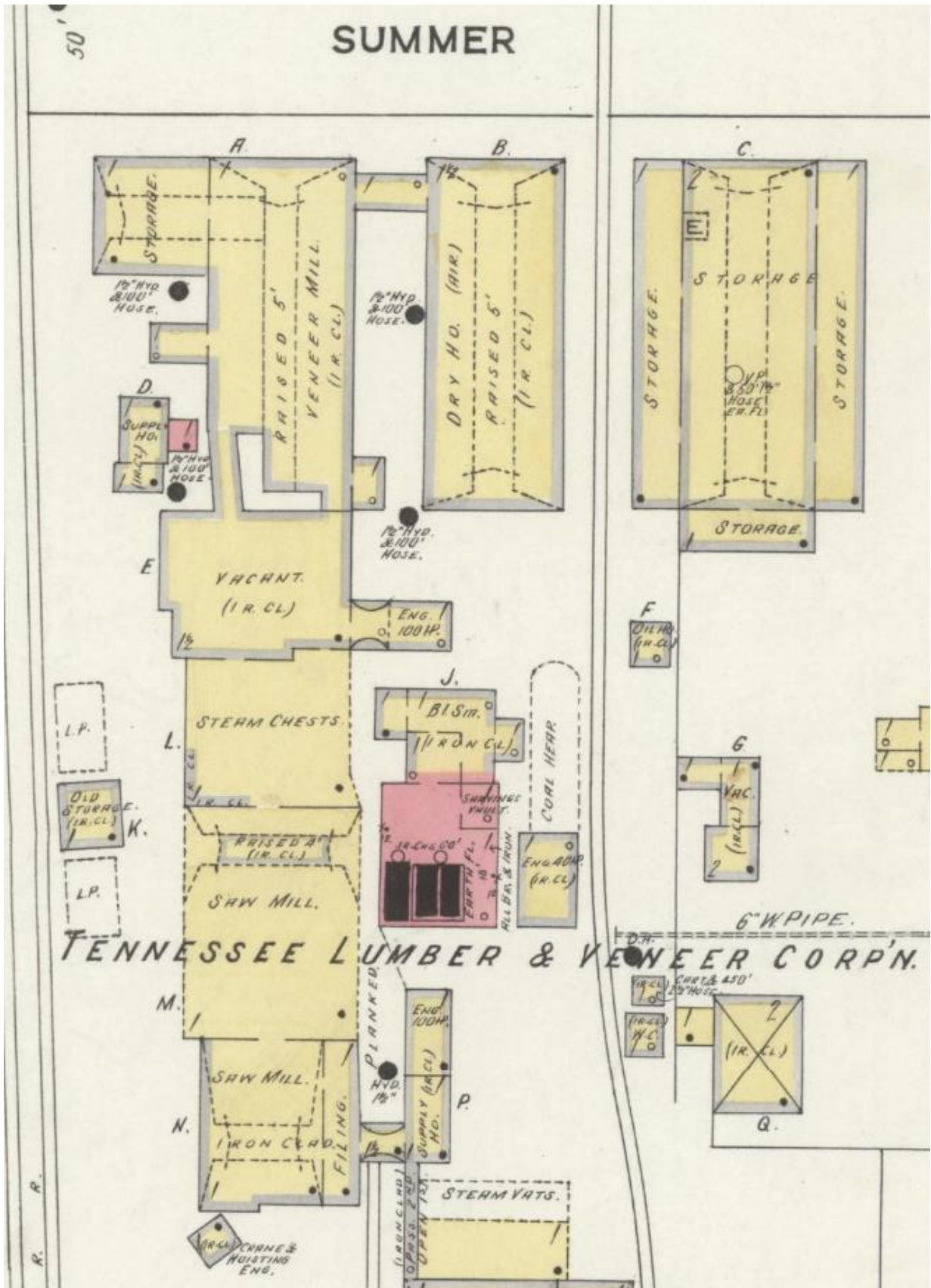
Map 10. July 1913, Tennessee Lumber & Veneer Corporation. This plant was previously owned by the Interior Harwood Company, see Map 7 as well as figures 39 and 42.¹⁹²



Map 10A.



Map 11. July 1913, Tennessee Lumber & Veneer Corporation, this plant was previously owned by the Standard Oak Veneer Corporation and the Allen Panel Corporation, see Map 8.¹⁹³



Map 11A.

Table 12. "Manufacturing Industries and Firms Inspected and Reported... Johnson City, Washington County", for the Year 1913.¹⁹⁴

Firm Name	Nature of Business	No. Employees at Time of Inspection		Hours Labor Week		Gen'l. Cond.	No. Insp.
		Male	Female	Male	Female		
American Cigar Box Co.	Mfrs. Cigar Box Material	135		60		Good	1
Tennessee Lumber & Veneer Co.	Mfrs. Lumber and Veneer	129	1	60	60	Fair	1

Table 13. "Manufacturing Industries and Firms Inspected and Reported... Johnson City, Washington County", for the Year Ending 1 December 1914.¹⁹⁵

Firm Name	Character of Business	No. of Employes at time of inspec.				No. Hrs. Lab. Males Over 16		No. Hrs. Lab. Females & Min. Under 16		Gen'l. Con.
		Over 16		Under 16		Day	Week	Day	Week	
		M.	F.	M.	F.					
American Cigar Box Lbr. Co.	Mfrs. Cigar Box Material	161		24		10	60	10	58	Good
Tenn. Lbr. & Veneer Co.	Mfrs. Lbr. And Veneer	98	1			10	60	9½	57	Good

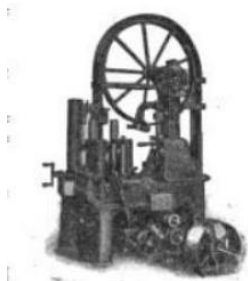
Table 14. "Manufacturing Industries and Firms Inspected and Reported... Johnson City, Washington County", for the Year Ending 1 December 1915.¹⁹⁶

Firm Name.	Character of Business.	No. Employes at time of inspection.				No. Hours Labor Males Over 16		No. Hours Female & Min. Under 16		General Condition.
		Over 16.		Under 16.		Da.	Wk.	Da.	Wk.	
		M.	F.	M.	F.					
Am. Cigar Box Co.	Mfrs. Box stock	124		11		10	60	10	58	Good
Tenn. Lbr. & Veneer Co.	Mfr. Flooring & Veneer	110				10	60			Good

20 November 1913. Public Acts of the State of Tennessee, Passed by the Sixty-First General Assembly.

Table 11. "Foreign Corporations..."¹⁹⁷

Name of Corporation	State where chartered	Where located	Date of filing copy of charter in Secretary of State's Office
Tennessee Lumber & Veneer Co.	Virginia	Johnson City, Tenn.	Nov. 20, 1913



DO YOU REALIZE

How GOOD a Resaw Our IDEAL Is?

Every woodworking establishment should have a Band Resaw, and while you are putting in one, why not put in a good one? Our *IDEAL* Band Resaw embodies the highest type of workmanship, material and design, and is astonishingly low in price. There are a thousand of them in use, giving *Universal Satisfaction*, but if their merits were generally known, there would be five thousand.

Let us tell you about it, and give you the names of your neighbors who know about this machine.

WM. B. MERSHON & COMPANY
SAGINAW, MICHIGAN

Brooklyn, N. Y.,
 Sept. 8th, 1914.
 WM. B. MERSHON & COMPANY,
 Saginaw, Michigan.
 Dear Sirs:
 The two Ideal Band Resaws which we had from you are doing their work in a perfectly satisfactory manner. We find them better adapted to our work than any other.
 Yours very truly,
 UPTEGROVE CIGAR BOX
 LUMBER COMPANY,
 W. E. Uptegrove, Pres.

Figure 47. The New York Lumber Trade Journal, 1 October 1914.¹⁹⁸

11 May 1916. Johnson City Comet.

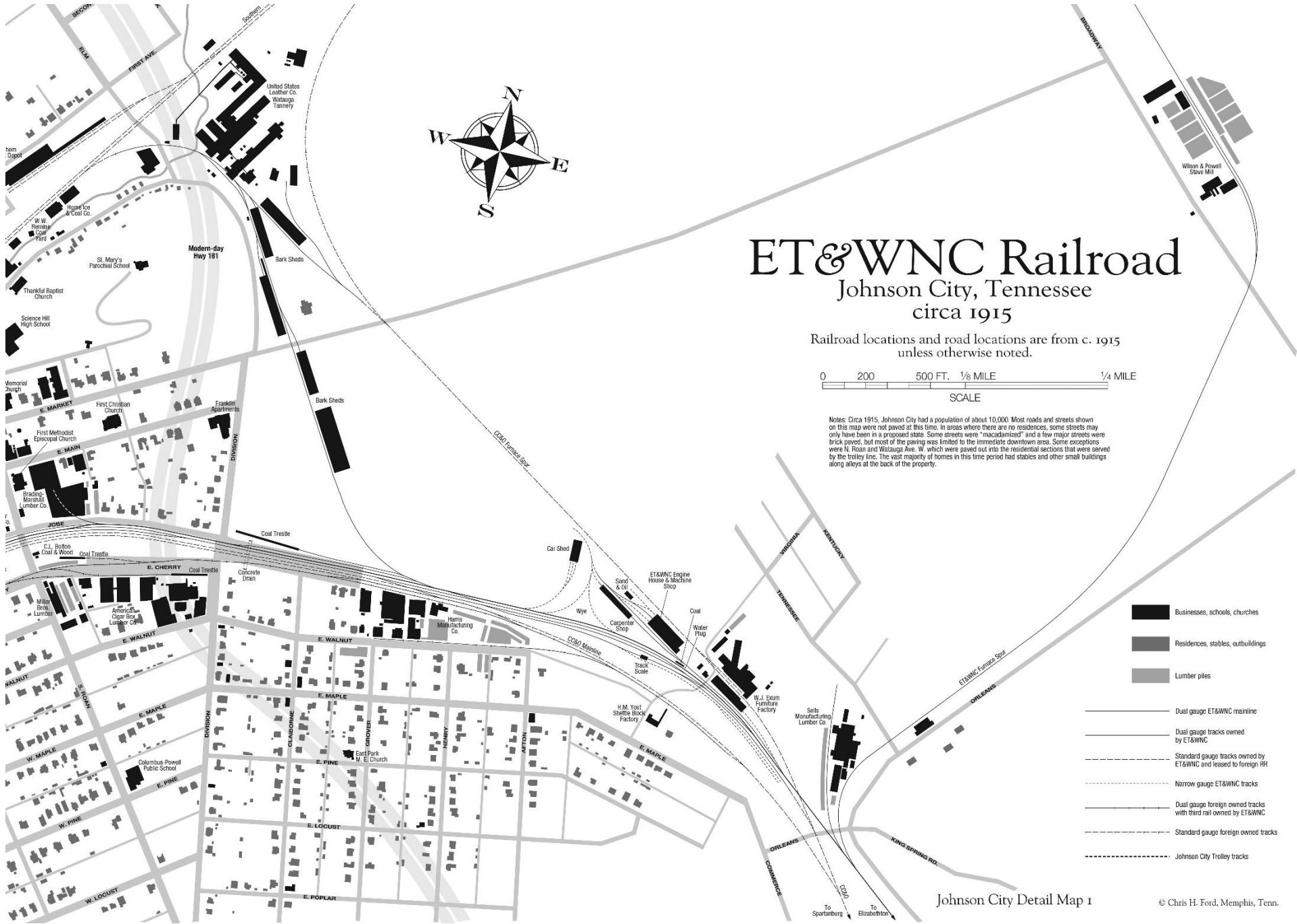
"Loses Arm While Working in Factory – While at work in the plant of the American Cigar Box Co. here, Lawrence Burchfield, a fireman, yesterday afternoon suffered the loss of his left arm, which was caught by the belting near an engine. The limb was so badly torn that amputation at the shoulder was considered necessary."

15 October 1916. The St. Louis Lumberman.

"The Tennessee Lumber & Veneer Corporation, at Johnson City, Tenn., is operating its large hard wood plant in that city on full time and is also interested in parquetry flooring work."¹⁹⁹

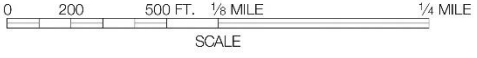


Map 12. Johnson City, Tennessee, showing the locations of the American Cigar Box Lumber Company and the Tennessee Lumber and Veneer Corporation around 1915.²⁰⁰



ET&WNC Railroad Johnson City, Tennessee circa 1915

Railroad locations and road locations are from c. 1915 unless otherwise noted.



Notes: Circa 1915, Johnson City had a population of about 10,000. Most roads and streets shown on this map were not paved at this time. In areas where there are no residences, some streets may only have been in a proposed state. Some streets were "macadamized" and a few major streets were brick paved, but most of the paving was limited to the immediate downtown area. Some exceptions were N. Roan and Watauga Ave. W. which were paved out into the residential sections that were served by the trolley line. The vast majority of homes in this time period had stables and other small buildings along alleys at the back of the property.

- Businesses, schools, churches
- Residences, stables, outbuildings
- Lumber piles
- Dual gauge ET&WNC mainline
- Dual gauge tracks owned by ET&WNC
- Standard gauge tracks owned by ET&WNC and leased to foreign RR
- Narrow gauge ET&WNC tracks
- Dual gauge foreign owned tracks with third rail owned by ET&WNC
- Standard gauge foreign owned tracks
- Johnson City Trolley tracks

Johnson City Detail Map 1

© Chris H. Ford, Memphis, Tenn.



Map 12 A. The American Cigar Box Lumber Company is near the middle of this image.

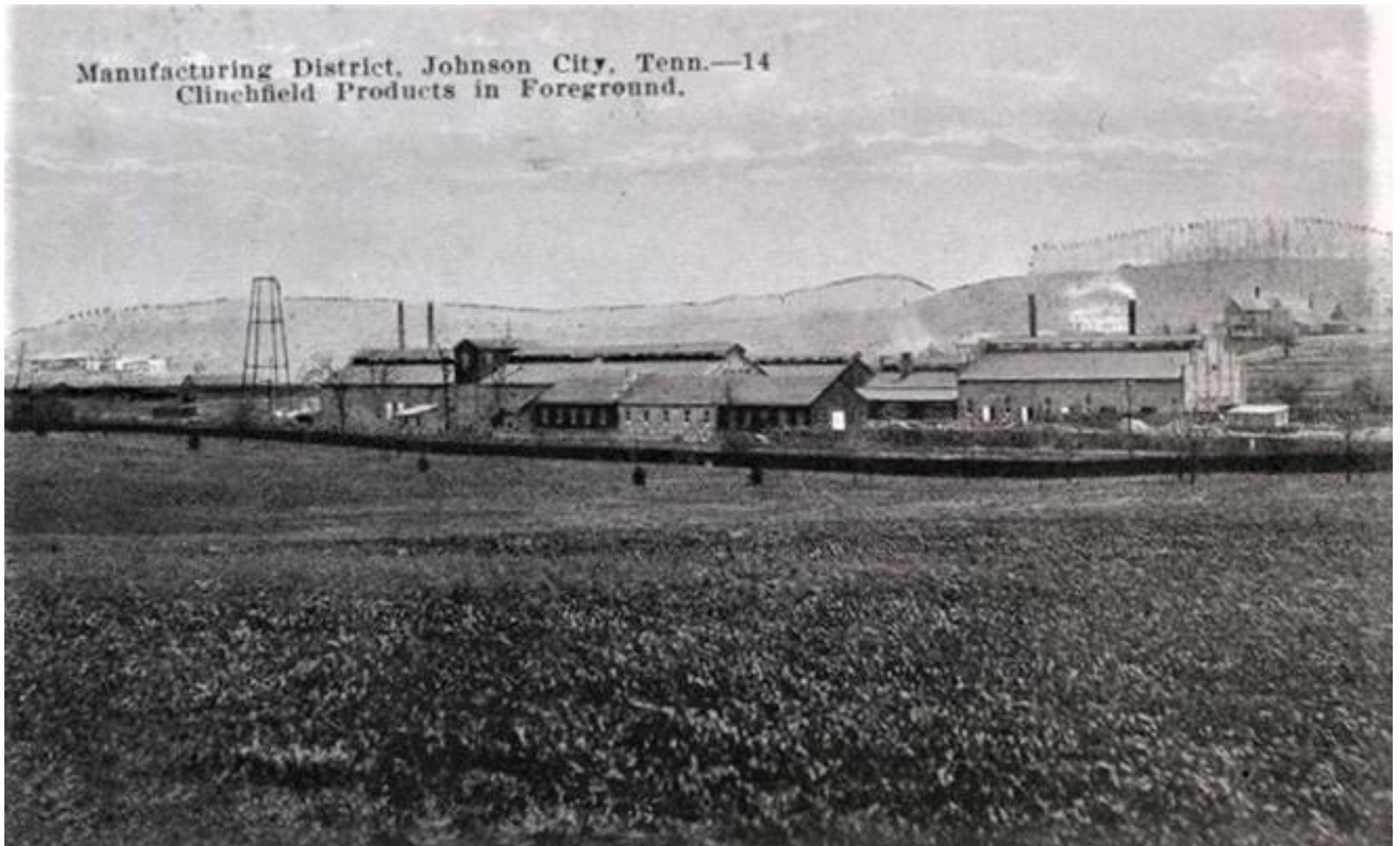


Figure 48. This property has been identified as the “Tennessee Lumber and Veneer Company” (see Figure 49).²⁰¹
In 1913, The Standard Oak Veneer Corporation had changed ownership and was renamed the Tennessee Lumber and Veneer Company.

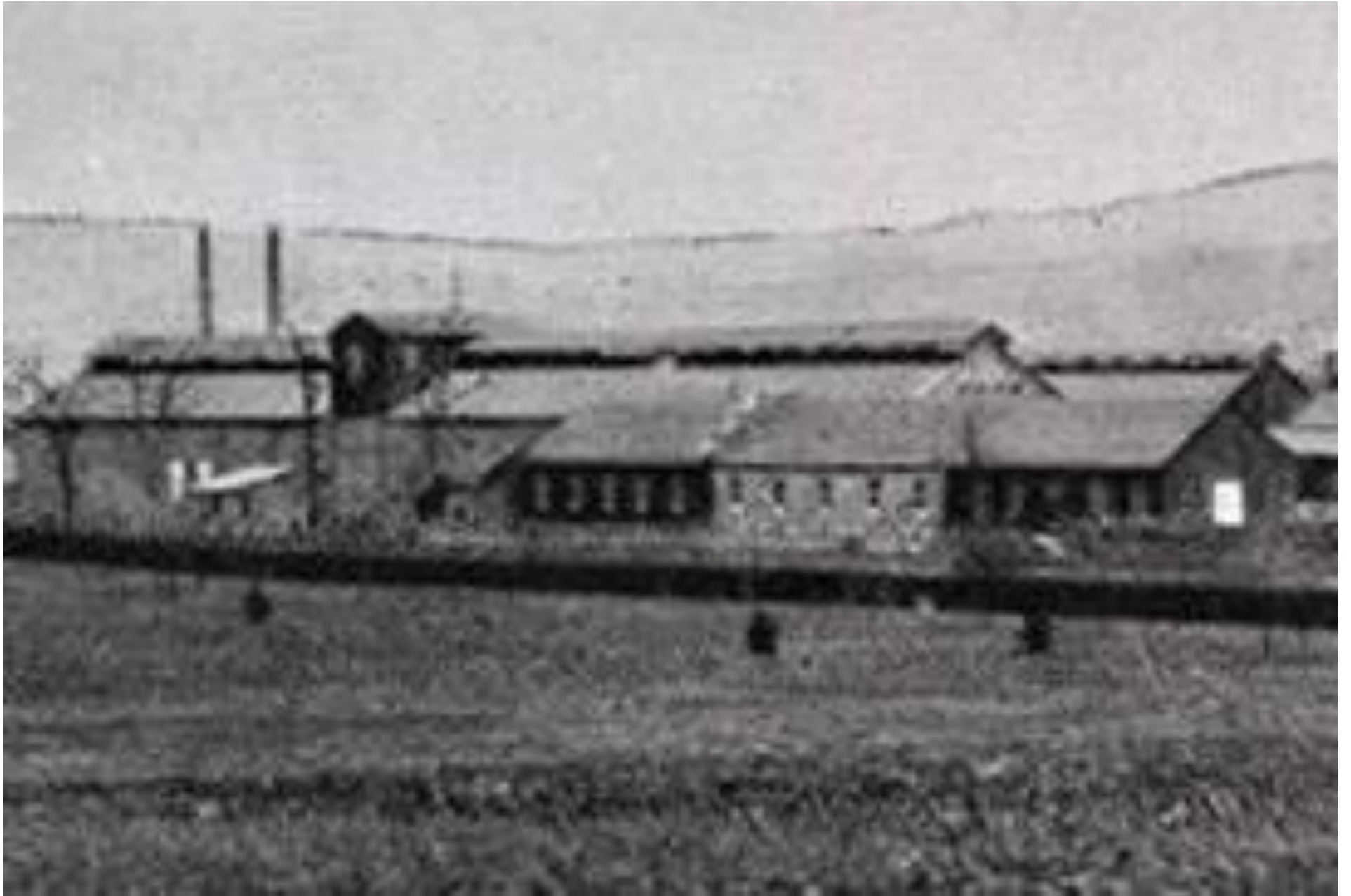


Figure 48A. See Figure 49.



Figure 48B. See Figure 49.

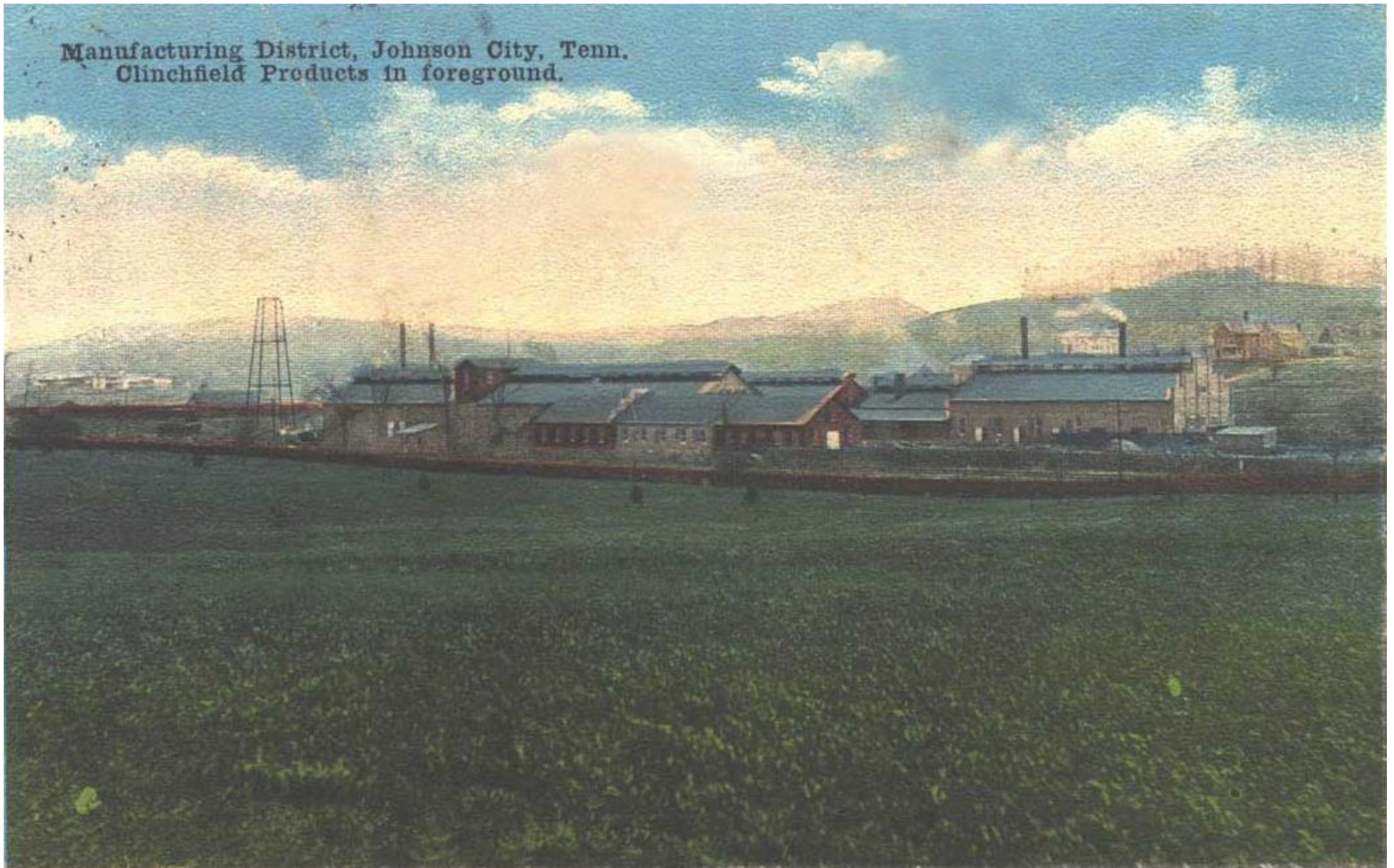


Figure 49. See Figure 48.²⁰²

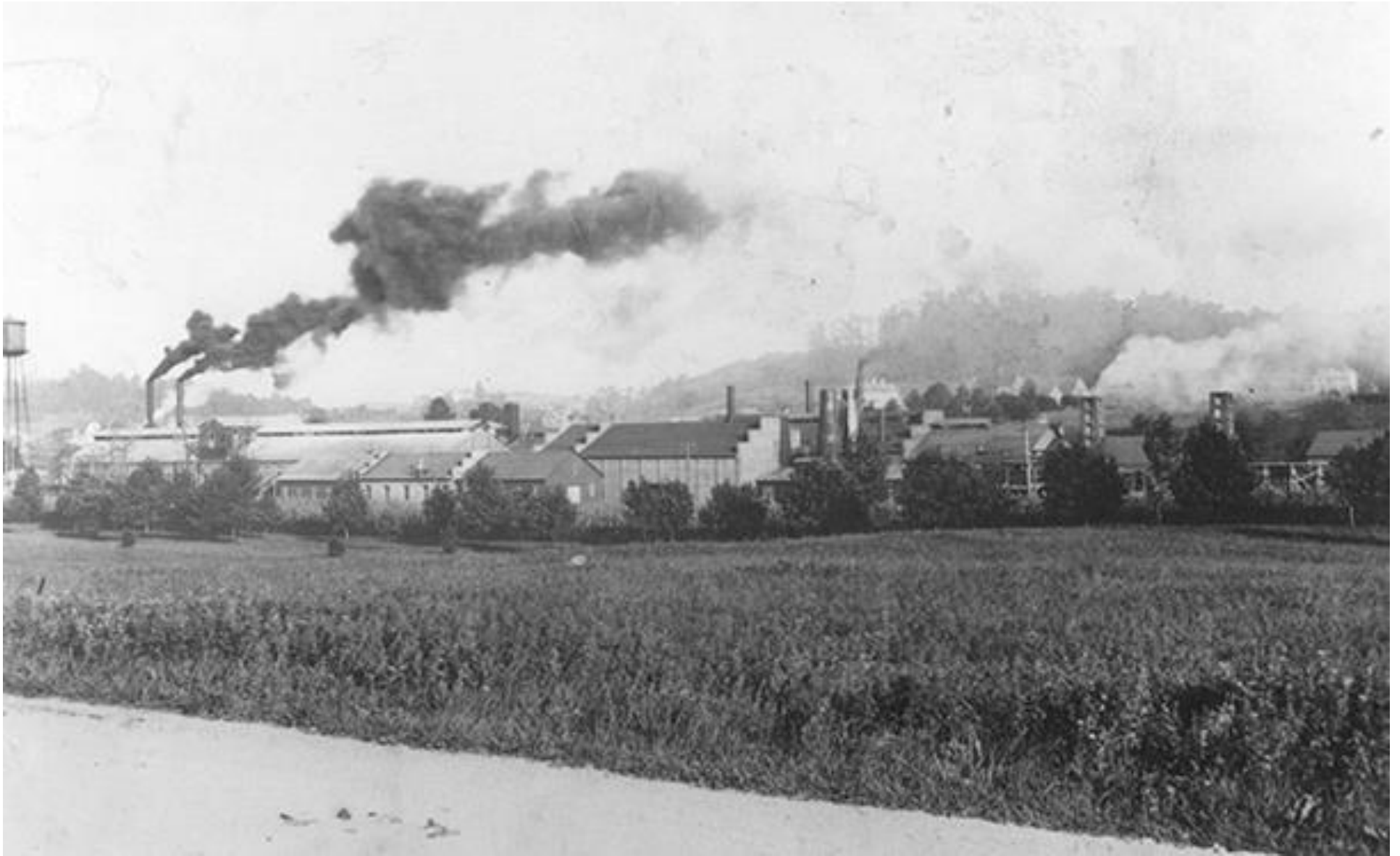


Figure 50. “Tennessee Lumber and Veneer Company; West Walnut and Tennessee Streets; looking [south] toward Jenny (Reservoir) Hill behind East Tennessee State University.” Based on the change in vegetation and the additional buildings to the right (west), this photograph was taken some time after that in Figure 48. On 23 December 1916, this former plant of the Standard Oak Veneer Corporation was partially destroyed by a fire. Apparently, in 1925, this property was acquired by the Miller Brothers and rebuilt.²⁰³ See figures 48, 49, 54, 55 and 57, as well as maps 8 and 11.



Figure 50A.



Figure 50B.



Figure 50C.

Table 15. "Manufacturing Industries and Firms Inspected and Reported... Johnson City, Washington County",
for the Year Ending 1 December 1916.²⁰⁴

Firm Name	Character of Business	No. Employes at time of inspection				No. Hours Labor Males		No. Hours Female and Min. Under 16		General Condition
		Over 16		Under 16		Over 16		Min. Under 16		
		M.	F.	M.	F.	Da.	Wk.	Da.	Wk.	
Amer. Cigar Box Co.	Cigar Box Matl. Mfrs.	150		24		10	60	10	57	Good
Tenn. Lbr. & Veneer Co.	Veneer & Flooring Mfrs.	148		1		10	60	10	57	Good

Table 16. "Directory of Industries Inspected, with No. Employes, December 1, 1916, to December 31st, 1917...
Washington County – Johnson City".²⁰⁵

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
American Cigar Box Co.	Cigar Box Material Mfr.	189		6	
Tennessee Lbr. & Veneer Co.	Veneer Tops, Mfrs.	170			

Table 17. "Directory of Industries Inspected, with No. Employes... Washington Co. – Johnson City",
for the Year Ending 31 December 1918.²⁰⁶

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
American Cigar Box and Lumber Co.	Cigar Box Material	112	28	8	

Table 18. "Directory of Industries Inspected, with No. Employes... Washington County – Johnson City",
for the Year Ending 31 December 1919.²⁰⁷

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
American Cigar Box Mfg. Co.	Mfrs. Cigar Boxes	159	38		
Elizabethton Flooring Co.	Mfrs. Hardwood Flooring	72	5		

1 January 1917. The Lumber Trade Journal.

“Johnson City, Tenn. – The plant of the Tennessee Lumber & Veneer Company was destroyed by a fire of unknown origin on December 23 [1916]. The loss was placed at \$100,000, partially covered by insurance.”²⁰⁸

4 January 1917. Manufacturers Record.

“Tenn., Johnson City. – Tennessee Lumber & Veneer Corp. advises Manufacturers Record concerning lately-noted fire: Veneer department, comprising about ¼ of buildings, destroyed; panel and flooring departments are in full operation; already having surplus room, will re-erect only iron-clad sawmill building; construction by company force; purchase rebuilt machines, including band and veneer sawmills, and veneer slicer, dryer, lathe and clippers...

Tennessee Lumber & Veneer Corps... Prices on rebuilt machines, including 7-ft. band sawmill, veneer sawmill, veneer slicer, veneer dryer of large capacity, 100-in. veneer lathe and one or more veneer clippers.”²⁰⁹

4 January 1917. Rough Notes.

“Johnson City, Dec. 23 [1916], Tennessee Lumber & Veneer Corp., plant; loss \$100,000.”²¹⁰

4 January 1917. The Iron Age.

“Fire destroyed the electric power plant, sawmill and other departments of the Tennessee Lumber & Veneer Company, Johnson City, Tenn., at a loss of more than \$100,000.”²¹¹

10 January 1917. Lumber World Review.

“Johnson City, Tenn. – Part of the plant of the Tennessee Lumber & Veneer Corporation burned, loss between \$100,000 and \$150,000; insured for \$35,000.”²¹²

11 January 1917. The Iron Age.

“The Tennessee Lumber & Veneer Corporation, Johnson City, Tenn., is asking for prices on rebuilt equipment, including a 7-ft. band sawmill, veneer slicer, veneer dryer, 100-in. veneer lathe and veneer clippers.”²¹³

27 January 1917. Southern Lumberman.

“Knoxville, Tenn., Jan. 24. – The plant of the Tennessee Lumber & Veneer Corporation, which was recently burned at Johnson City, is being rebuilt. New machinery has been ordered and in a few weeks this plant will be giving employment to 200 men.

L.W. King is president of the corporation, the plant being owned by George L. Carter and associates.”²¹⁴

January 1917. Barrel and Box.

“The plant of the Tennessee Lumber & Veneer Co., Johnson City, Tenn., burned Dec. 23; loss \$100,000, partly covered by insurance.”²¹⁵ It appears that this plant was acquired by the Millers Brothers in 1925 and rebuilt.

1917 – 1918. “Autobiography of William E. Uptegrove”

Gifford Mills Uptegrove wrote: “Then came World War I, which created great difficulties in obtaining Cedar logs. From the earliest days they had come from Cuba, but the War created a huge demand for sugar at fantastic prices. To take advantage of this opportunity in the maximum way, Cuba cut and burned their forests and planted sugar cane.

This ended Cuban Cedar and necessitated locating a new source of supply.

Also ships and shipping were taken over by the Government for wartime needs, and it was not possible to charter a vessel without a Government license. They were issued only if the imported product could be shown to be an essential need. Cigars were rated essential, and after many trips to Washington to prove that Cedar was essential for proper boxing of high-grade cigars, the license was issued.

In the meantime, a new source of supply had been found in Brazil, and thereafter shipload lots were loaded at Manoa, 1500 miles up the Amazon River. Some of those logs came from the Eastern slopes of the Andes Mountains in Peru, 1500 miles further up the river.

The agent for this business was the General Rubber Co., an American concern, but whose office at Manaos was staffed by Englishmen. The reason for this was that Americans stayed in their homeland, while Englishmen were to be found in all under-developed countries. The work of these Englishmen, i.e. procuring sufficient logs, sorting and grading them, handling export matters, etc. was very satisfactory. Relations with them were very pleasant. I later stepped into this work, met these men on their visits to New York and liked them very much...”²¹⁶

Gifford Mills Uptegrove wrote: “During World War I shipping was taken over by the government for wartime needs. To charter a vessel needed a government license, and the imported product needed to be shown as an essential item. Cigars at the time were rated as an ‘essential item’. Since cigars were rated as an ‘essential item’, William [E. Uptegrove] traveled many times to Washington, D.C. to argue that if cigars were an ‘essential item’, then surely the cigar boxes that contained the ‘essential items’ must also be ‘essential’. William was able to argue his case and won his licenses to continue to import cedar for cigar boxes. Most of this cedar was being harvested in South America as the cedars in Cuba had been sacrificed for the more profitable commodity of raising sugar cane. William’s cigar box lumber operation was able to continue with the resumption of the imported cedars as well as the domestic logging operations in Tennessee...”²¹⁷

6 September 1918. Johnson City Daily Staff.

“The Johnson City Daily Staff reported news about what ladies were wearing in Johnson City. ‘Though they have been wearing ‘em for some time while on duty at the various manufacturing plants, not until yesterday were girls seen on the streets here wearing overalls. A covy (sic) of pantaletted patriots parading the streets shortened the breath of a fat and otherwise man yesterday afternoon when they strolled down the main lane of the town.

At the Harris Manufacturing plant the ladies have been donning overalls in which to work for over a year, but it was not until Monday of this week that the American Cigar Box Lumber Company fell for the innovation, and as that plant is located nearer the business section than some of the others, the war girls have lately attracted the attention by coming on the street in the male attire they have assumed during war times.

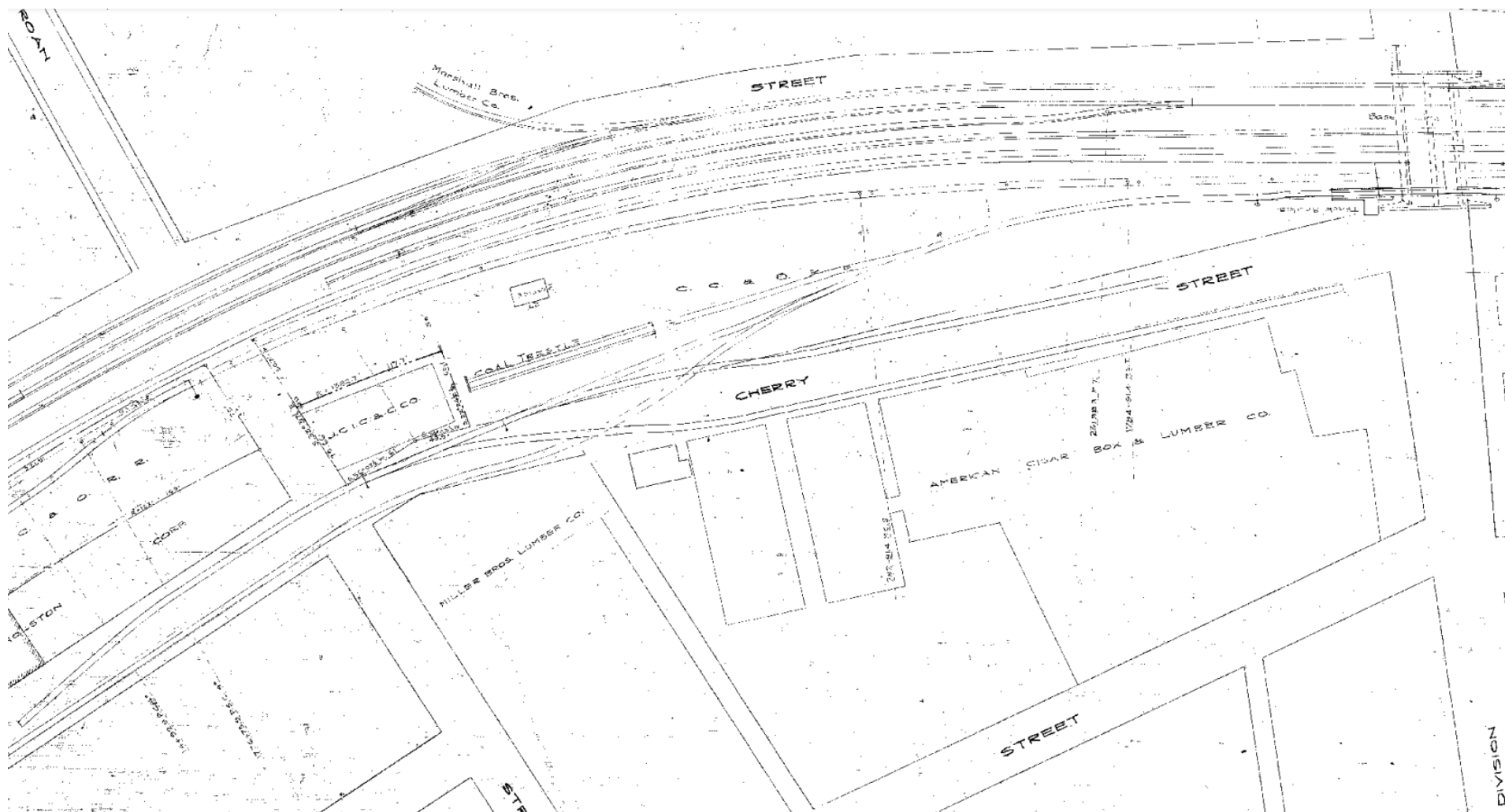
Notwithstanding the citizenship has become familiar through the movie mediums and the Sunday supplements and magazine pages with the march of progress, they turn to rubber when the pictures they have seen materialize before their eyes and walk unconcernedly along the sidewalks in front of them. It will take a few days for the male of the species to get an eyeful, and adjust their cosmos but by and by they will revert to the habit of glancing casually toward the top of the taller buildings when milady boards a street car, just as of yore. C'est la guerre."²¹⁸

10 October 1918. Manufacturers Record.

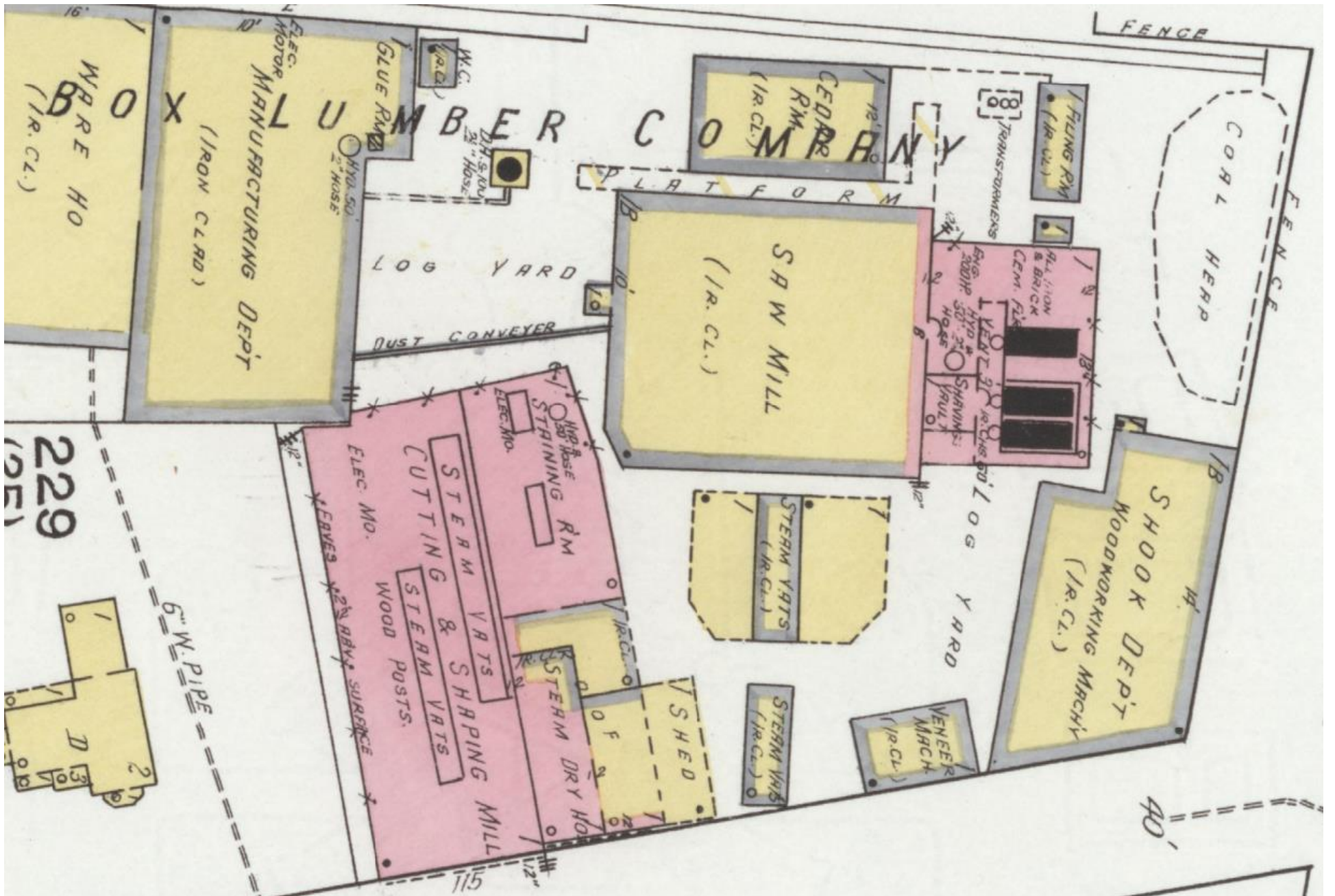
"Industrial Plants for Sale – Woodworking plant – Manufacturing Plant for Sale – Veneer plant located on 12 acres land and is served by 3 railroads – Sou., C.C.& O. and E.T. & W.N.C.; has 8' new band mill, 14' rotary mill, new 120' Coe Dryer, two taping machines and every machine that is needed in manufacturing panels. Has two glue outfits, one for hide and one for vegetable glue. Plant operated partially by steam and partially by electricity. Most of the machines were driven by individual motors. In interior is full line of machines for manufacturing interior trim and all kinds of built-up stock for the manufacture of furniture. Plant is equipped with 450 H.P. Corliss engine, 200 kilowatt generator, fine set of boilers. Has large concrete drykiln, and every machine that is used in first-class plant. Will sell entire plant or will sell machinery separate. Address Johnson City Development Co., Johnson City, Tenn."²¹⁹ Note, this appears to be the plant of the Tennessee Lumber and Veneer Company (previously known as the Interior Hardwood Company), which had similar equipment, such as a large concrete kiln. However, the Sanborn Fire Insurance Company indicates that it had a 350-horsepower engine (not 450), as well as a smaller 90-kilowatt generator (see maps 10A and 15). The Elizabethton Flooring Company, controlled by William S. Whiting, leased the former plant of the Interior Hardwood Company by February 1920.

February 1919. Packages.

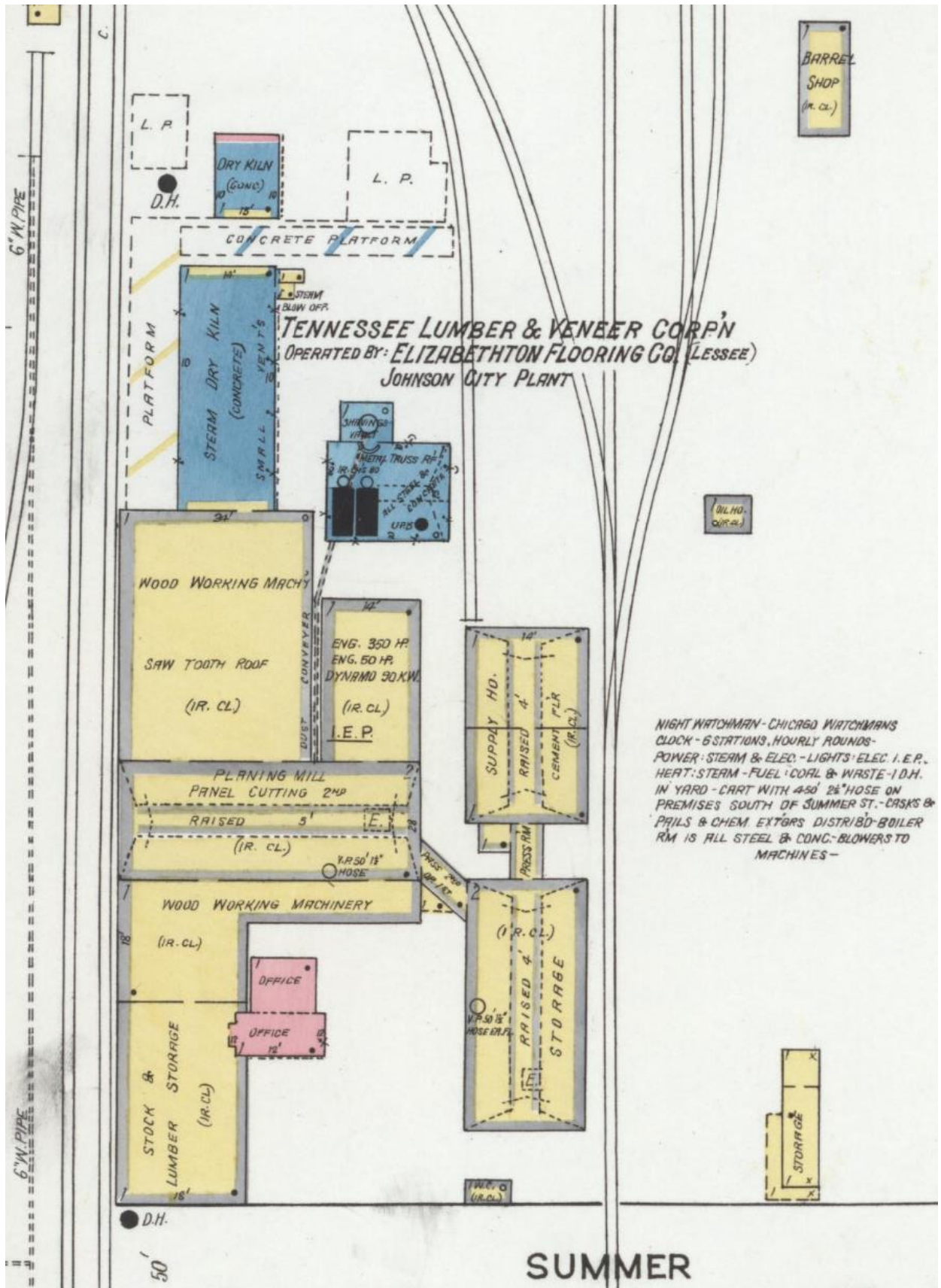
"Johnson City, Tenn. is an active box and lumber point. The American Cigar Box Co., Sells Lumber CO. and several others are operating there with large forces of people."²²⁰



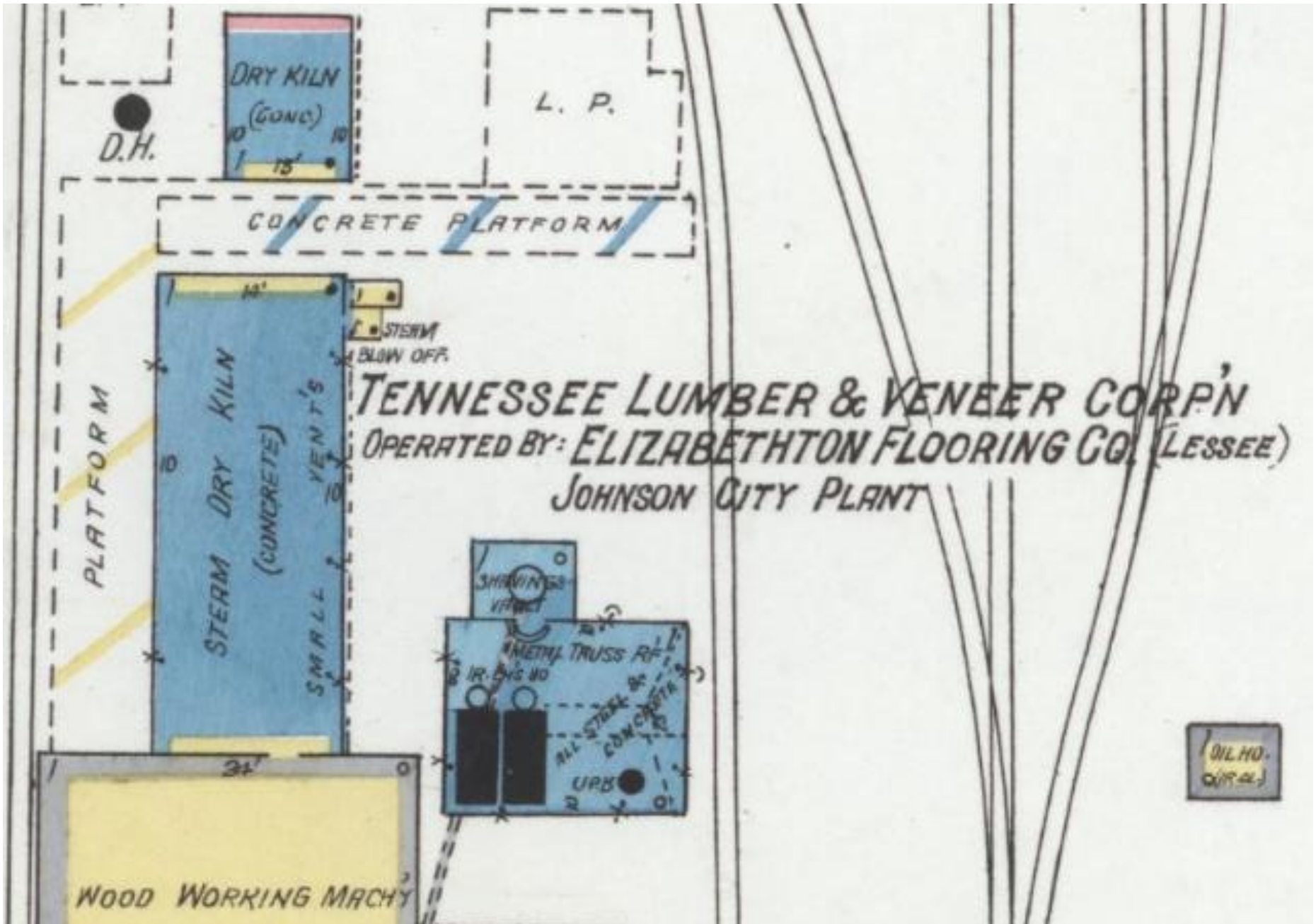
Map 13. 29 August 1919, the “American Cigar Box & Lumber Co.”, in Johnson City, Tennessee, at Division and Walnut streets.²²¹



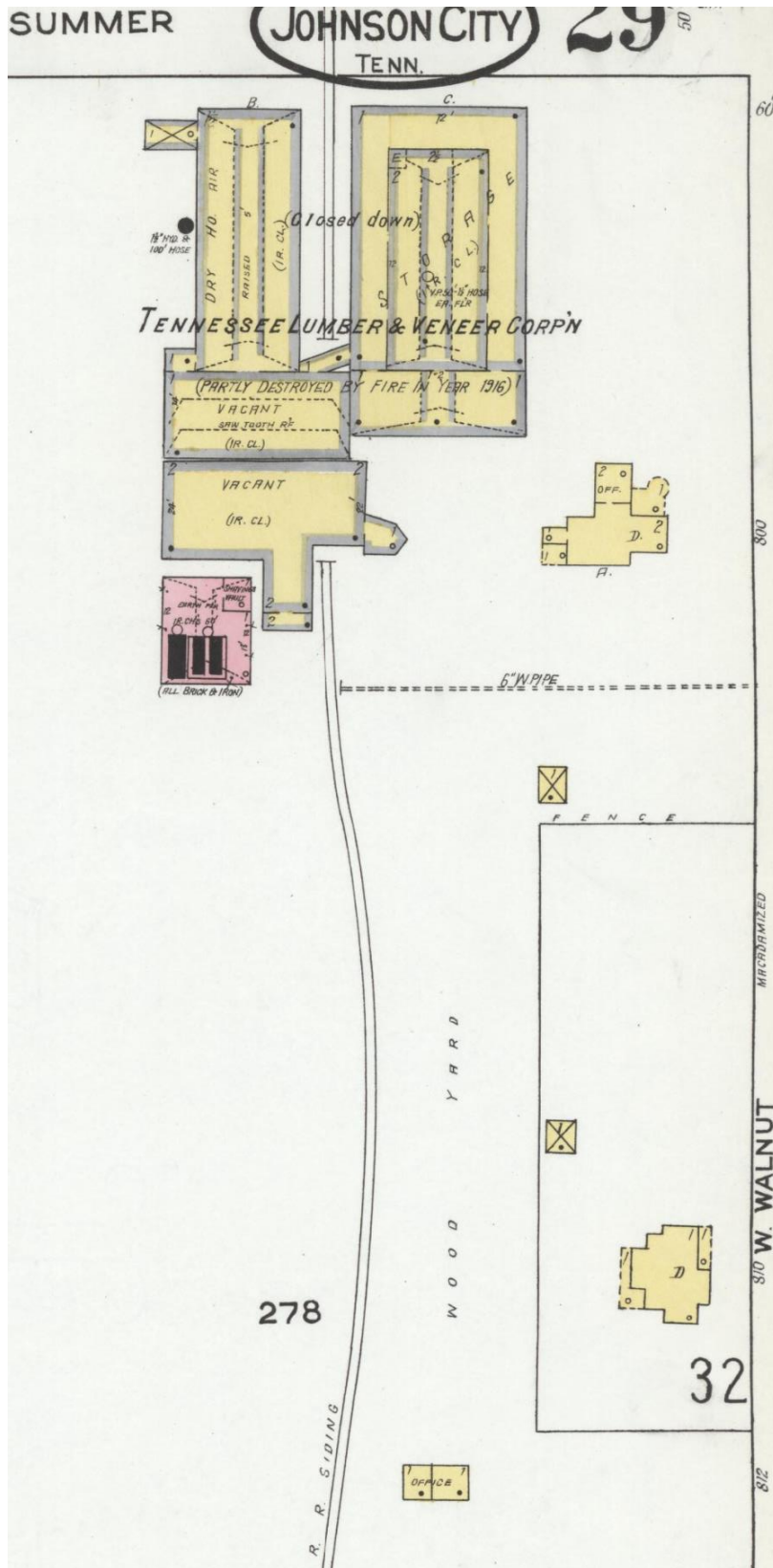
Map 14A.



Map 15. February 1920, Tennessee Lumber & Veneer Corporation Plant, leased and operated by the Elizabethton Flooring Company, which was owned by William S. Whiting. Previously, this plant was owned by the Interior Hardwood Company, see maps 7 and 10, as well as figures 39 and 42.²²³



Map 15A.



Map 16. February 1920, Tennessee Lumber & Veneer Corporation Plant, partially destroyed by fire on 23 December 1916 and closed down. Previously, this plant was owned by the Standard Oak Veneer Corporation and the Allen Panel Corporation, see Map 8. Notice the greatly reduced number of buildings in this complex in comparison to those depicted in Map 11. Apparently, this property was acquired by the Miller Brothers in 1925 and rebuilt, see figures 54 to 57.²²⁴



Figure 51. "American Cigar Box Co.", apparently this scene was photographed after 1906 and before 1926, see Figure 58.²²⁵

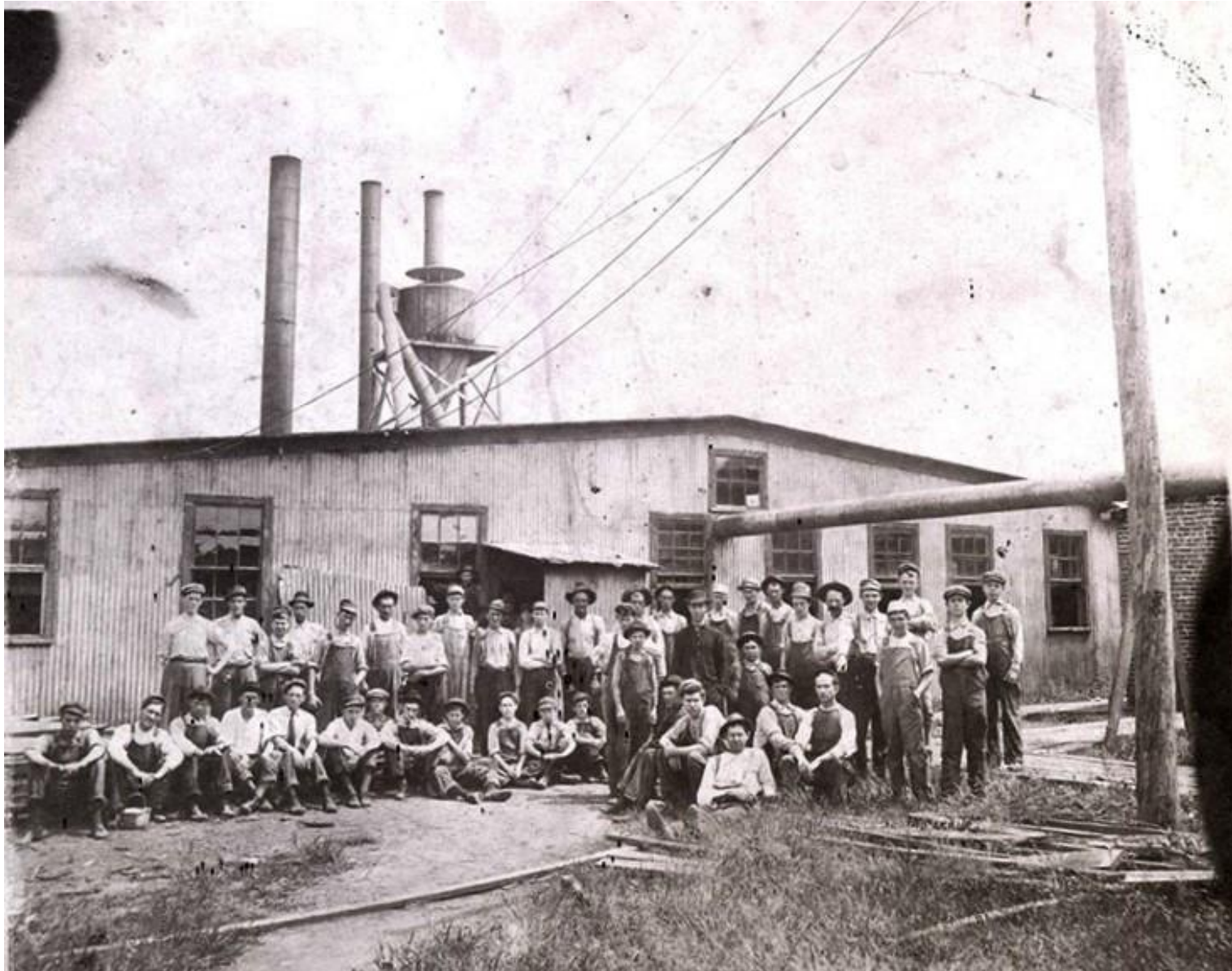


Figure 52. This appears to be a photograph of the workers at the American Cigar Box Lumber Company, which was taken after the 1906 fire and rebuild.²²⁶ It appears to be a photograph of the sawmill, looking east, with the brick “cutting and shaping mill” just visible on the right of the photo. The overhead pipe is probably the “dust conveyor,” shown on Map 14A (1920), but not on Map 6A (1913). This detail would date this photograph to after 1913, but no later than 1920.



Figure 53. This photograph seems to have some of the same men in it and would thus be a view of the interior of the American Cigar Box Lumber Company plant. Of note, one of the overhead belt-drives is visible at the top of the photograph.²²⁷

7 May 1920. Safety Engineering.

“May 7, 1920. Johnson City, Tenn. W.S. Whiting Lumber Company, Walnut and Watauga streets. Flooring and finished lumber. One 1-story and one 2-story building destroyed. Walls, wood sheeting covered with corrugated iron. Floors, wood. Roofs, tin. Cause, unknown. Fire started near center of mill. Discovered by motorcycle police at about 11.30 p. m. Alarm, police blew factory whistle. Duration, 8 hours. Confined to building of origin. Fire was favored by building full of dry lumber. Firemen handicapped by headway before discovery. Private fire apparatus, none. Persons in building, 2. Killed, none. Injured, none. Means of escape, doors and stairways. Value of building and contents, \$150,000. Property loss, \$150,000. Papers were protected by vault and saved intact.”²²⁸

22 May 1920. American Lumberman.

“Johnson City – W.S. Whiting Lumber Co., loss of \$300,000 by fire originating in dry kiln; flooring department, hardwood stock and considerable machinery destroyed; loss covered by insurance.”²²⁹

10 June 1920. Lumber World Review.

“Johnson City, Tenn. – The Elizabethton Flooring Co, will rebuild its plant recently burned... Fires... W.S. Whiting Lumber Co. Loss \$300,000, covered by insurance. Flooring department, hardwood stock and considerable machinery destroyed.”²³⁰ Nevertheless, it appears that this plant was never reopened.

7 July 1920. Fire and Water Engineering.

“Lumber Plant Destroyed in Johnson City. The Whiting Lumber Company’s plant in Johnson City, Tenn., was completely destroyed by a fire that was discovered about 11.30 p.m. when the plant was already almost wholly involved, Chief Berry Wilson reports. The building, which was a one story frame, metal sheeted, about 12 years old, was falling in at the lower end when the department, under Chief Wilson, arrived with apparatus consisting of an American-LaFrance triple combination and a horse-drawn wagon used as trailer. Four 6-inch double hydrants, spaced about 250 feet, were available, with from 75 to 85 pounds pressure and 2,000 feet of hose were laid, of which 3 lengths burst. Eight hydrant streams were thrown from 1 1/8 to 1 1/2 inch nozzles. The factory whistle blowing gave the first alarm and the fire had such a start that it could not be stopped but it was prevented from spreading to other property. The loss was total on both buildings and stock and amounted to \$160,000.”²³¹

29 January 1921. Brooklyn Chamber of Commerce Bulletin.

“The Uptegrove Cigar Box Lumber Company has moved its office from 677 Morgan avenue to 32 Court street. William E. Uptegrove, president of the company, is a member of the Brooklyn Chamber.”²³²

January 1921. Barrel and Box.

“To Handle Cedar Logs Only – The Uptegrove Cigar Box Lumber Company, Brooklyn, N.Y., announce that, effective January 1, they have retired from the manufacture and sale of Spanish cedar cigar box lumber, and that the cedar saw mill and cedar lumber business is now conducted by William Black & Co., Morgan and Norman avenue, Brooklyn. The Uptegrove Cigar Box Lumber Company will continue only in the import and supply of Spanish cedar logs.

Mr. William E. Uptegrove has just completed the fiftieth anniversary of his entrance into the Spanish cedar business [on 3 January 1871], and this change simply represents his desire to lessen his business cares. Incidentally he is president of the American Cigar Box Lumber Company, and in conjunction with Wm. T. Sturges, treasurer of the latter company, will devote especial attention to the Johnson City mill of the American Cigar Box Lumber Company.

The offices of the Uptegrove Cigar Box Lumber Company and the American Cigar Box Lumber Company are located at 32 Court street, Brooklyn.”²³³

1921. “Autobiography of William E. Uptegrove”

Gifford Mills Uptegrove wrote: “The War marked the turning point in the cigar box lumber business. The supply of many commodities, including Cedar Cigar Box Lumber was not equal to the demand. Consequently, the use of domestic lumber increased. The cigar manufacturers then found that cigars would sell even if not packed in a cedar box, and turned more and more to the use of domestic wood. When my father saw that this was a permanent trend he sold the Greenpoint Mill [in Brooklyn, New York] to one of his customers, whose principal customer clung to Cedar.

This is where I came in for my second start of a business career. This was January 2, 1922 [should read 1921, see above], and that was also the day on which the new owner took over, and my father relinquished the Greenpoint Mill [Brooklyn, New York].

With the exception of the interruptions due to the fire and the Receivership, this was the first day since June 1, 1875 when he took over the 10th St. Mill in New York from his employers, that he had not produced Cedar Cigar Box Lumber. Of course, the swing to domestic wood increased the business of the American Cigar Box Lumber Co. and its competitors, of whom there were six... From the moment I stepped into the office my father began to acquaint me with all his personal affairs and to hand over the reins, both of those and of the business, as fast as I could take them. It was not long before he began leaving for the day at about one o’clock.”²³⁴

1 November 1923. Manufacturers Record.

“Tenn., Johnson City – American Cigar Box Lumber Co., plans remodeling plant, increasing manufacturing efficiency; Lockwood, Greene & Co., Engrs., 24 Federal St., Boston, Mass.”²³⁵

8 November 1923. The Iron Age.

“The American Cigar Box Lumber Co., Johnson City, Tenn., has engaged Lockwood, Greene & Co., 24 Federal Street, Boston, and Charlotte, N.C., engineers, to prepare plans for extensions and improvements, including remodeling of the present structures and the installation of additional machinery for considerable increase in output.”²³⁶

Table 19. “Directory of Industries Inspected, with No. Employes... Washington County – Johnson City”,
for the Year Ending 31 December 1920.²³⁷

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
American Cigar Box Lumber Co.	Mfg. Cigar Box Lumber	148	28		

Note: Apparently, the American Cigar Box Lumber Company was not inspected in 1921.

Table 20. “Directory of Industries Inspected, with No. Employes... Washington County – Johnson City”,
for the Year Ending 31 December 1922.²³⁸

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
American Cigar Box Lumber Co.	Mfg. Cigar Box Lumber	126	18		

Note: The 1923 edition of this report is available online, but only contains a summary of the data at the county level. The author did not find a copy of the 1924 edition of this report online.

Table 21. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”,
for the Year Ending 31 December 1925.²³⁹

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
American Cigar Box & Lumber Co.	Cigar Boxes	192	24		

Note: For 1926, it appears that the American Cigar Box Lumber Company was not inspected. The author did not find a copy of the 1927 edition of this report online.

Table 22. Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”,
for the Year Ending 31 December 1926.²⁴⁰

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Miller Bros. Inc.	Planing Mill	24	1		

10 November 1923. American Lumberman

“Johnson City – American Cigar Box Lumber Co. will remodel plant and install new equipment, greatly increasing capacity.”

8 December 1923. American Lumberman.

“Spartanburg, N.C., Dec. 3. – The American Cigar Box Lumber Co., of Maine, has purchased the poplar and cucumber trees on 11,153 acres of forest in Henderson County, North Carolina, and extending over into Transylvania and Greenville counties. The timber was purchased from Robert Rea and wife, of Hillman, Mich., and Roland Hughes and wife, of Alpena, Mich. The price reported is \$80,000. The purchasers have six years in which to remove all the poplar and cucumber trees on the tract.”²⁴¹

3 August 1924. The Lumber Manufacturer & Dealer.

“Brooklyn – Uptegrove Cigar Box Lumber Co. increased capital stock to \$500,000.”²⁴²

1925. “Elbert Haynes Miller Family Collection.”

“In 1925 the [Miller Brothers] company, still expanding, procured an additional plant on West Walnut street [apparently that of the former Standard Oak Veneer Company and the Allen Panel Company], which has been devoted to the manufacture of hardwood flooring, for which Johnson City is one of the principal world centers. This branch of the operation will be continued...”²⁴³ “In 1960, Harris [Manufacturing Company] acquired Miller Brothers lumber business in Johnson City.”²⁴⁴

22 April 1926. Manufacturers Record.

“Tenn., Johnson City – American Cigar Box Co. will expend \$25,000 on improvements and extensions; install additional equipment...”

Fire damage... Portion of American Cigar Box Lumber Co.’s plant.”²⁴⁵

30 September 1926. Tobacco.

“American Cigar Box Lumber Company. Cigar box lumber is just as necessary to the trade as any other item of constant use. It is required, though, that the lumber be of such quality that it typifies the character of the cigars. To pack good cigars in cheap boxes is just as paradoxical as putting poor cigars in boite nature packing.

Responsibility of quality is vested in mills where reputation means more to the plant than mere quantity handled. So it is that the American Cigar Box Lumber Company is the foremost handler of genuine Spanish cedar veneer, which is extensively used with yellow poplar for the manufacture of cigar boxes having lightness, strength, and the finest finished appearance.

All cigar box makers can supply their manufacturing customers with this sort of boxes. Mills of the company are located at Johnson City, Tennessee. The offices are located at 32 Court street, boro of Brooklyn, N.Y.”²⁴⁶



Figure 54. “Miller Brothers Company... Manufacturers of Hardwood Flooring, Johnson City, Tennessee.” It appears that, in 1925, the Miller Brothers had acquired the plant formerly operated by the Standard Oak Veneer Company (1902 – 1910) and Allen Panel Company (1904 – 1910), as well as the Tennessee Lumber and Veneer Corporation (1910 – 1916).²⁴⁷ See figures 48 to 50 and 54 to 57, as well as maps 11 and 16. It appears that this photograph is looking southwest.



Figure 54A.



Figure 54B.



Figure 55. “Miller Brothers Company... Manufacturers of Hardwood Flooring, Johnson City, Tennessee.”²⁴⁸



Figure 56. "Miller Brothers Company... Manufacturers of Hardwood Flooring, Johnson City, Tennessee."²⁴⁹

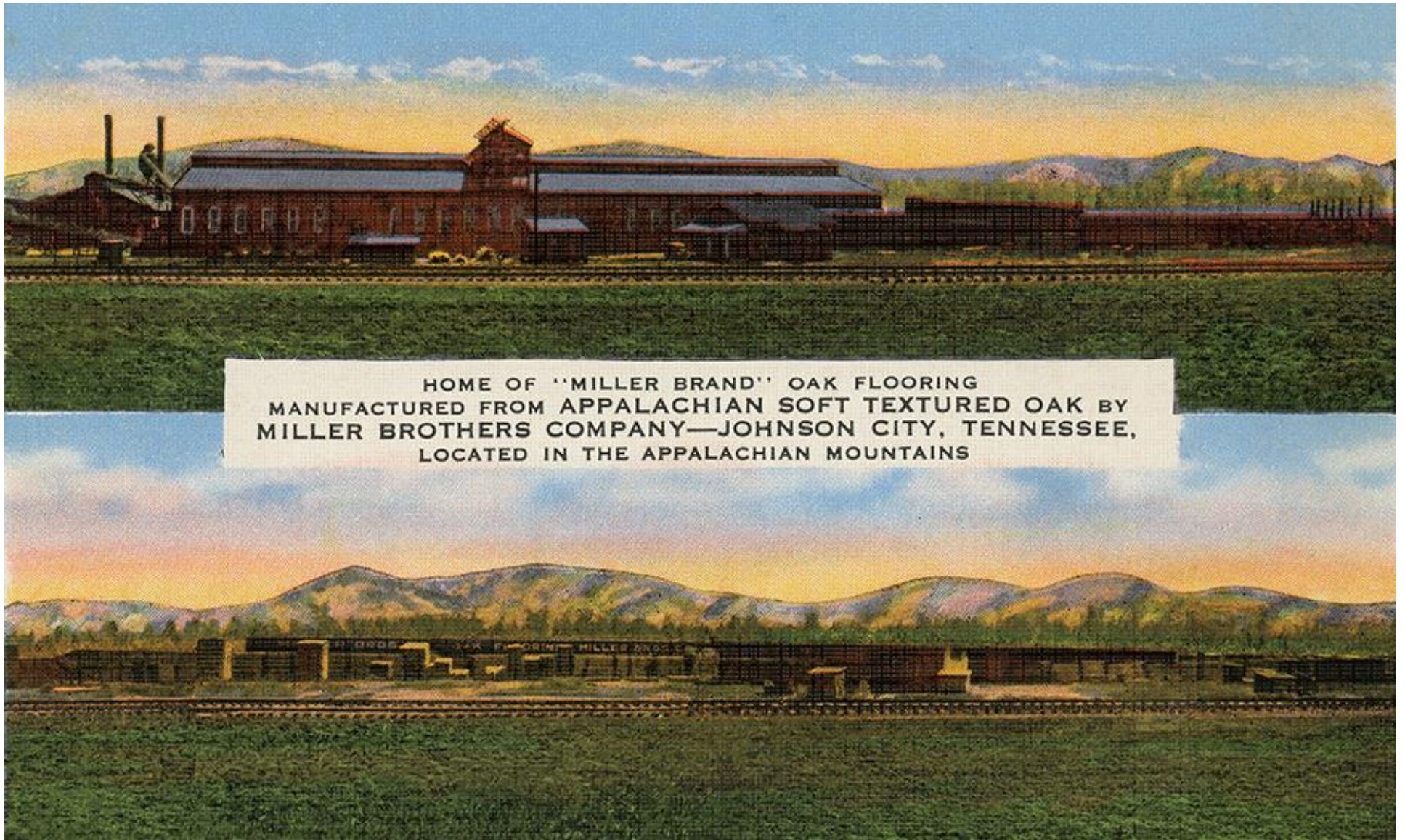


Figure 57. “Home of ‘Miller Brand’ Oak Flooring Manufactured from Appalachian Soft Textured Oak by Miller Brothers Company”.²⁵⁰
See figures 48 to 50 and 54 to 56, as well as maps 11 and 16.



Figure 58. This photograph has been dated to 1926 and appears to be looking north across the American Cigar Box Lumber Company. Of note, along the skyline are the Sevier Hotel (built in 1924, left), the First Christian Church (center), and the Franklin Apartments (formerly the Hotel Carlisle and Hotel Franklin, right), as well as the E.T. & W.N.C. Railroad mainline visible at the far right as it crosses Division Street. The men by the fence, to the left of the center of this photograph would be along Walnut Street. The buildings of the American Cigar Box Lumber Company, from left to right, would be the Cutting and Shaping Mill, Veneer Machinery Building (in front of the boiler room with the two smokestacks), and the Shook Department.²⁵¹ See Map 14A and figures 51 and 52.

20 January 1927. The Iron Age.

“The Crane Market... Among recent purchases are... American Cigar Box Lumber Co., Johnson City, Tenn., a 15-ton gasoline driven, standard gage, locomotive crane from the American Hoist & Derrick Co.”²⁵²

CIGARS NEED WOODEN BOXES

CEDAR VENEERED BOXES
MADE OF
YELLOW POPLAR
COVERED WITH
GENUINE SPANISH CEDAR VENEER
COMBINE
Lightness—Strength—Finest Appearance

The Ideal Package

USE CEDAR VENEERED BOXES

Your Box-Maker Can Supply Them

AMERICAN CIGAR BOX LUMBER CO.

Mills: JOHNSON CITY, TENN. Main Office: 130 CLINTON ST., BROOKLYN, N. Y.

Figure 59. Tobacco, 26 May 1927.²⁵³

1 September 1927. Tobacco.

“Addition for Johnson City Cigar Box Lumber Co. Johnson City, Tenn., Aug. 27. – An interesting bit of industrial history has become available this week in connection with the announcement of the erection of an additional warehouse at the local plant of the American Cigar Box Lumber Company. The new building is a [?] of the standard saw-tooth type, thirty five feet wide by one hundred and fifty feet long and ranging from one story in height in the ‘dip’ to two stories at the ‘peak.’

The American Cigar Box Lumber Company is one of the oldest industries here, and has been in continuous full operation for the past thirty years, with the exception of a six months period in 1906, when the original plant was destroyed by fire. The fire occurred early in July, 1906, and the new plant was in operation in December of the same year. With that exception the plant has never been shut down for thirty years.

About two hundred and twenty men and women are employed, and the factory brings into this territory more than \$50,000 per month in wages, salaries and payments for raw material (saw logs). None of its product is sold locally, so that it is one-hundred percent asset, bringing in everything and taking away nothing.

W.L. [Wilbur Lyman] Clark, prominent Rotarian, has been the manager of the plant during its entire successful life.”²⁵⁴

Table 23. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”,
for the Year Ending 31 December 1928.²⁵⁵

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
American Cigar Box Co.	Mfg. Cigar Boxes	130	23		
Miller Bros.	Planing Mill	54	3		

Table 24. “Labor Disputes Handled by the United States Department of Labor Through its Conciliation Service, April 1929...”²⁵⁶

Company or Industry and location	Nature of controversy	Craftsmen concerned	Cause of dispute	Present status and terms of settlement	Duration		Workers involved	
					Beginning	Ending	Directly	Indirectly
American Cigar Box Lumber Co., Johnson City, Tenn.	Controversy	Cigar-box makers	Alleged discharges for union affiliation	Pending	Apr. 24		40	235

Table 25. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”,
for the Year Ending 31 December 1929.²⁵⁷

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
American Cigar Box Lumber Co.	Mfg. Cigar Box Material	223	9		
Miller Lumber & Mfg. Co.	Lumber	72	2		

Note: For 1930, it appears that the American Cigar Box Lumber Company was not inspected. The author did not locate copies of the reports for 1931 and 1932 online. The American Cigar Box Lumber Company was not mentioned in the 1935 report because it had been moved to Astoria, Oregon.

Table 26. "Location and List of Industries Inspected 1933... Washington County – Johnson City",
for the Year Ending 31 December 1933.²⁵⁸

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Miller Brothers Co.	Mfg. Hdwd. Flooring	145	2		

Table 27. "Location and List of Industries Inspected 1935... Washington County – Johnson City",
for the Year Ending 31 December 1935.²⁵⁹

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Miller Brothers Co., Inc.	Mfg. Hardwood Flooring	183	3		

1 September 1927. Manufacturers Record.

“Tenn., Johnson City – American Cigar Box Co., W.L. Clark, Mgr., reported, erect additional warehouse at plant, 35 x 150 ft., Sawtooth type, 1 and 2 story.”²⁶⁰

24 April 1929. Morristown Gazette and Mail.

“The Morristown Gazette and Mail reported a labor strike was taking place in Johnson City. With a dateline of Johnson City, readers learned, ‘Approximately 200 employes (sic) of the American Cigar Box Company of Johnson City struck Tuesday morning, charging that W.B. Spencer, superintendent of the plant, had discharged approximately 25 union men without cause. The mill was closed indefinitely following the strike.’”²⁶¹ See Table 24.

1 May 1929. The Selma Alabama Times – Journal.

“In a follow-up to a recent item in this column, The Selma Times-Journal, with a Johnson City dateline, reported about the strike at the American Cigar Box Lumber Company. ‘Company E. 117th Infantry, Tennessee National Guard, was due to arrive here shortly after noon for strike duty at the plant of the American Cigar Box Lumber Company, the troops having left their armory at Athens, Tenn., early this morning.’ The article continued to state, ‘The plant has been slowed for almost a week following a strike. It had been planned to resume operations Monday but the plan was not carried out. There was no official announcement as to the reason for calling out the guardsmen.’”²⁶²

1929. The Commercial and Financial Chronicle.

“The American Cigar Box Co. at Johnson City says that approximately 145 men were working out of a total force of 225.”²⁶³

24 October 1931. The Traffic World.

“Poplar Logs. No. 24353, American Cigar Box Lumber Co. vs. N.&W. et. al. By Examiner L.H. Dishman. Recommends that commission find rates on poplar logs, from points on the Norfolk & Western were in violation of section 4 of the act and that the rates assailed from all the points of origin involved in Virginia and Kentucky, and Burnsville, N.C., to Johnson City, Tenn., were, are and for the future will be unreasonable to the extent that they exceeded, exceed or may exceed 65 per cent of the contemporaneous rates on lumber. Reparation proposed.”²⁶⁴

1926 – 1935. “Autobiography of William E. Uptegrove”

Gifford Mills Uptegrove wrote: “At about this time (circa 1926) DuPont put cellophane on the market and Cigar manufacturers adopted it for wrapping individual cigars. This marked the beginning of the decline in the volume of cigar box lumber, for cellophane had made possible the use of cardboard as cigar box material. Then came the idea of completely wrapping the box with lithographed paper imitating cedar grain. This admitted more cardboard, because it concealed the fact that under it was cheap cardboard instead of good lumber. This was of course hard competition, because lumber could not compete with it in price, and the cigar manufacturers were

determined to reduce their costs of containers. A few of our competitors dropped out of business, but our volume kept up very well until 1932. In fact, 1931 was the biggest year we ever had. Then the effects of the market crash of 1929 hit the cigar industry, and consequently ourselves. There were fewer cigars, and more cardboard in boxes.

The great depression had now hit us. Cigar manufacturers were insistent on lower box prices from the 'boxmakers' (i.e. our customers) and they in turn were pleading for lower lumber prices. Poplar logs had become very high-priced, and the idea occurred to my father that possibly we could locate a mill in the West and use the trim-ends which were waste in those great mills for the manufacture of cigar box lumber. My father and the Superintendent of the Johnson City Mill made an exploratory trip to the West Coast, and later employed one Harold S. Turlay to make a full investigation. He shipped a few spruce logs to Johnson City for a try-out on our slicing machines to demonstrate its suitability for cigar box lumber. The size of those logs up to 7 or 8 feet in diameter, was a revelation to the good citizens of Johnson City, and they flocked to our Railroad siding to see them. We manufactured them into lumber and secretly sent sample lots to selected customers for them to try out. We, of course, did not wish it to become generally known that we had any thought of changing from Poplar. The reports, though not enthusiastic, were good, and the fact that this Spruce lumber could be produced at lower cost than Poplar lumber, caused our customer-friends to encourage us to make the change.

Accordingly in the Spring of 1933 the Superintendent, Mr. Spencer, from Johnson City and I made a trip to the Coast, and with Mr. Turlay visited several Plants which had been closed by the depression and were available on exceedingly favorable terms. We settled upon Astoria, Oregon, where we found a building well suited to our needs and with both rail and water transportation at our door.

Mr. Spencer laid out a floor plan for the location of our machines and returned East to begin dismantling the Plant. In the meantime, Mr. Turlay would carry out the required construction and have everything in readiness when the machinery arrived. After Mr. Spencer's departure Mr. Turlay and I spent a couple of weeks investigating timber, discussing costs and an infinite variety of details involved in such a (for us) momentous move. We (the Uptegroves) were risking our capital on a venture that involved (1) the introduction of an entirely new wood for cigar boxes (2) moving into a territory in which cigar box lumber was a totally new product, and for which there was not a single trained worker (3) doing this in the very depth of the greatest depression of all time.

Before the decision to move the Plant was actually made we discussed the project with the next largest stockholder of the American Cigar Box Lumber Company, although it was not necessary since my father and I owned 73% of the stock, and could have done as we saw fit. We found that this stockholder did not care to participate in the venture, preferring that the Company be liquidated and his stock paid off. This suited us perfectly, as we preferred to 'go it alone'. We therefore bought the Company's machinery and proceeded with its liquidation.

The new Company was incorporated as the Uptegrove Lumber Company, of which my father and I were the sole owners. Here I should say that my father was not interested for himself in suggesting and participating in the creation of a new corporation, relocating the mill and introducing a new wood for cigar boxes; in other words, starting a new business. He was then (1933) 81 years of age and had withdrawn completely from all active management. He had by now moved to Maplewood, and motored in to the Brooklyn office only a couple of times a week. His sole idea was to leave a business for me, and the prospects appeared better with a lower cost lumber in the West than with the high cost Poplar in Tennessee and neighboring States. So with the

decision to move West he became an interested observer while the direction of the new Company and the liquidation of the old one devolved upon me.

In 1934 we moved the office to Newark, N.J. For a while he visited it more often there, but he was beginning to fail. Early in the next year he became confined to his bed, and finally passed away June 26, 1935 at age 83.”²⁶⁵

15 August 1956. “Uptegrove Update.”

“On August 15, 1956, Gifford [M. Uptegrove] sent a letter to all of Uptegrove Lumber Company’s customers. He announced that no new orders would be taken and the company would be closed as soon as the last railroad car was loaded. He was in his seventies and it was time to retire.”²⁶⁶ In 1975, Gifford M. Uptegrove passes away at the age of 92 (another source claims he died in January 1977).²⁶⁷

Appendix A.
Open Questions

1. What was the roster of rolling stock for the William E. Uptegrove & Brother/American Cigar Box Lumber Company during its operations on White Rock Mountain? Johnson City, Bakersville & Southern Railway? Manufacturers? Specifications? Periods of Service? Is there any more information available on the locomotives used by the William E. Uptegrove & Brother/American Cigar Box Lumber Company and the Johnson City, Bakersville & Southern Railway?
2. What was the paint scheme used on the rolling stock of the William E. Uptegrove & Brother/American Cigar Box Lumber Company and the Johnson City, Bakersville & Southern Railway?
3. What specific equipment was used inside the William E. Uptegrove & Brother/American Cigar Box Lumber Company mill? How was this equipment arranged? Do any plans exist of the mill before the 1906 fire? After the fire? Standard Oak Veneer Company? Allen Panel Company? Tennessee Oak and Veneer Company? Miller Brothers?
4. The available sources make no mention of steam-powered timber skidders or log loaders in use by the William E. Uptegrove & Brother/American Cigar Box Lumber Company on White Rock Mountain, were any used? Johnson City, Bakersville & Southern Railway? Was the cut timber simply dragged to the loading sites by horses and/or oxen?
5. Is there any more detailed information on the track layout on White Rock Mountain?
6. Are any more photographs available of the operations of the William E. Uptegrove & Brother/American Cigar Box Lumber Company on White Rock Mountain? In Johnson City? Johnson City, Bakersville & Southern Railway?

Appendix B.
Missing References

1. “Mahogany, Spanish Cedar and American Hardwoods,” in American Lumberman, 23 May 1903
2. “Forest History Today: An Annual Publication of the Forest History Society” in 2000 reportedly included “articles, and photos of the Uptegrove Bros. Lumber Co. and the American Cigar Box Co.”
3. Around 1905, “Lima Locomotive ran a trade ad saying that they had both a 13-ton Shay and a 17-ton Shay in service on the William E. Uptegrove & Brother line at Unicoi, Tennessee.”
4. “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, June 1927.
5. Newspapers published in Johnson City after the Comet ceased publishing around 1917.

Appendix C.
 U.S. Patent Number 419,975
 "Veneer Cutting Machine," by Edwin F. Smith,
 Issued 21 January 1890²⁶⁸

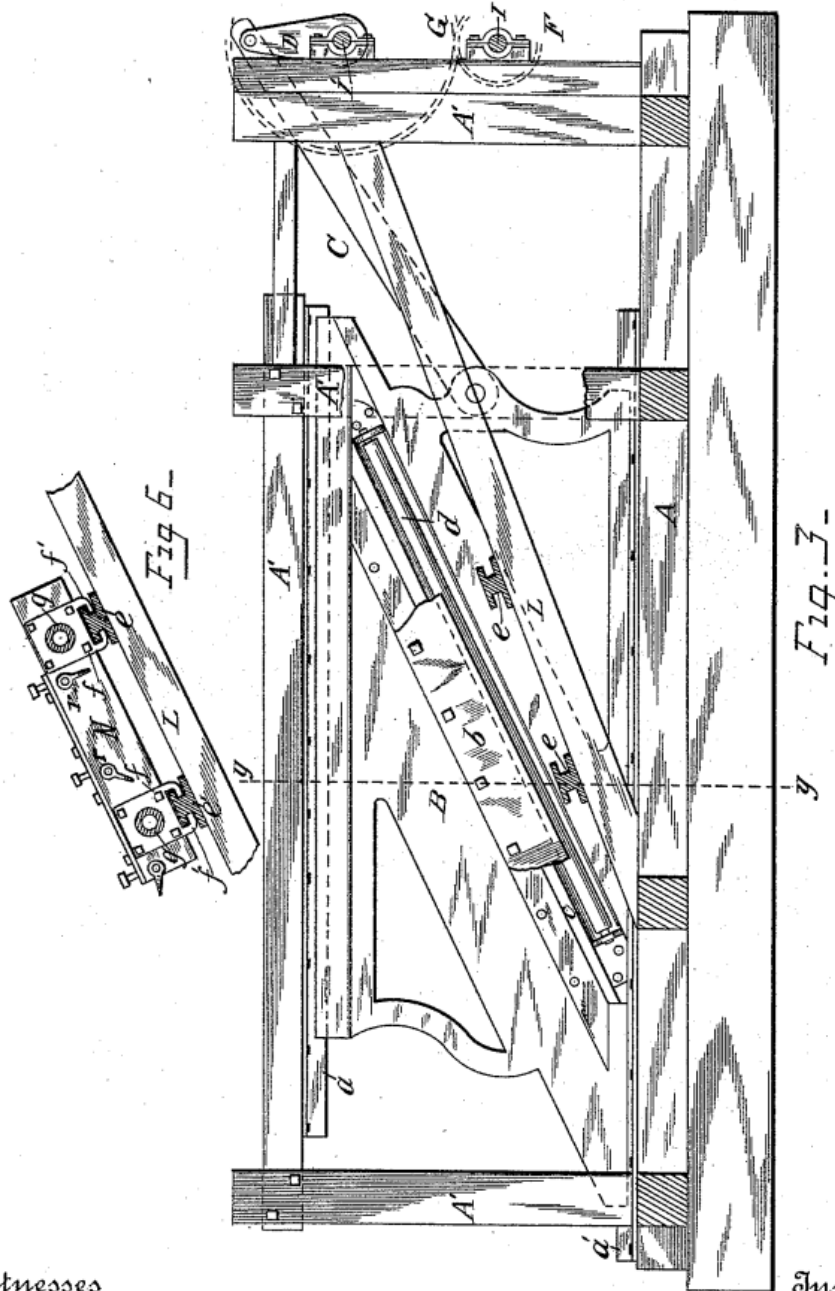
(No Model.)

4 Sheets—Sheet 3.

E. F. SMITH.
 VENEER CUTTING MACHINE.

No. 419,975.

Patented Jan. 21, 1890.



Witnesses
 Arthur C. Coe
 W. L. Burdison

Inventor:
 Edwin F. Smith
 By his Attorneys
 Hull, Lassar & Brill

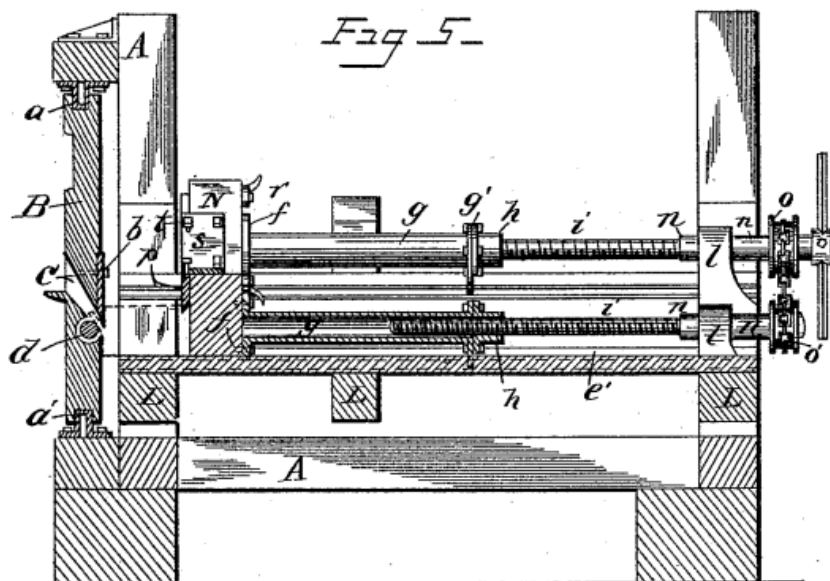
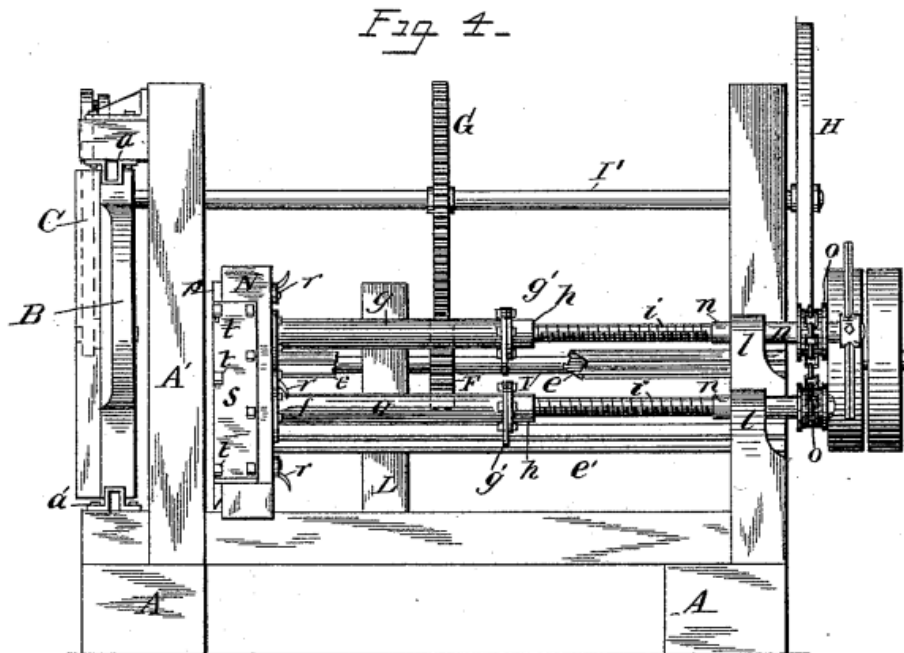
(No Model.)

4 Sheets—Sheet 4.

E. F. SMITH.
VENEER CUTTING MACHINE.

No. 419,975.

Patented Jan. 21, 1890.



Witnesses

Arthur G. Co.
W. L. Burdison

Inventor:

Edwin F. Smith

By his Attorneys

Wells, Laessle & Wells

UNITED STATES PATENT OFFICE.

EDWIN F. SMITH, OF SYRACUSE, NEW YORK, ASSIGNOR OF ONE-HALF TO
THOMAS A. FREDERICKS, OF SAME PLACE.

VENEER-CUTTING MACHINE.

SPECIFICATION forming part of Letters Patent No. 419,975, dated January 21, 1890.

Application filed July 29, 1889. Serial No. 319,133. (No model.)

To all whom it may concern:

Be it known that I, EDWIN F. SMITH, of Syracuse, in the county of Onondaga, in the State of New York, have invented new and useful Improvements in Veneer-Cutting Machines, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

This invention relates to the class of machines which cut veneering or thin boards from blocks of wood by means of a reciprocating knife; and the invention consists in the combination of a rectilinearly-reciprocating knife having a straight cutting-edge obliquely to the line of travel, and a block-holder having the plane of the block-seat at an acute angle to the cutting-edge of the knife, whereby the knife is caused to cut the block endwise of the grain and at an acute angle uniformly throughout the depth of the block. My improved machine thus obviates straining the grain of the wood and the resultant splitting or slivering of the wood in the process of cutting the veneering, and produces veneers which are smooth and free from cracks and less liable to warp.

The invention is fully illustrated in the annexed drawings, in which—

Figure 1 is a side elevation of a machine embodying my improvements, said view presenting the back of the knife-frame. Fig. 2 is a plan view of said machine. Fig. 3 is a vertical longitudinal section on line $x x$, Fig. 2. Fig. 4 is a front elevation. Fig. 5 is a vertical transverse section on line $y y$, Fig. 3. Fig. 6 is a sectional view on line $z z$, Fig. 2, showing the connection of the block holder or support with the guides on which it is mounted; and Fig. 7 is a diagrammatic view illustrating the relative positions of the knife and block to be operated on, and also the direction of the knife through said block.

Similar letters of reference indicate corresponding parts.

A represents a horizontal frame which constitutes the base of the machine. On one side of the said base is erected and rigidly secured a frame A' , extending along said side, and to the upper and lower portions of the latter frame are firmly secured lengthwise thereof

two horizontal guides $a a'$, which are perfectly straight and parallel with each other. On these guides slides a stout iron frame B, to the side of which is firmly attached the knife b , which is extended lengthwise thereof, and is disposed with its cutting-edge downward and with the heel or trailing end of said cutting-edge at an acute angle of about twenty-five degrees from a horizontal line or to the lower or adjacent guide a' , best seen in Fig. 3 of the drawings, in which the end portions of the knife are broken away.

Back of the knife b and parallel therewith is a longitudinal slot c , extending through the frame B, for the passage of the boards cut from the block by the knife. Back of the cutting-edge of the knife and parallel therewith is a roller d , which is at a distance from the knife equal to the thickness of the board to be cut from the block, said roller serving to sustain the wood directly in front of the knife and prevent the wood from splitting in advance of the knife.

The knife-frame B receives a reciprocating motion by a pitman C, connecting said frame with a crank D, secured to a counter-shaft I', which is extended horizontally across the rear end of the machine and mounted in boxes or suitable bearings secured to posts erected on the base A. Beneath this counter-shaft and parallel therewith is the driving-shaft I, mounted likewise on the sides of the posts, and having secured to it a pinion F, which meshes with a gear-wheel G, rigidly attached to the aforesaid counter-shaft, which latter has also attached to it the balance-wheel H.

The aforesaid reciprocating motion of the knife-frame B is rendered rectilinear and horizontal by the guides $a a'$, on which the said frame slides.

e and e' represent another set of rectilinear parallel guide-rails, preferably I-shaped in cross-section, and secured to inclined beams L L, which are firmly supported on the base A, said beams being at a more acute angle to a horizontal line than the knife b , and the guide-rails $e e'$ being arranged at right angles to the plane of the knife-frame B. Upon the said guide-rails $e e'$ is mounted the block

support or holder N, for holding in its requisite position the wood block to be operated on, as indicated by dotted lines in Fig. 5 of the drawings. Said holder consists of a stick of timber, preferably of rectangular form in cross-section, and having firmly bolted to its back two brackets *f f*, which ride on the guide-rails *e e'* and are formed with lips *f' f'*, by which they embrace the top flanges of said rails, as illustrated in Fig. 6 of the drawings. From the aforesaid brackets extend rigidly and parallel with the guide-rails *e e'* two tubes *g g*, terminating with brackets *g' g'*, which engage the guide-rails in the same manner as the brackets *f f*, and thus sustain the tubes in parallelism with the guide-rails.

To the brackets *g' g'* are rigidly attached the nuts *h h*, in which work screws *i i*, journaled in pedestals *l l*, secured to the inclined beam on the side of the frame opposite to that on which the knife-frame is arranged. By means of collars *n n*, attached to the screws at opposite sides of the pedestals, the screws are prevented from moving longitudinally. To the free ends of the screws are rigidly attached sprocket-wheels *o o*, which are connected with each other by a drive-chain *o'*, so that by turning one of said screws the other is compelled to turn with it in the same direction. Suitable levers or handles are attached to one of the screws for turning the same. By means of these screws and their connections with the nuts *h h* the holder N is moved toward and from the knife-frame B, as may be desired.

The holder N is provided on the side facing the knife-frame with a suitable gripping-plate *p*, by which to firmly hold the wood block against the side of the holder. In order to render the gripping-plate adjustable in its position, so as to adapt it to hold blocks of different sizes, I provide said plate with vertical slots, (not necessary to be shown,) and insert through said slots and through the

holder bolts provided at the back of the holder with nuts *r r*, by which to tighten the bolts. To better enable the gripper to hold the wood block during the operation of cutting the boards or veneering from the same, I secure to the top of the holder N another plate *s*, provided with screw-threaded eyes, in which are inserted set-screws *t t*, bearing on the top edge of the gripping-plate.

It will be observed that in my improved machine the wood block is sustained at an acute angle to the cutting-edge of the knife, and both are at an acute angle to the line of the movement of the knife, which latter is rectilinear, as illustrated in Fig. 7 of the drawings. In this manner I obtain a draw-cut in such a direction in relation to the grain of the wood to be cut as to effectually guard against splitting and slivering or otherwise straining the fibers of the wood in the boards cut from the block.

I do not claim, broadly, a reciprocating knife having its cutting-edge at an acute angle to the line of travel of the knife, as I am aware the same is not new; but

What I do claim as my invention, and desire to secure by Letters Patent, is—

In a veneer-cutting machine, the combination of a rectilinearly-reciprocating knife having a straight cutting-edge obliquely to the line of travel, and a block-holder having the plane of the block-seat at an acute angle to the cutting-edge of the knife, whereby the knife is caused to cut the block endwise of the grain and at an acute angle uniformly throughout the depth of the block, substantially as set forth and shown.

In testimony whereof I have hereunto signed my name this 12th day of July, 1889.

EDWIN F. SMITH. [L. s.]

Witnesses:
MARK W. DEWEY,
C. H. DUELL.

Appendix D.
Autobiography of William E. Uptegrove²⁶⁹

Forward
By Gifford Mills Uptegrove

“It may be of interest to learn how my father, William E. Uptegrove, came to write the partial account of his life, which follows. –

As will appear, he acquired ownership in 1875 of a Saw Mill on East 10th Street near East River in New York City. At that time New York was the headquarters of the Mahogany and fancy woods business in this country, and remained so until approximately 1900. He and his firm became leading figures in that business, as well as in the Cigar Box Lumber business, and prosecuted them both until 1903, when he declared that mahogany in New York was ‘a busted proposition.’ His brother (my Uncle Jerome) who was the junior partner, thought differently. The business therefore was divided, my father taking the Cigar Box Lumber, and my uncle and the chief salesman taking the mahogany and fancy woods.

Many years later, several of the New York mahogany merchants urged my father, as dean of the group, to write the history of the mahogany business in which they had all been so closely, though competitively associated.

My own mother died in 1921. In 1923 my father married his business secretary, Margaret M. Bohlen, and being then in semi-retirement he made a start on his history, dictating it to his erstwhile secretary somewhere between 1923 and 1926 when she, Margaret, became a mental invalid. Thus he was deprived of his companion, and of course his history came to an end. The mahogany merchants did not get their story, but fortunately our family has the part which is of most interest to us. What follows is exactly as he dictated it originally; in other words, it is the original draft as dictated to, and typed by, his wife Margaret, and since copied, as attached hereto.”

“Autobiography of
William E. Uptegrove
(Written at Brooklyn, N.Y. 1926)
b. May 6, 1852 – d. June 26, 1935

In reviewing the experiences of a long and busy life one is able, I think, to trace a sequence of events more or less clearly and must conclude that within oneself lies the moving cause.

In early boyhood on the farm at Pine Swamp I was interested in anything of a business nature, and before finishing school I had a strong desire to obtain a position in New York. To this end I persuaded my parents to allow me to take a course at Commercial School, and two weeks after graduating from that School I secured the position in New York that I had dreamed of; and the very business that I entered at that early age is the one that I have followed without interruption for 55 years; it may be interesting to my children and later to my grandchildren to know a little history events commencing with the early period of my life.

During my 74 years there has taken place the greatest material development of all times, or at least the greatest of which we have any record including, namely – the telegraph, the laying of the Atlantic cable, the telephone, wireless communication, electric lighting and electrical

development generally, and the radio; also the development in the transportation through the great improvement over the early and crude wood-burning locomotive, the iron steamship, and the automobile.

I well remember the celebration that marked the completion of the first transcontinental railroad, during which a gold spike was driven as the final stroke.

In my early business life we had no typewriting machines and no telephone. When on the farm I recall the days of candles for lighting purposes, and later the introduction of 'burning fluid', and afterward kerosene.

At the time of my birth, May 6, 1852, my parents were engaged in farming, and the first thirteen years of my life were spent on the farm.

The daily duties of a boy on the farm, beginning at a very early age, I have always looked back upon as of great benefit in inculcating habits of industry, punctuality and responsibility. I have always been thankful for my early farm life with its simplicity, plain living and healthful habits of both mind and body. I never realized that there was any self-denial or any hardship; it all seemed perfectly right, and I knew nothing of any other way, and I was happy.

The name Uptegrove springs from three brothers, Abraham, Dirck and Herman Op-den-Graef, who emigrated from Holland in 1683 in one of William Penn's colonizing parties, consisting of thirteen men and their families. This group founded the town of Germantown, PA. The Dutch name later became Updegraff, Updegrave, Updegrove and Uptegrove.

My father was Josiah Pierson Uptegrove, and his father was Richard Uptegrove. I have very little knowledge of the latter, as he died before my birth. The Genung genealogy records his name, and simply mentions that he fought in the American Revolution.

My father's mother was Eunice Genung. The Genungs were French Huguenots who emigrated to the Netherlands, and later to America. I have a book in my library on the Genung genealogy.

It will be observed that my father's parents were both of Dutch origin.

My mother was Mary Ann Horton, the daughter of Silas D. Horton and Ann Purdy. Grandfather Horton died before my birth, but I learned from the published genealogy of the Horton family that the origin of the family in country was traced to two brothers who emigrated from England and settled 1640 on Long Island. My mother Horton died August 24, 1886 at the age of 58 years, and my father died in 1905 at the age of 81.

Our farm was located about five miles north of Middletown, Orange County NY and on the main highway between Monticello and Middletown. A stage line passed over this highway daily between these two towns. Along the route were located the hamlets of Wurtsboro, Bloomingburg and VanBurenville.

Even in those primitive days the march of progress worked disaster to some communities; in my childhood a more direct road was built by the North Plank Road Co, and to this new highway the stage line was diverted, and thus, VanBurenville having lost the one activity connecting it with the outside worked, became deserted. My earliest recollection of it was that it simply consisted of an unoccupied roadside tavern two dwellings and one or two other buildings, all in a run-down condition.

The place was just one mile from our farm and on our route to Middletown. Our district schoolhouse was about one-eighth mile beyond the little hamlet, and so the place was very familiar to me in my boyhood days. Today there is nothing left to suggest to the passerby that there was ever a settlement located there; the passing of the stage line apparently brought about its ruin.

Our farm consisted of 110 acres, and the one farming industry of the time was dairying. The farm produced the grain for the stock—cows, horses, sheep, pigs and chickens; the farm also produced the wheat for the family flour. The milk was used for butter-making, and as soon as a butter tub was filled with butter—which was the product of several days' work—it was taken to the nearest railroad station for shipment to New York.

At that time there was a grist-mill located in every community—and this brings to mind a little incident which happened when I was about eleven years old. My father had loaded our farm wagon with bags of grain and started me with the team to the mill, three miles distant, to have it ground. He gave me money to pay for the grinding and cautioned me to tell Mr. Norbury at the time of unloading at the mill to not 'toll it', as I wanted to pay for the grinding. The custom was that when nothing was said about the pay, the miller took one-tenth of the product for his work of grinding. My mind was very much taken up with a fish hook and line which I had in my pocket, and I was eager to get to the millpond; so, as soon as the last bag disappeared from the wagon I whipped up the horses to the shed and tied them, and was then off on my little fishing excursion. When I thought sufficient time had elapsed for the grinding of the grist, I came back to the mill and was told that it was all ready. Bringing my team up to the platform, the bags of round meal and flour were quickly loaded on the wagon, whereupon I put my hand in my pocket and asked Mr. Norbury the amount of his bill. He looked surprised and said, 'Why, you did not tell me you wanted to pay for the grinding, and I tolled it'. Of course the expression on my face must have revealed that I had made a mistake, and he good-naturedly smiled, and said: 'Ah! Business Before Pleasure, My Boy!' I have never forgotten that injunction. I do not remember how I came out with my father when I reported the mistake I made.

In those early times young boys on a farm were supposed to be useful and to have their regular daily round of duties, mornings and evenings before and after school. The firewood was to be carried in from the woodhouse, and 'kindling wood' to start the morning fire, the eggs to be 'gathered', and by the time a boy reached the age of ten the art of milking was to be learned.

My brother Jerome (three years my junior) and I were the only children. At the age of 11 years I was milking four cows night and morning. One of the most trying tasks was getting out of bed early to get the cows from the pasture lot for the morning milking. When the call came from the foot of the stairs in the morning waking us from a sound sleep and being told 'it's time to get the cows' we knew better than to loiter or delay. With the approach of the Fall the mornings grew cold and our attic room had no heat, so there was no temptation at that point to linger.

We usually kept 12 to 14 cows, but of course in the Winter season they were kept in the 'barnyard', or, as it is called in the West, the 'corral'. Toward the end of the day the doors to the cow stalls in the barn were thrown open, and one after another each cow would follow in line entering the stalls and putting her head in the proper stanchion. They never made a mistake, each one knew where she belonged and took her place there, whereupon the stanchion would be fastened and they were fixed for the night, being given hay and generally a little meal.

The last thing before the family retired for the night my father would light the lantern and make his pilgrimage to the barn to see that the stock including the horses were all right. In the morning the stock was again fed and the cows milked in the stalls, afterward being let out into the yard for the day, and the long watering trough was brought into immediate requisition. The water was pumped into it from a well, and I have turned the crank and pumped water for the cows until my arms were lame.

The nearest neighbors we two boys had were three-quarters of a mile distant — Elmer Godfrey — who lived with his uncle, William H. Carpenter, a prosperous farmer. So my brother

Jerome and I were left to our own resources in the matter of play, and as to playthings — well, there were none, and we devised our own. Did we want a cart? We seized upon a box of some sort and sawed out a pair of wheels as round as we were able. My father had a very good set of tools and a work-bench with vise, etc., but I was never handy with tools, nor had I any mechanical bent. In later years if there was anything to do about the house I have always called a mechanic. In due time school claimed us from 9 A.M. to 4 P.M., and with our tin dinner pail we walked the distance of 1-1/8 miles to and from the old stone schoolhouse, Summers and Winters; in the Winter through the snow sometimes up to our knees. The schoolhouse stands yet today and is doing service for its community. As stated on the carved stone over the door, it was built in 1828. The interior has been fitted with modern desks, but outwardly there is no change. During the Spring and Summer our teacher was always a woman, and she ‘boarded around’; that is, she was provided for by the patrons of the school, and stayed a week with each family. After completing the rounds of patrons she would commence at the head of the list again for another circuit. We were always glad when it came time for the teacher at our house, as we felt we then enjoyed special privileges. During Winters, the larger boys of the district having few farm duties, attended school, and the teacher during the Winter was a man. The schoolroom was heated in Winter by a wood-burning stove. It was simply a square horizontal iron box, taking sticks of firewood about 30" long. On each side of the stove in Wintertime was a long bench; one side for the girls, the other for the boys, and upon opening of the morning session, those whose feet were cold asked permission to sit by the stove so that during the first morning hour the two benches were well occupied. In those days Saturday of every other week was a school day; in other words, we had every other Saturday free. Corporal punishment was quite in order, and upon a pair of hooks back of the teacher's desk a stout switch was in evidence. When some unruly boy was called up and the switch brought into vigorous use, it was a matter of no small interest to the rest of us. My father was a very stern man and very much of a disciplinarian. He had a way of asking me during the evening what had occurred at school each day. Of course I always related the interesting incident of punishment that might have been administered to any boy excepting myself — that was never included in my daily narrative to my father.

During the Winter season some of the children would bring their hand sleighs to school for use during the noon hour on a nearby hill, and likewise skates for use on a nearby pond, when skating was good, but my father would never allow us to take either to school; in fact, our hand sleigh was always one made by our father, up to the time I was about ten years old, when greatly to the joy of my brother and me, we had a real ‘store’ sleigh. At the age of about twelve, I had my first pair of skates.

The farm community which surrounded us was composed of a very substantial class of native-born Americans, and their homes and surroundings as well as the farms indicated thrift. They were good neighbors, always ready to respond in case of sickness or to help where one had extra work needing assistance.

I recall the serious illness of my father with typhoid. The corn had been cut and was ready for the husking, so the neighbors got together, and one day a body of men came uninvited and without the knowledge of our family and husked the corn and placed it in the grainery. We were much impressed with the silence this body of men observed as they passed near the house where my father lay ill.

The good people of this community planned a cemetery near the country church, surrounding it with a well-laid wall of stone and masonry with graveled walks, and every care was given it. Today they are all laid away in the little cemetery, including also my father and mother.

The cemetery is two miles North of Middletown, N.Y., and the church that was originally standing near and which has since been removed was known as the Wallkill Church. It derived its name from the township in which it was located – the town of Wallkill, Orange County.

The neighborhood has naturally undergone great changes since I was a boy, and the general appearance is one of neglect. With the opening of the great agricultural West, the small farmer of the East has found it difficult to compete, and so the farms of the community about which I am writing are now completely occupied by foreigners.

New York was the magnet that attracted the young men from these farms, and there are many well known business houses in New York today that were founded by the young country element of Orange County, N.Y. The Horton Ice Cream Company, whose history is that of James M. Horton, the son of a neighbor of ours and whose father was a brother of my mother's father. Young James M. Horton came to New York and drove a milk wagon for the Orange County Milk Association. After a period of years he bought out the Association and eventually began the manufacture of ice cream. He died several years ago, and the business he established is a large and thriving one today.

The section in which our farm was located was originally settled by two brothers, Silas D., and Barney Horton. The former was my mother's father, and the latter was the father of James M. Horton above mentioned. These two brothers, then young men, came into the section when it was a wild forest. Their first work was to build a log house. They brought such provision as they could carry on their backs, felled trees and built a small cabin. I can remember as a small boy hearing 'Uncle Barney', then about eighty years old, relate how they were obliged to build a fire in front of the cabin to keep the wolves away, and that as they laid in their cabin bed at night they could hear the wolves howling lustily — and this is only 70 miles from New York.

In the Fall of 1865 my father sold the farm. I was then 13 years old. I think my mother prevailed upon my father to give up the farm in order that their sons might have greater advantages. So, in January 1866 an auction sale was advertised, and in the one day's sale our dairy, farming tools and implements were all disposed of. I have a distinct recollection that the sale of cows averaged \$55.00 per head, and that the auctioneer was jubilant, as that was considered a high average price.

A neighbor at the sale wanted to buy our Shepherd dog, and my father referred him to me, telling him that whatever bargain I made was all right. I sold the dog and the dog-house to this neighbor for \$10.00, and this sum was added to my personal wealth.

Two years previous to this time our community had formed the Rockville Creamery Association on a purely co-operative basis. A Creamery was built with a wing, covering a beautiful spring of never-failing water, around which heavy boxes or vats were built, and in these the milk was cooled. My father was chosen as President and General Manager of the Association. He gave his whole time to the business, going to the Creamery in the morning from the farm, and returning in the evening. My job was to drive to the Creamery (a distance of two miles) twice a day with out milk, and it was on a late afternoon trip that I learned from a neighbor boy of the assassination of Abraham Lincoln.

On April 1st, 1866 following our auction sale we moved into a house within a half mile of the Creamery, and here we lived for two years. During the last year my brother and I attended the Wallkill Academy at Middletown, walking the distance, about 1- $\frac{3}{4}$ miles, night and morning. At the expiration of the two years the Creamery Association decided to close up the business and sell the property.

The business had consisted of making butter from the cream, and cheese from the skimmed milk. The cheese from such a product was of course of low grade. At the beginning it had a good sale in New York, but the demand gradually slackened, the price fell off, and it became evident that this commodity was losing favor and that the business could no longer be predicated upon its successful sale.

After liquidating the affairs, my father bought a home in Middletown, N.Y., and upon moving into the new home, bought out a grocery business, which my brother and I entered as helpers. We did a successful business, but after two years it was decided to sell out the store in order that my brother and I might complete our Course at the Academy, and my father would not consider carrying on the business with outside help.

Upon completing the Course at the Academy I appealed to my parents to be allowed to take a course in the Eastman Commercial School at Poughkeepsie, and finally their consent was gained. On Sept. 5, 1870 I left home, and the next day entered the Eastman School. With me went George N. Clemson, a son of our next-door neighbor, and John T. Robertson. Clemson's father was of the firm of Wheeler, Madden & Clemson, who operated a rolling mill and large saw works and file factory. Mr. Clemson was the practical man and of a very inventive mind. Madden became prominent in politics to the detriment of his business interests, and Mr. Wheeler, then well along in years, a venerable and most kindly man respected by all, lost his fortune in promoting the New Jersey Midland Railway, which in a reorganization became the New York, Susquehanna & Western Railway. Mr. Clemson became sole owner of the Wheeler, Madden & Clemson properties. My classmate, George, succeeded his father and has proved capable. Today he is the rich man of Middletown.

I completed the course at Eastman's and graduated in thirteen weeks, with a diploma under my arm, announcing to the world the important fact that I was given the title of 'Master of Accounts'.

Two weeks after my return home an uncle of my mother's, Mr. Purdy, who had retired from New York business life to his farm two miles North of Middletown, sent for me. When I called in response to his request he informed me that his brothers-in-law in New York, who were in the importing wood business had written him that a firm in their line of business, next door to them, were seeking a bookkeeper and they suggested that Mr. Purdy send his son down and that with their introduction he could no doubt secure the position.

Mr. Purdy said that his son was not at all fitted for such a position, but 'you are, and I am going to give you a letter of introduction to my brothers-in-law, and you had better go down to New York at once', and added: 'No doubt you can secure that place'. The position in the great City had been my strongest desire from the time I conceived the idea of going to Eastman's, and the second day after receiving the letter of introduction I started for New York.

The morning train for New York left at seven o'clock, and at that time of year, December 31st, it meant early rising. I recall that my father had not risen, and when he found that I was already off to New York he expressed anxiety as to whether I had sufficient money for the trip.

I now had two letters of introduction with me — Mr. Purdy's and one given me by Mr. Eastman's brother to Lord & Taylor on Grand Street, New York, an important department store even in those days. The day before leaving Middletown I had secured a map to the City, this being my first trip alone, and with this map as a guide I decided that as Lord & Taylor would be on my route to Mr. Purdy's friends, I would call at the department store first. Upon arrival there I presented my letter of introduction directly to the Manager, Mr. Freeman, whose face I remember perfectly, of short stature, dark complexion, and very piercing eyes. He took a quick survey of me

and asked what salary I wanted. I replied \$500.00 a year. I was asked to call the following Tuesday, and then took my departure, proceeding on my way to the office of Mr. Purdy's friends, Constantine & Company, located corner of 7th & Lewis Streets on the East River.

I was very much disappointed with my first sight of their premises. The office was a frame structure, one story, with a peaked roof, and adjoining this structure was a one-story flat roof, frame office, a hallway serving as an entrance to the two buildings. I had fancied large and imposing offices, and the warmth of my enthusiasm for the position fell several degrees. At this writing, 54 years later, these two buildings are still standing, and the Constantine offices are occupied by the sons of the former concern, under the same name of Constantine & Co.

Upon presenting my letter of introduction I was very cordially received by Mr. John Constantine, a gentleman of courtly bearing. I observed his brother Andrew, a man of quite different type, but as I afterward found him, a man of kindly nature. Little did I realize that the short call that morning would mean that I would be in almost daily contact with these good people for forty years.

I was taken across the hall to the office of Rodman and Hepburn to whom I was introduced with the remark that I was the young man his brother-in-law had sent down from Middletown to look after the position of bookkeeper. Mr. Hepburn immediately presented me to the gentleman seated at a nearby desk, Mr. Francis W. Houghton, who took me in hand in a very gentle and pleasant way, and presently asked what salary I wanted. My ideas of salary had advanced a little by this time, and I replied \$600.00 a year, which seemed perfectly satisfactory. Mr. Houghton took down one account book after another and showed me the manner in which they were kept, and it suddenly dawned upon me that the place was mine, and that I was expected to start in at once. I explained that I would have to return to Middletown and pack my trunk, and that I would appear at the office for business the following Tuesday morning, as New Year's day, 1871, falling on Sunday was celebrated on Monday. This was perfectly satisfactory to them, and at that point Mr. Hepburn came from the private office and gave me advice and suggestions as to where I could find a convenient boarding place and how to reach it. I was impressed with the kindness of all those I had met and, expressing my thanks, took leave of them to secure my living quarters.

Acting upon the directions given me I walked up one block to 8th St., and then West, crossing Avenue D, Avenue C, and at Avenue B I came upon Tompkins Park, walking straight across to 8th Street on the opposite side of Avenue A. On this street I secured a single room on the top floor of a brownstone house, located between 2nd and 3rd Avenue. The rate for the room was \$3.00 per week. I paid the three dollars and proceeded to cross 3rd Avenue and on 8th Street to 6th Avenue and so on to Hudson Street near Horatio Street to call upon two young men from Middletown, Adam and Henry Beakes; and then after taking lunch I proceeded to the Erie Railroad Station, Ft. of Chambers St., taking the train for Middletown at 4:30. This brought me home for a rather late supper, 7:30, and my Father, Mother and brother eagerly listened to my account of the day's experience, my Father asking me how I came out in the financing of my trip, and I disclosed to him that I had arrived home with just 6 cents in my pocket. I have done some close financing in my business experience in the years since, but nothing close than the financing of my first trip to New York.

The next two days, Sunday and Monday, I spent in seeing a few of my intimate friends, and my Mother helped in getting my things together in the little trunk and handbag, and then on Tuesday morning, January 2, 1871, I left the family roof, taking the same train for New York that I had boarded three days before. I recall that I had no conception of the importance of the move I was making, nor did I at all realize what must have been the feelings of my parents, and especially

my Mother, who had always been my most intimate companion. In fact, I think that I did not fully realize what a Mother's feelings were on such an occasion until I had reached mature years.

My first day in the office was very pleasant, but, with night, extreme loneliness came over me. My little room had no heat whatever, and after supper, at a restaurant on the corner of 8th St, and 3rd Ave. I took a short walk on Broadway. Returning to my room the cold forced me to retire at once, and I was not very warm, even after throwing my overcoat and undercoat both over the bed.

A line of stages at that time ran from South Ferry up Broadway and East through 8th Street to 10th Street Ferry, and in contrast to my village home, the noise of these stages seemed terrific. I was glad to rise early the next morning, and I got to the office before the office boy had arrived to open up.

That was my first and last night in that little room. I arranged with my friends, Adam and Henry Beakes, that we should all take quarters in a boarding house at #11 Perry St., just off Greenwich Avenue, where we were all very comfortable, and so my feeling of loneliness was very much relieved, but it took more than a year to become acclimated to my new environment.

During all this time I felt that if I should have an opportunity to secure a position in my native town; so that I might live at home I would grasp the opportunity, and during my second year in New York I had that opportunity and at increased pay, but upon deliberation I explained to my Father and Mother that there seemed to me to be a greater opportunity in New York where I had already obtained a little foothold.

Here let me say that my Father, back in the days of the farm, as well as later, had instilled in the minds of his two boys that all he could do for us would be to give us a good common school education, and that we would have to make our own way. This did not seem any hardship to us, and we accepted it as a matter of fact and without even a thought of regret or that it was any deprivation; however, it became evident to me in later years that this decision of my Father's had made an impression upon me and had been the impelling force, not only in my starting out, but in my earnest desire to do good work and get ahead; and so when the opportunity I have spoken of came, by which I might enjoy my home life again, I did now allow my personal feelings to enter into my decision – the only question in my mind was as to which would be the most advantageous in a business way. I have learned that if a young man cannot do the work he would like to do, it is wise to learn to like the thing he has to do.

I have since observed that I was fortunate in my position in being with men of high character, who were good business men and required that everything should be done in a businesslike way. I also consider I was fortunate that it was not a large business where advancement might come more slowly. In the office there were the two members of the firm, Mr. Houghton, of whom I have spoken, and myself. Mr. Houghton and I occupied opposite chairs of a high top desk.

Mr. Houghton was a member of an old, aristocratic family that had become somewhat reduced in circumstances. He was a bright, quick, active man, a thorough gentleman, and I looked up to him and naturally fell to taking him as a model; so, this man, all unconsciously, greatly influence the early years of my business life. He was the correspondent, and in those days it was all done at the point of the pen, for there were no typewriting machines. The letters were copied in a press-copy book, and from the first I made it a point each day to read carefully the letters written the previous day. In this way I acquired quite an education in good business correspondence, and it also gave me the run of the business and an understanding of it which was to become valuable to me.

Mr. Houghton was occasionally required to make trips of a few days at a time, and I took that opportunity to step around to his desk and take up the correspondence, writing the letters and submitting them to the firm, just as he always did. It was seldom that corrections were made in my letters, and the firm became aware that I was capable of doing that work.

During my second year (1872) one of the firm asked me if I could get a young man from Eastman's to take my place on the books as they were going to send Mr. Houghton to Mexico for an indefinite time, and they wanted me to take his place. I secured a young man, and I became the correspondent, and in fact had charge of the office.

We were doing an Import and Export business in logs to and from England, France and Germany, and our business was done through a single firm in Paris, another in London, and still another in Bremen. It fell to me as correspondent to write a rather full account of what importations had arrived in our market, what had been sold, and the prices they had brought; in short, to give quite a resume of the market. The sales in our market were at auction once a week, and whichever of our firm attended a sale, would always mark his catalogue showing the price each item had brought. These catalogues came into use in reporting to our correspondents abroad, as I have stated. I hardly think the firm expected me to write those market letters, but I never gave them the opportunity to take that work out of my hands. From the first, I wrote them and submitted them, and as they proved satisfactory, it became the regular routing and a part of my work. Little did they know the effort it cost me or the 'midnight oil' I burned in re-writing those letters in pencil in my room until they suited me, and it was only after working on them tediously that I wrote them in ink at the office. I sought information from Constantine & Company's office through the man in charge, George Duncan. I would quiz them and jot down the reply. These two men were both past middle age and they seemed very glad to give me any information I needed; but, as I have said, the firm knew nothing about when or where I acquired the information that I boldly transmitted to our foreign correspondents.

As near as I can remember, it was about the middle of the year 1873 that I was promoted to the aforementioned position, and, along with the correspondence I gradually took on other duties—duties that were intermittent. I always seemed to do something more than the work allotted to me or expected of me. I was thoroughly interested in my work, and had the feeling that my firm was a model one in every respect. My work was really a pleasure to me.

On one occasion I was asked to go to a Connecticut town to adjust what a customer claimed was an overcharge of weight on a shipment of boxwood. I went into the matter thoroughly before going, and had a number of pieces weighed in order to work out the average weight per stick and then applied it to the shipment. I finally satisfied myself that our customer was correct, and I told him so, and promised that the credit would be made. The customer was very much pleased with the earnestness that I displayed and the fairness that seemed to actuate me, and he complimented me as I was leaving. One might say that he might well afford to do so. The firm accepted my report and sent the customer credit. They always made it a point to be back of their representatives.

It was one of my duties to draw the Saturday check for the payroll of the Saw Mill in East 10th Street, in which there were probably 40 men employed. On a certain Saturday Mr. Rodman went downtown quite early in the afternoon, and evidently expected that Mr. Hepburn would be at the office to sign the payroll check; but something occurred which required Mr. Hepburn's attention downtown, and he left the office hurriedly, assuming that Mr. Rodman would return in time to sign the check. The result was that neither of them arrived until after the bank had closed, and they reached the office at exactly the same moment, each being quite amazed, and entered the office with looks of anxious inquiry as to how matters stood about the payroll check. I gave them

a wave of the hand, and said, 'it's all right' before they had time to ask the question and they smilingly asked, 'what did you do?' I explained that I had gone to the inner compartment of our safe and had taken negotiable notes to the amount of about twice the payroll, and had gone to the Cashier of the bank and explained the situation, handed him the notes and asked for the amount of the payroll, promising to bring the check and take up the notes as soon as I could have the check signed. My employers were quite relieved and pleased. So that was my first attempt at financing. I became more and more intimate with the firm, and Mr. Rodman would occasionally ask me to his house for dinner on Sunday, and I enjoyed not only his company and dinner but his good cigars. On such occasions we would generally go to Church in the evening together. When he was called out of town on business he would invite me to stay at his house with the family, which consisted of Mrs. Rodman and the two young children and the Mother of Mrs. Rodman. They made me very welcome, and at dinner would seat me at the head of the table to do the serving; and so many acquaintance with them broadened as well as my work.

From the time of my coming to New York I had gone home to Middletown about once a month for the week-end. I could not afford to make more frequent visits, for the expense was about \$3.50. I finally became very much interested in a young lady in Middletown who had been one of my schoolmates, but I could not see my way clear, financially, to say to her what was in my mind. My salary at the time about which I am writing was \$1,000.00 per year. The business of the firm was not as profitable as it should have been, and that disturbed me, because I felt that my future depended upon their success. I was not more anxious to make more money, and for a year or so I had looked up advertisements of business opportunities and thought over all sorts of plans in order to get ahead.

In the midst of this, and about May, 1875, Mr. Rodman mentioned to me that they had concluded it would be well for them to give up their saw mill business if they could find a buyer for it, as they wanted to give their entire attention to importing and exporting logs. The idea at once flitted across my mind that there was an opportunity for me if I only had the capital, and I set about to think of some practical way of securing financial help.

An Uncle and Aunt of my Mother's, Mr. and Mrs. William H. Gedney lived at 67 Horatio Street, New York, with their family, which consisted of two sons and two daughters, and of course, that was the one family in New York with whom I was on intimate footing. Uncle William, as I called him, was a successful builder and was more or less in public life. He had been Alderman of his Ward and a member of Assembly at Albany. The older son was in business with him. The younger son, about four years my senior, had never had any business experience; he was a professional baseball player, playing at that time with the Atlantics, and I knew he had saved a good part of his earnings. In those days in baseball the winning team received the receipts for admission, and it was divided among the team. So I called at my Uncle's house, interviewed this young man, my cousin Alfred, asking him how much money he had. He informed me he had \$3,000.00 in three savings banks, whereupon I unfolded my plan, which was that I thought I could raise \$3,000.00, and then if his father would loan us \$6,000.00 it would give us a capital of \$12,000.00 and enable us to take over the lease of the Saw Mill of my firm and start in business for ourselves.

My cousin thought very favorably of this plan and asked me to talk to his father who was seated in the next room reading his evening paper. I did not hesitate, for I was very much in earnest and at once approached Uncle William, saying that I had a business matter I wished to take up with him. He listened attentively to all I had to say, and suggested that I make up a statement that would show the volume of business I expected we would do; also showing the expenses and the

estimated profits. I left my Uncle's house with the feeling that I had made good progress for the first interview, and the next evening I was promptly on hand again with the statement. He looked it over at once, and I well remember his response, which was simply: 'Well, if you think it's a good thing you better go into it'. I asked him if that meant that he was willing to loan us as a firm the \$6,000.00 and he said 'yes'.

My room-mate, Albert H. Schoudel, had agreed to loan me \$1,200. From his savings, and my father had agreed to mortgage his home in Middletown for \$1,500. For me. So, upon leaving my Uncle's home after the second interview I felt that the capital was arranged for, and the one remaining thing to do now was to take the matter up with my firm.

The next morning I walked into the private office where they were sitting, and opened the subject by saying — 'You told me recently you would like to dispose of the sawmill, and I would like to know how you would feel about disposing of it to me'. I clearly discerned their surprise, but the answer came promptly — 'We would rather dispose of it to you than anyone else.'

I told them that I had been making plans and believed that I was ready to take it if we could make terms that would be mutually satisfactory. With very little delay — I think it was the next day — it was agreed between us that they would assign to us their lease of the mill for which they were paying \$3,500.00 per annum, and also lease to us the additional machinery which they themselves had installed to the amount of \$4,000.00. On this they would make the rental 10%, or \$400.00 per annum.

The mill was being operated as a custom sawmill, with the exception of Spanish Cedar Cigar Box Lumber, which they sawed and sold on their own account. We agreed upon the price to be paid by us for the manufactured lumber in stock. We also agreed upon terms of payment, and about two weeks thereafter, on June 1, 1875, we painted out the big sign Rodman & Hepburn and painted in Uptegrove & Gedney, and we were a going concern.

[Alfred] Gedney had already signed up with his Ball Club for the season, and it was agreed between him and me that he should carry out his contract and to turn over his receipts to the business, which was done. The great panic of 1873 had caused a business depression which had affected practically all lines of business, but up to that time of our taking over the mill it had really affected the mill business very little. In about three months, however, we began to feel the depression, and it finally necessitated our putting the mill on for half time. We rang along as best we could for 14 months, and then on August 1, 1876 we took an inventory, closed our books and ascertained that we had made a small loss. Added to my share of the loss there were sums that I had withdrawn from time to time for living expenses, so that our balance sheet showed that I had remaining \$800.00 of the \$3,000.00 I had invested.

To go back a little, after launching this business enterprise, on June 1, 1875, and being imbued with the idea of success, I assumed other responsibilities, for on November 10, 1875, the young lady back in Middletown, Miss Minnie Mills, and I were married. Until the Spring of 1876 we boarded with Mrs. U's cousins, Mr. and Mrs. Henry R. Mayette in South Fourth Street, Williamsburg, when we took a second floor at #55 Christopher Street, New York, and commenced housekeeping.

Mrs. U's Mother, Mrs. Mills, sold her house in Middletown and came to live with us, and it was there that I passed many a sleepless night because of the dull business and the thought of my indebtedness to my father and my roommate, as well as to my Uncle William. In the Fall of 1877, however, there was a business boom, and it seemed as though everyone had awakened to the fact that there were very small stocks of goods to be had and everyone wanted to buy. Prices

advanced rapidly. Our stock of lumber doubled in price, and by the end of the year we had made good our loss—and something more. For the next ten years we did a steady, profitable business.

In the late Summer of 1877 I bought a new two-story and basement frame house at 215-1/2 Lee Avenue, Brooklyn, N.Y., into which we moved and we lived there until 1880. I paid \$3,200 for the house.

In the Fall of 1878 I bought out my partner, [Alfred] Gedney, paying him cash, and assuming our indebtedness to his Father, which I paid in installments within the next six months. The sign was again painted out and Wm. E. Uptegrove painted in.

The History of our sawmill, known as ‘Tenth Street Mill’ is worth recounting. A Frenchman named George Guetal engaged in the pianoforte hardware business in New York had become interested in the development of an entirely new Saw for reducing logs to lumber. This saw had been invented, or brought out, in France, and in 1868 he determined to build a mill in New York to demonstrate this bandsaw. Mr. Guetal was so impressed with the wonderful future of this new invention, the bandsaw, that he erected a mill on East 10th Street, with the idea of installing nothing but this wonderful machine which, according to his estimation, was of such capacity as to produce all the Mahogany lumber required in the United States.

In seeking an experience millman to supervise the erection of this mill, William H. Jones was recommended to Guetal and was engaged for the work of erecting the mill, afterward acting as superintendent of its operation. Mr. Jones had operated the Monroe Street mill, which had gone out of existence prior to my time. Jones finally prevailed upon Guetal to install veneer saws along with his wonderful bandsaw. It required much persuasion to get Geutal to make this concession, but it of course proved to be a very wise one.

Guetal operated the mill for a year or so, and it was then rented to my early employers, Rodman & Hepburn, in 1870. While the bandsaw had proven fairly successful so far in producing well manufactured lumber was concerned, it produced only a small fraction that Guetal had estimated to be its capacity. He recognized this, and was no doubt glad to unload the whole proposition; so they had operated the mill about a year before I entered their employ. I well remember the iron pillars of the bandsaw with the inscription cast in them ‘Perrin & Co., Paris’. So, the foregoing is the history of the introduction of the bandsaw into the United States.

The bandmill of today, while on exactly the same principal, has developed into gigantic size as compared with the early one, and has developed a capacity of many times the original one. As is well known, it has become the standard sawmill of the country in all lumber operations of importance.

Early in 1879 my lease of the mill would expire. A few months previous to renewing the lease, I paid a visit to the owner, George Guetal, for that purpose. He very promptly announced to me that of course he could not rent the property at any such low figure as I had been paying. I seemed to be successful in convincing him that the business would not stand any increase, having pointed out to him that we had very recently been running at only half time, etc. I was rather surprised to finally get him to agree to an advance in the rental of only \$400.00 making it \$3,900, and thereupon I asked for a pen and paper to draw a short agreement in duplicate, that we each might sign. The agreement which I drew, as I later found, opened up a point of law with which I was not familiar, the agreement recited that:

The party of the first part (Guetal) hereby agrees to lease William e. Uptegrove, & c.

And then followed a description of the property, We each signed, and I pocketed my copy with great inward satisfaction, which I am sure, however was not made evident to Guetal. It was verbally understood between us that he would have the lease drawn in full, when he would notify

me, and we would execute it at his office. Instead of that, I received a letter from him a week later, stating that after deliberating further he decided that he could not rent the mill at such a low figure. This was rather a shock to me, and I lost no time in taking the written agreement and his letter to my lawyer, Thomas H. Rodman, who was a nephew of one of my employers, and a very able lawyer he was. Lawyer Rodman smiled as he handed the agreement back to me, and said 'You cannot hold the mill on that agreement,' and that was another shock to me. I asked him, 'What is it good for, then?' 'Why', he said, 'you can bring suit for damages for default of the contract.' I replied that I did not want 'damages'. 'I want the mill and you tell me I cannot hold him'. He replied: 'Well, I am only telling you the law on the subject and you will have to get a lease.' 'But', said I, 'I cannot sit in that man's office by the hour and draw a voluminous lease with all the recitals and have him sign it then and there.'

I soon realized that it was my problem to utilize the legal information I had obtained and work out my own salvation. I stepped out of his office, 59 Liberty Street, and walked up Nassau Street to take the street car back to my office, and, in passing a stationery store there was a sign out 'Law Blanks', I went in and bought two blank copies of a lease, and as I sat down in the car for the thirty minutes ride to my office a plan had fully developed in my mind, and I took one of those blank Leases out of my pocket and proceeded to memorize the legal verbage, which read something like this:

'____ party of the first part does hereby lease and to farm let unto ____ party of the second part, 'etc.'. I devoted my spare time to getting the further details firmly in mind, and then I again called on Mr. Guetal to express my disappointment that he had not kept his agreement. He finally consented to the small increase of an additional \$400.00 per year, and I again asked for pen and paper and proceeded to write what I had learned from the blank lease I had bought. This time it read:

'I do hereby lease and to farm let unto William E. Uptegrove' and instead of enumerating all the property and conditions, I made reference to the old lease, mentioning the date, so that the old lease really became part of this document which I drew; and the document I drew was a little greater length than the former repudiated agreement. The old gentleman put on his spectacles, glanced over the agreement I had drawn, and promptly signed. This time when I put it in my pocket I concluded that I had something that would hold the mill. I again referred to his having the regular lease drawn, and he agreed to advise me when it was ready. The document I put in my pocket this time proved of great value to me and really saved my business and future. In about three weeks, and while waiting for Guetal's announcement to me that the lease was ready, I read in the morning paper that George Guetal had made an assignment for the benefit of creditors to one Lewis. Again I repaired to my lawyer's office, this time submitting the new agreement and wanting to know where I stood in the matter. He smiled a very broad smile as he handed the paper back to me, and said: 'That is a good enough lease for us. That will hold the mill.' A short time after that I was served with papers in a foreclosure suit by George Law, the then multi-millionaire residing at 259 Fifth Avenue, a double house, in the basement of which he had an office, with his secretary, Mr. Affleck. Mr. Law's mortgage on the property was past due, with interest in arrears, as well as taxes, and his mortgage having been given prior to my lease, I had no rights that he was bound to respect. So, here was a new situation for me and one that gave me much anxiety. I felt that I must call on Mr. Law and discuss matters, and I tried to think of some person whose name would have some influence with Mr. Law, from whom I might get a letter of introduction. My Superintendent, Mr. Jones, reminded me that Mr. John English, the then President of the 11th Ward Bank, only one block from our office, was George Law's most intimate friend. I had no more than a speaking

acquaintance with Mr. English, but was quite well acquainted with Mr. Brown, the Cashier. I besought Mr. Brown, and told him that I would like to get a letter of introduction to George Law from Mr. English. The latter was not in the Bank, but Mr. Brown promised to speak to him about it and let me know. Within an hour or so he sent his brother to my office to say to me that Mr. English suggested that I write such a letter to Mr. Law as I would like to have, and send it up to him and he would sign it. This placed me in a position where I felt I must be modest in proclaiming my virtues, and so I simply wrote about as follows:

‘This will introduce to you Mr. Wm. E. Uptegrove whom I have known well and favorably for several years past. Mr. Uptegrove is also a patron of our Bank, and any favor you may be able to show him will be much appreciated by me.’

I promptly presented this letter to Mr. Law at his office, and realizing that as I had actually no legal rights, that I must approach Mr. Law from another angle; so I explained to him that I had only just got my business nicely established — that it had been through struggle and hard work, and that I now felt very anxious lest the mill might pass into other hands and my work go for naught. I well remember his reply, which was:

‘Young man, I do not want to harm you or your business and if I am obliged to bid in this property at the sale, I will either rent it to you at a fair rate, or I will sell you the property for just what it cost me, which would be the amount of my loan, plus back interest and taxes and the cost of the foreclosure.’

I at once acknowledged that it was a most fair offer and relieved my mind greatly, and I further stated that at the moment I would be very glad to buy the property, and thought I might be able to do so, and stated that I would let him know about this in a short time. A little later I called and stated to him that I would arrange to purchase the property, and we agreed upon terms which, as I remember it, were that I would pay on delivery of the deed \$6000.00, the balance to remain on mortgage.

For the time being I felt relieved, because I concluded that no outsider would care to purchase a sawmill. However, my relief was rather short-lived, for within thirty days the Assignee of George Guetal entered a defense to the foreclosure on the ground that the mortgage covered only the land and building, and did not cover the machinery; so, until the case was reached in court and a decision made on this point I had to endure uncertainty. Finally, after some months, the case was tried, and the point of law was, whether the building was erected to receive the special machinery. Testimony was taken as to the special construction of the building and the special features of the machinery to be installed, and the testimony of my superintendent, Mr. Jones, who had designed and superintended the erection of the plant was probably the deciding factor. The decision of the court was that the building was especially construction for the purpose, and that the machinery formed a vital part of the structure and thus became a part of the real estate; hence the mortgage included not only the ground and building, but the machinery as well. This was all in my favor thus far, and it then remained to await the day when the auction would take place. The auction was held in the real estate salesroom, then #111 Broadway, New York, and the first bid was Mr. Law’s, and for the exact amount that the property would owe him, which included the loan, back taxes and interest, and a close estimate of the foreclosure costs.

However, during all the proceedings I have described, Mr. Law petitioned the Court to appoint a Receiver for the rent of the property which I was paying during the proceedings. The Receiver was appointed and Mr. Law deducted the amount I had paid as rent, so I thus received the benefit of my own rentals, as Mr. Law deducted this from the sum.

After Mr. Law's bid there was but one other, which was \$1000.00 above his. Standing beside Mr. Law I remarked to him that I would be willing to pay a higher price than that bid, but he demurred and said: "here may be some 'Peter Funk' about this"—and smiled.

The property was knocked down to the second bidder, and he was asked to step up to the desk and confirm to the terms. Then it was that I felt as though my wife and children had been sold out from under me — and it was a trying five minutes.

There was some discussion between the bidder and the clerk at the desk, and down came the gavel of the auctioneer, who stated that there seemed to be some misunderstanding, and that he would put up the property again. Mr. Law looked at me and smiled, and said: 'I told you so!' This time there was but one bid, and the property was knocked down to George Law, much to my relief. As Mr. Law and I walked out, I asked him if he wanted any writing from me, which was my left-handed way of trying to get a writing from him, but he said: 'No, I will have the Deed prepared and let you know when it is ready'. He did so, and he fulfilled his promise to the letter, and in due time the transaction with him was closed, and I was the owner of the Tenth Street Mill property.

The auction sale took place in the Fall of 1879, and the previous nine months had been a time of great uncertainty and anxiety. During this period I had celebrated my 27th birthday. Long years afterward I saw a letter from General Grant written in his own hand to one of his former classmates at West Point, and the letter was written when Grant was President, and there was one paragraph which I have never forgotten. It was this: —

'My life has been one of toil, anxiety and care, but I have borne it, I trust, with fortitude.'

I might have written much the same of my business experience upon the closing events which culminated in my possession of the Mill; but my business prospered, so that the next year, 1880, my net profits were \$30,000.00. During that year I ran the Mill day and night with two gangs of men. When the day gang retired a compete night gang took their place.

During that Summer my superintendent, Mr. Jones, died, and this threw added responsibility upon me, which I felt keenly. Mr. Jones had been an optimist, cheerful and sympathetic helper, and as he was a middle-aged man I depended much upon him. Some four years previous to the death of Mr. Jones, I had brought from the country a young man who had been a playmate in my childhood days and with whom I had always kept in touch — Edward L. Sinsabaugh. He commenced with me as shipping clerk, but he very wisely made himself generally useful, so that upon the death of Mr. Jones I naturally turned to him as an assistant in the operation of the Mill. He finally became my superintendent. It may well be noted that he gained promotion by having done more than he was paid for.

The business was uniformly successful for fifteen years following. During that period we gradually dropped custom-sawing and became dealers in Mahogany, finally selling the entire product of the mill ourselves.

New York had always been and continued to be, the most exclusive market for Mahogany in this country. The storage yards of the trade were those of Constantine & Co., and had extended so that they covered the three blocks from 4th to 7th Streets, and from Lewis Street to East River. Logs were consigned from the producing countries, largely from Mexico, to commission merchants in New York, and the vessels were discharged at these yards. After a cargo of logs had been measured and piled they were offered for sale.

The auction sales had been discontinued, and the log business had become concentrated almost entirely into the hands of Peter M. Dingee, who finally gained the title of 'King of the Mahogany business'. He had commenced in the so-called wood trade as a truckman, and during

the auction period had become so well-known to the distributors of Mahogany Lumber that out-of-town buyers frequently commissioned him to bid for them at the auction sales. He was a forceful man and a man of vision, and through this small beginning he arose to the place in the trade that I have mentioned.

In 1880 my brother Jerome, who had a very good position with the First National Bank of Middletown, N. Y. resigned his position and joined me in business. Soon thereafter we incorporated under the name of William E. Uptegrove & Bro. Our firm became prominent in the Mahogany trade and divided honors in that respect with a firm that had come down through three generations in the business.

At one time when the Pullman Palace Car Co. were expanding their service and for a number of years were building sleeping cars and parlor cars at their plant in the town of Pullman, just out of Chicago, the President of that Company, George M. Pullman caused an invitation to be sent to the firm I have just mentioned and to our firm, to visit him in Chicago in order to discuss Mahogany matters with him.

I responded in person and had a most pleasant interview with Mr. Pullman, during which he asked many questions, and at the close inquired of me when I would be returning to New York, and upon replying that I would take the Pennsylvania Limited that afternoon, he said he also was taking that train and would see me. It so happened that my berth was in the car in which Mr. Pullman occupied the drawing-room. He was very sociable and sat down in the seat with me and told me the history of the invention of the Pullman car. He also invited me to dine with him.

The Chicago & Alton Railroad granted him space in one of their shops, and he with a friend, Mr. Angell, conducted their experiments, and finally produced a finished car. At that time Mr. Pullman's means were very limited, and he and Mr. Angell slept in a little room at one end of the space given them. Objection was made to the height of his car, and his response was that the day of coaches would have to come up to his standard of height, and he remarked: 'You will observe that that is just what they have done'. He said he well remembered the first night's run of his car when he himself had taken the first fifty cents for a berth overnight from Chicago to Alton. Mr. Angell, at the time of which I am writing, was the purchasing agent of the Pullman Co., and I presume held that position for life.

Directly across the aisle from my berth sat an elderly man to whom Mr. Pullman introduced me; he was Mr. Billings, the Chicago street car magnate, a very conservative man of the old type. Mr. Pullman joked about his old cars, and said: 'Billings, you ought to scrap those old cars and let me build you a new set for all of your lines', at which Mr. Billings smiled, and as Pullman strolled back to his drawing-room, Mr. Billings looked at me, and remarked: 'George was always a great man for gold leaf and varnish'. We did a large business that the Company for some years afterward.

In 1890 our Spanish Cedar Cigar Box Lumber business was much affected by the advent of a shaving machine patented by Edward [apparently should read "Edwin"] F. Smith and operated by the firm of Fredericks & Smith. Their product was sold so much below the price at which we were able to make our Sawed product that a number of our good customers turned to the knife-cut lumber; however, the competition was short-lived, for in about two years the firm of Fredericks & Smith failed. During their liquidation by Receiver, Mr. [Thomas A.] Fredericks called upon me at my office and announced that they were about to form a corporation to take over and operate the Plant, and asked me to subscribe to their stock. I promptly replied that I would not consider such a proposition, and that the only one I would consider would be a proposition in which I would control the patents and the plant. He thought that such a plan might be worked out, and in a few days Mr. Smith called upon me.

It was finally arranged that we take over and operate the plant on a royalty basis, paying a royalty on each thousand feet produced. We arranged to employ Fredericks & Smith and also William T. Sturges, who had been engaged with them in selling and in a general executive capacity.

In 1897 we concluded to also utilize the shaving machines in producing Poplar Cigar Box Lumber in the South. After a number of trips to different localities in Virginia and Tennessee we settled upon Johnson City, Tennessee, as a location and bought what had formerly been a furniture factory. We remodeled the plant and installed our machinery. After we had operated the plant for about two years we decided to secure timber in advance of our wants instead of trusting entirely to the purchase of logs. We bought one tract of 22,000 acres, known as the Scottish tract in Western North Carolina, also smaller tracts amounting to some 13,000 acres.

By this time we had invested several times the amount we had originally planned to spend in this branch of the business, and so in 1903 we incorporated the American Cigar Box Lumber Co., and transferred the plant, timberlands and all our holdings to the Company, taking stock for our investment. The Company then issued \$400,000. of bonds secured by Mortgage on all its properties, which bonds we sold from time to time until all were disposed of.

The establishing and developing of this business entailed much hard work. However, the outcome was satisfactory, and it became permanent in its line. My firm resolution, to not become interested in the patented shaving machines — which really formed the foundation of the business — on any basis other than that we would absolutely control them, proved to have been sound and correct.

— GMU [Gifford Mills Uptegrove] —

The foregoing was written by my father somewhere between 1923 when he remarried after the death of my mother, and 1926 when his wife (Margaret) became mentally incapacitated. He never again saw her in good health. She eventually made a total recovery after about twenty years in a N.Y. State Hospital, and is living in reasonably good health today (1954). In the meantime, my father died June 26, 1935, aged 83.

I shall now take up the story with a few reminiscences of my own in the course of which I shall include the highlights of his life from where he left it to the end.

My boyhood was in great contrast to his. I was born Dec. 11, 1883, and was the youngest of four children, Florence, Edna, William, Edgar, Jr., and myself. In 1895 my sister Ruth was born, whereupon my family rank advanced from ultimate to Penultimate.

From 1880 my father had several years of prosperity and before I began to take notice of or interest in my material surroundings he had bought and remodeled a large 'detached' house set in spacious grounds on Dean Street, Brooklyn. This house was my home until 1907 when 'the panic' swept it and everything else out of my father's possession. It was a beautiful home. There were 14 rooms, each one spacious. In remodeling it selected fancy woods were drawn from my father's warehouse, both lumber for trim and veneers for paneling. Those which I remember were Mahogany, White Mahogany, Quartered English Oak and Walnut. The furniture — rugs, drapes — were in keeping and in excellent taste, according to the styles or vogue of the period. It was a beautiful home in the best sense. It was primarily for living, not for show, and as presided over by my dear matchless mother, it extended warmth and hospitality. How tragic, it seems to me, that my children never knew their grandmother. I am happy that they had many years with their grandfather. Had they had the opportunity they would have loved their grandmother equally well.

The house was set in large grounds, 114 feet in width, and a full block in depth. It was shaded by two very large sycamores in front, and two large elms at the side. The 'backyard' was divided by a long grape arbor. On one side was a lawn which we used for tennis and/or croquet, and on the other side there were four cherry trees (sour, white and two Black Oxheart) surrounding a spacious clothes-drying area. In the rear corner was a stable, in which we had a team for general purposes, a saddle horse for my father, and a pony for us children. My father was very fond of horses, and whether for carriage purposes or for his lumber trucks, they had to be fine. In fact, he entered some truck horses in the New York Horse Show at least one year, and took prizes.

At that time, and in that part of Brooklyn there were many homes of the size of ours, but curiously we boys didn't play in these yards. There were occasional empty lots, which though rough and with many stones, we used for baseball and football, except on Saturdays when we would go 'to the Park' – meaning the Parade Grounds just outside Prospect Park. But the Playground in daily use for more or less of each day was the street where we played shinny, ring-a-leave-o, hop scotch or 'just played'. The girls of the neighborhood didn't play baseball or football with the boys, but they did play everything else with us. Of course, our pony played a bit part at that time.

We children took turns with her. That is, we each had her for a day, but as my sisters didn't use all of their turns, my brother and I had the most use of her. Though we had a 'pony cart' (wheeled carriage) we mostly rode horseback through Prospect Park with our near neighbors, Rob and Lizzie Gair, each of whom had ponies. On occasional Saturdays we would use the cart, taking lunches and friends, and drive down to Bensonhurst for a swim in New York Harbor opposite Staten Island.

At that time (in the 1890's) Flatbush was neither farm nor city. It was just a vast expanse of unused land waiting for the City to 'com'n git it'. So also was it from Prospect Park to Cony Island and to Bensonhurst. Only the present Ocean Parkway from the Park to Cony Island was there in those days. It was a very wide and very fine road. There was room for two or three lanes of carriages in each direction, and also a broad space in the center reserved for the use of fast horses. It was always an interesting sight to watch a gentleman speeding his horse, or two owners of fast horses having a 'brush'. A brush was an impromptu and informal race.

In the summers our family, with the exception of my father, went off to the country from the closing to the reopening of School. Transportation then was not what it is now, and a trip of what we would now consider a short distance consumed a great deal of time. Saturday was then a regular business day, and we knew no such thing as our present 'week-end' of Saturday and Sunday, with probably a head start on Friday afternoon. My father could not 'leave early' on Saturday and return late on Monday, so he remained at home.

The first Summer that I remember was at 'Cousin Ed's' (Mapes) farm north of Middletown, N.Y. in 1890, and again in 1891. The next Summer was the year of the Columbian Exposition or 'World's Fair' in Chicago. Edgar and I were given our choice of two weeks at the Fair, or the Summer at Cousin Ed's (my father's cousin). We didn't even hesitate, but should at once 'Cousin Ed's'! I have always regarded those Summers at the farm as the actual origin of the decision I made twelve years later, to leave the City and business life and take up orcharding in Oregon.

Such was my life in Brooklyn until January 1898, when I went off to boarding school in Worcester Academy, Worcester Mass, where I spent 4-½ years, graduating in 1902. I was by no means an outstanding student, but I would have done pretty well if someone had refrained from discovering Algebra and Geometry. Those studies gave me great trouble, and today I haven't the slightest idea of either of them.

I was fond of athletics, was a member of my class track and baseball teams (to my regret there was no School baseball team) and was a member of the varsity football team in Junior and Senior years, I was not good enough for the School track team but next best to it, I was Assistant Manager and Manager of the team in my last two years. Worcester excelled in football and track, and our teams won many New England Championships in each, including my years.

After graduating from Worcester I entered Princeton in the class of 1906. There I was the only representative of my school in contrast to large delegations from other and more prominent preparatory schools. This created an inferiority complex and diffidence, with the result that I acquired no honors, curricular or extra-curricular in College. But I obtained the distinguished degree of A.B., made many life-long friends, and had four very happy years. My graduation was saddened by the death of my brother Edgar from typhoid, just three weeks before Commencement. My little sister Ruth had died of diphtheria in the summer of 1903 at the age of eight.

After graduation I entered my father's business, which brings me to the point of picking up my father's story where he left it, with the mention of the American Cigar Box Lumber Company in 1903. That same year marked another milestone in the Uptegrove story. On Thanksgiving Day of that year (1903), word came by telephone in the late afternoon that the Mill was afire. My father, Uncle Jerome, Edgar and I, started at once for the scene. The trip by trolley, ferry and horse car took two hours, because the fire had closed the ferry from Greenpoint to East 10th St., New York, necessitating our use of the ferry to 23rd St., and also because horse car lines from 23rd St. downtown were either discontinued or detoured because of the fire. It was a bitter cold day, and when we reached there the buildings were sheathed in ice with huge icicles like Stalactites hanging from every ledge as the result of the streams of water played upon the buildings. It was evident from the first glance that the fight was hopeless, and in less than five minutes my father said to his brother, 'There's nothing we can do here, Jerome. We'd better go home and do some figuring.' I remember my disappointment at that, for it seemed to me that if we had to have a fire we at least ought to have the fun of seeing it. Running to fires had been a standard form of amusement in boyhood days when one occurred near enough to run to.

The Fire Chief of that time was the son or brother (I don't remember which) of the famous and infamous Richard Croker of Tamany Hall, but he was rated highly as a Fire Chief. He stated that this fire was the toughest he had ever had to fight. The Mill and the Warehouses were, of course, filled with dry lumber and Veneers. Next to the Warehouse was a large lumber yard. Adjoining the Mill on the rear was a Standard Oil storage depot for filled barrels of kerosene oil. Across the street were three gas tanks of the Consolidated Gas Co., and their dock was loaded with 400 tons of coal. In addition to all this, the temperature was way below freezing, causing the water to freeze on the outside of buildings and in the streets. The oil in the building caught fire, escaped into the street, and in some way set fire to the coal on the dock. Every type of fire apparatus, including fire boats, with many of each, were called out on five alarms, and the last piece of equipment did not leave the scene day or night until the tenth day.

The final result of the partners figuring was that the business was divided. My father wanted to drop Mahogany as a 'busted' proposition and continue only with Cigar Box Lumber. My uncle did not agree that Mahogany in New York was done for, and he had never had much liking for the cigar box lumber end of the business. So it was agreed that a small building for office and veneer warehouse purposes would be erected in New York, and the Mahogany business carried on there by my uncle and John Beckwith, the former star salesman. My father would take the Cigar Box Lumber end of the business, retaining the name 'Wm. E. Uptegrove & Bro.', and erect a complete manufacturing plant at water's edge on the Greenpoint side of the East River. These plans were

carried out, and it was in the Greenpoint office that I started my business career in the summer of 1906. But it was not to last long. In the Fall of 1907 came 'the Panic'. Money tightened overnight, and Banks suspended their usual 'accommodations'. This caught my father, who was financing a business in Tennessee for the purpose of protecting the American Cigar Box Lumber Company from the inventor of the slicing machines. Although this man had sold the patents to my father he nevertheless built and sold some similar machines to competitors. Instead of resorting to law, my father yielded to blackmail and enabled that man to start up another business. From an original outlay of \$5,000. It grew to \$400,000. By the time of the Panic, and this necessitated asking for a Receivership for Wm. E. Uptegrove & Bro. Thus, at an age of 55, my father lost everything tangible except our home in Brooklyn and country place in New Canaan, Conn. But the intangibles he did not lose. He retained the goodwill of his customers, the respect of his competitors, and the confidence of his former suppliers. In effect they said 'let us know when you are ready to start again'. He had never closed a business because of indebtedness to him, but on the contrary he had helped the owners to get back on their feet and out of debt. He had also furnished the capital necessary for three young furniture salesmen to start in business for themselves. They prospered and by this time had become the leading furniture manufacturers in Grand Rapids, which then was the center of the industry. They now came forward without being asked and said 'Count on us, W.E. for anything you need'. They financed the equipment of a new Mill, and purchased for him at auction the stock of the American Cigar Box Lumber Company when it was offered for sale by the Receivers of Wm. E. Uptegrove & Bro. All moneys supplied by these men were treated as loans which were later repaid in full. Thus at age 55 he began a new career from scratch.

The American Cigar Box Lumber Co., which manufactured cigar box lumber from Yellow Poplar at Johnson City, Tenn. was unaffected by the Receivership, although the mahogany stock was owned by the Corporation, Wm. E. Uptegrove & Bro. To obtain the necessary Poplar extensive purchases of timberlands had been made, on which Poplar was only one of many varieties of hardwood timber. These other hardwoods were manufactured into lumber and marketed by Wm. W. Uptegrove & Bro. In a separate department headed by my brother Edgar until his death in 1906. Thereupon his Assistant succeeded him as Manager. When the Receivership occurred in the Fall of 1907, the Receivers (my father, Charles A. Decker and John M. Dingee) agreed to a proposal made by my father that the liquidation of those hardwoods be turned over on a commission basis to a partnership composed of the Manager of the department and myself. So a partnership was formed by the name of Uptegrove & Polhemus. I was to furnish the capital, and he the experience. I obtained the capital by loans from the father of one of my college roommates and from the same men who later financed my father's new start. So from November 1907 to January 1910 I was a hardwood lumber wholesaler.

In 1910 I fulfilled a dream that had been building up as the result of early holidays spent on the farms of 'Cousin Ed' Mapes (my father's cousin) and of my Grandfather, both in Orange Co, N.Y., but perhaps more immediately because of the country home at New Canaan, Conn, which my father purchased in the Spring of 1907. My sister Florence was the chief instigator of this purchase. I only 'seconded' the motion. After the purchase we remodeled the 100 year old house and made a very attractive but by no means elaborate home of it with 55 acres of hilly, wooded and rocky land. My father and I commuted daily to N.Y. (1 hr. 20 minutes on the train). I loved this country home and tried to think how I might take it over as a farm, and at least make expenses. It was a hopeless proposition, but while toying with the idea I learned from a former schoolmate about apple orcharding in the Northwest. To shorten the story, the result was that in 1910 I paid off the last of the loans made to me for the hardwood lumber business, closed it up,

and departed for the West. I had interested a school friend, Ward I. Cornell and a college friend, Walter L. Mason in a life in the open, and apple growing in particular. We three combined as Uptegrove, Cornell and Mason, and in March 1910 moved bag and baggage to the Upper Hood River Valley of Oregon and began what for me was just short of 12 years of farming life. I shall always consider them the happiest and in many ways the most satisfying years of my life – not because of financial rewards, which were meager, if any, but because I felt that I had a hand in the growth and development of a new community out of virgin timber and on virgin soil. But that is another story in itself, and I must not divert too far.

On a Winter's week-end in 1914 I was invited to a dance at one of my ranch neighbors. He was holding a house party of five or six young ladies and chaperones from Portland. My only recollection of the group is of one of them. (I don't mean a chaperon!). In fact, even at the time, I seemed to be conscious of only one. Her name, Mabel Ellen Starbird. Well, Miss Starbird and I were married in Portland July 26, 1916. Our family began to grow by the arrival in October 1918 of a daughter Florence Starbird, followed by a son, William Edgar III in March 1920. In the following December our little family journeyed East for a visit to 'Grandmother' and 'Grandfather'. We remained until March of the following year, and this proved to be the last time that my mother would see her grandchildren. She had been partially paralyzed by a stroke. My sister Edna was also an invalid, for whom no cure or relief could be found. Thus my father had to invalids and two business to look after, which seemed to me too much. Before departing for the West I told him that if he ever wanted me to return he had only to say the word and I would come. Spring and Summer passed. In the early Fall, just after we had begun apple harvest I received one of my father's usual weekly letters. After reading it my actual thought was that it was as close as he ever would come to asking me to return. This was in the afternoon. I took it to the house, handed it to Ellen without comment, and returned to the day's work. At supper I asked what she thought of the letter. Her reply was identical with my thought, namely – 'I think it is a close to asking you to return as he will ever come'. I asked her how she would feel about leaving the West with all that it meant to her. She very generously and promptly said that if I decided that I should return East she would willingly go. I thereupon wrote my father that we could come at the end of the apple harvesting. The crop was picked and packed, and auction held to dispose of the household effects, a man left in charge of the ranch and our little family left it forever in December 1921. Two days before the actual departure my mother suffered another stroke and passed away.

During my twelve years in the West I naturally was not in close touch with my father's business, and so am aware only of the highlights. The new business was incorporated as the Uptegrove Cigar Box Lumber Company. When the Mill was completed and ready to operate all the old customers promptly flocked back for the Cedar needs. In the meantime, the American Cigar Box Lumber Company had continued to operate uninterruptedly, to produce and sell Poplar Cigar Box Lumber.

Then came World War I, which created great difficulties in obtaining Cedar logs. From the earliest days they had come from Cuba, but the War created a huge demand for sugar at fantastic prices. To take advantage of this opportunity in the maximum way, Cuba cut and burned their forests and planted sugar cane.

This ended Cuban Cedar and necessitated locating anew source of supply.

Also ships and shipping were taken over by the Government for wartime needs, and it was not possible to charter a vessel without a Government license. They were issued only if the imported product could be shown to be an essential need. Cigars were rated essential, and after

many trips to Washington to prove that Cedar was essential for proper boxing of high-grade cigars, the license was issued.

In the meantime, a new source of supply had been found in Brazil, and thereafter shipload lots were loaded at Manaoas, 1500 miles up the Amazon River. Some of those logs came from the Eastern slopes of the Andes Mountains in Peru, 1500 miles further up the river.

The agent for this business was the General Rubber Co., an American concern, but whose office at Manaos was staffed by Englishmen. The reason for this was that Americans stayed in their homeland, while Englishmen were to be found in all under-developed countries. The work of these Englishmen, i.e. procuring sufficient logs, sorting and grading them, handling export matters, etc. was very satisfactory. Relations with them were very pleasant. I later stepped into this work, met these men on their visits to New York and liked them very much.

The War marked the turning point in the cigar box lumber business. The supply of many commodities, including Cedar Cigar Box Lumber was not equal to the demand. Consequently, the use of domestic lumber increased. The cigar manufacturers then found that cigars would sell even if not packed in a cedar box, and turned more and more to the use of domestic wood. When my father saw that this was a permanent trend he sold the Greenpoint Mill to one of his customers, whose principal customer clung to Cedar.

This is where I came in for my second start of a business career. This was January 2, 1922, and that was also the day on which the new owner took over, and my father relinquished the Greenpoint Mill.

With the exception of the interruptions due to the fire and the Receivership, this was the first day since June 1, 1875 when he took over the 10th St. Mill in New York from his employers, that he had not produced Cedar Cigar Box Lumber. Of course, the swing to domestic wood increased the business of the American Cigar Box Lumber Co. and its competitors, of whom there were six.

Now to divert to personal history for a moment. As the office was then in Brooklyn (32 Court Street) it was natural that upon our arrival from the ranch we should locate in that city. Our first home was in Flatbush, which by this time was solidly built up with homes and apartments. The Flatbush that I had known as a boy was totally gone and only a memory. We took an apartment (they were exceedingly hard to find for there was then a housing shortage just as there was during and after World War II) just a block from the Parade Grounds where as a boy of 10 years and thereabouts I played baseball and football on Saturdays. It was here that our third and last child, Elizabeth Mills, was born June 4, 1922. Tiring of apartments after six months I bought a house on (23 Ridgewood Terrace) Glenwood Road. There we lived for a year and a half before tiring of City life for our children (and ourselves) and moved to Maplewood, N.J. where we have remained to this day, although we now have children and grandchildren in New York State near Connecticut, Ohio and California.

From the moment I stepped into the office my father began to acquaint me with all his personal affairs and to hand over the reins, both of those and of the business, as fast as I could take them. It was not long before he began leaving for the day at about one o'clock. His home was an apartment on Clinton Avenue with a housekeeper and maid until in 1923 he married Margaret Bohlen, who for many years had been and still was the office secretary. It was then that he wrote the memoirs, to which this is an addition, and which were brought to an end in 1926 by her illness, which outlasted his life.

At about this time (circa 1926) DuPont put cellophane on the market and Cigar manufacturers adopted it for wrapping individual cigars. This marked the beginning of the decline

in the volume of cigar box lumber, for cellophane had made possible the use of cardboard as cigar box material. Then came the idea of completely wrapping the box with lithographed paper imitating cedar grain. This admitted more cardboard, because it concealed the fact that under it was cheap cardboard instead of good lumber. This was of course hard competition, because lumber could not compete with it in price, and the cigar manufacturers were determined to reduce their costs of containers. A few of our competitors dropped out of business, but our volume kept up very well until 1932. In fact, 1931 was the biggest year we ever had. Then the effects of the market crash of 1929 hit the cigar industry, and consequently ourselves. There were fewer cigars, and more cardboard in boxes.

The great depression had now hit us. Cigar manufacturers were insistent on lower box prices from the 'boxmakers' (i.e. our customers) and they in turn were pleading for lower lumber prices. Poplar logs had become very high-priced, and the idea occurred to my father that possibly we could locate a mill in the West and use the trim-ends which were waste in those great mills for the manufacture of cigar box lumber. My father and the Superintendent of the Johnson City Mill made an exploratory trip to the West Coast, and later employed one Harold S. Turlay to make a full investigation. He shipped a few spruce logs to Johnson City for a try-out on our slicing machines to demonstrate its suitability for cigar box lumber. The size of those logs up to 7 or 8 feet in diameter, was a revelation to the good citizens of Johnson City, and they flocked to our Railroad siding to see them. We manufactured them into lumber and secretly sent sample lots to selected customers for them to try out. We, of course, did not wish it to become generally known that we had any thought of changing from Poplar. The reports, though not enthusiastic, were good, and the fact that this Spruce lumber could be produced at lower cost than Poplar lumber, caused our customer-friends to encourage us to make the change.

Accordingly in the Spring of 1933 the Superintendent, Mr. Spencer, from Johnson City and I made a trip to the Coast, and with Mr. Turlay visited several Plants which had been closed by the depression and were available on exceedingly favorable terms. We settled upon Astoria, Oregon, where we found a building well suited to our needs and with both rail and water transportation at our door.

Mr. Spencer laid out a floor plan for the location of our machines and returned East to begin dismantling the Plant. In the meantime, Mr. Turlay would carry out the required construction and have everything in readiness when the machinery arrived. After Mr. Spencer's departure Mr. Turlay and I spent a couple of weeks investigating timber, discussing costs and an infinite variety of details involved in such a (for us) momentous move. We (the Uptegroves) were risking our capital on a venture that involved (1) the introduction of an entirely new wood for cigar boxes (2) moving into a territory in which cigar box lumber was a totally new product, and for which there was not a single trained worker (3) doing this in the very depth of the greatest depression of all time.

Before the decision to move the Plant was actually made we discussed the project with the next largest stockholder of the American Cigar Box Lumber Company, although it was not necessary since my father and I owned 73% of the stock, and could have done as we saw fit. We found that this stockholder did not care to participate in the venture, preferring that the Company be liquidated and his stock paid off. This suited us perfectly, as we preferred to 'go it alone'. We therefore bought the Company's machinery and proceeded with its liquidation.

The new Company was incorporated as the Uptegrove Lumber Company, of which my father and I were the sole owners. Here I should say that my father was not interested for himself in suggesting and participating in the creation of a new corporation, relocating the mill and

introducing a new wood for cigar boxes; in other words, starting a new business. He was then (1933) 81 years of age and had withdrawn completely from all active management. He had by now moved to Maplewood, and motored in to the Brooklyn office only a couple of times a week. His sole idea was to leave a business for me, and the prospects appeared better with a lower cost lumber in the West than with the high cost Poplar in Tennessee and neighboring States. So with the decision to move West he became an interested observer while the direction of the new Company and the liquidation of the old one devolved upon me.

In 1934 we moved the office to Newark, N.J. For a while he visited it more often there, but he was beginning to fail. Early in the next year he became confined to his bed, and finally passed away June 26, 1935 at age 83.

Thereupon ended 14 years of as close association between father and son as I can imagine. We were together in business, and in the Summers when my family were away on vacations, I moved over to his apartment in Brooklyn and lived with him there. He was a frequent visitor in our home where he was loved by all. In business circles he was admired and respected by all with whom he had dealings. Never will I forget the first trip I made to visit our customers and be introduced to them by Mr. Sturges his old and faithful right hand since 1894. Again and again when I was introduced the response was 'So you are W.E.'s son. Sit down here. I want to tell you what your father did for me.' Then would follow a recital of aid given to help over hard spots, even up to the point of saving the speaker's business. This occurred not once, but often.

Altho' he did not realize it, my sole reason for leaving the ranch and returning to business life was to lighten his load, if possible, and"

— End of Text —

Appendix E.

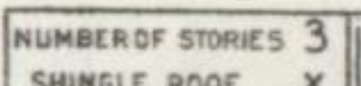
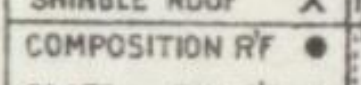
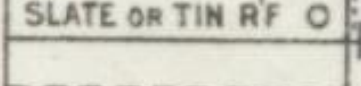
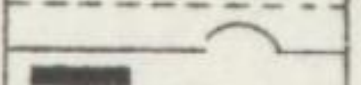
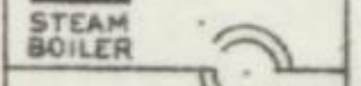
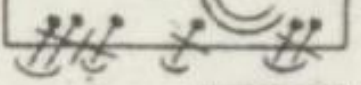
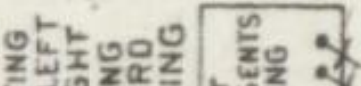
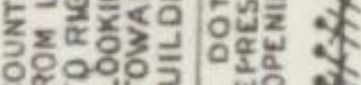
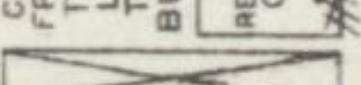
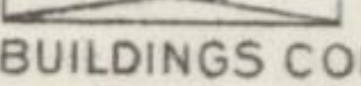
“The Mahogany Market,” in Hardwood, A Journal of the Hardwood Lumber Trade,
10 January 1895

“The Mahogany Market. In an interview published in the American Cabinet Maker, William T. Uptegrove, the New York importer of mahogany and fancy woods says: ‘The crisis which struck the United States in June, 1893, found a larger consumption of mahogany going on than had ever before been known in this country. The previous twelve months had witnessed an era of railroad equipment never before equaled, and occasioned by the prospective travel during the World’s Fair. Indeed, for a number of years car building consumed fully one-half the mahogany marketed in this country. The crisis found the mahogany dealers of the country stocked in proportion to the then existing requirements. In the mahogany countries cutters’ operations were on a scale to correspond. What has been the result of the crisis, and what has been the course since? Car builders were just completing their contracts for the rolling stock for the World’s Fair traffic, railroads were fully equipped, and there has been a total cessation of car building from that date to the present time – not a partial suspension but an absolute and total one. Railroads have wanted everything else, more than passenger cars. In other lines consuming mahogany – such as furniture manufacturing, the building trades and kindred lines – the consumption has decreased, but fortunately the new users which are constantly springing up, and the wider uses of mahogany in all these lines, have somewhat helped out the trade.

From the date of the panic to the present time, the course in mahogany, both with manufacturers and dealers, as probably in all other lines, has been first, a desire to work off the stock in hand, and second, to run along in a hand to mouth way. The stock in the hands of dealers was well run off, say six months ago, and they commenced again to buy in the hand to mouth fashion. The cutters in the mahogany countries early in the depression stopped operations, and the logs already cut had to come forward, and where contracted for here, the parties were obliged to take the stock. In other cases it was stored and placed on the market. It laid in the market for a year, while the stock already in dealers’ hands was being worked off. Finally, this stock has commenced to move, and has been pretty well taken up, and cutters are again producing in the same hand to mouth fashion that marks all other enterprises. This desire to work off old stock, and the fact that a surplus stock lay on the market awaiting takers, tended to greatly depress prices, and mahogany has finally been selling at a price netting a round loss to the cutter; but the stock was here, the market was dull, and he simply took what he could get. All of us dealers have been making prices to the consumer on the basis of this condition of things, and the consumer, blind to the course of events, is still hammering for lower prices, unmindful of the fact that the end has been reached, and that there is only one change that can now occur, an upward one. There is a small stock of mahogany in this country today. This statement, I believe, is contrary to the general impression; but I speak from absolute knowledge, and I think that any one can see that this must be the case if they will give a little thought to the course of events for the past eighteen months. There probably has not been so small a stock of mahogany in this country for ten years as there is today, and yet there probably has never been more pressure to sell, for we are all wanting to do business; but the manufacturers will suddenly awake to the fact that they have slept away their opportunities, and carried on their hand to mouth policy a little too long. No manufacturer can be hurt today buying mahogany. He knows it never can be cheaper under any circumstances whatever, and that under almost any conditions it must go the other way. Railroads must soon commence to renew equipments. Two years wear has told upon the rolling stock, and the car builder will in the near future be a buyer of mahogany to some extent. To whatever extent he buys, will be just that much increase in the demand for mahogany. In all other lines there is already an increased demand. We are making sales right up to the end of the year, and have booked orders for the new year which is something we could not do a year ago.”²⁷⁰

Appendix F.
Map Legend

KEY

 <p>NUMBER OF STORIES 3</p>	<p>FIRE WALL 6 IN. AB'V ROOF METAL CORNICE</p>
 <p>SHINGLE ROOF X</p>	<p>FIRE WALL 12 IN. AB'V ROOF WOOD CORNICE</p>
 <p>COMPOSITION R'F ●</p>	<p>FIRE WALL 18 IN. AB'V ROOF FRAME PARTITION</p>
 <p>SLATE OR TIN R'F ○</p>	<p>OPENING WITH IRON DOOR</p>
 <p>STEAM BOILER</p>	<p>" " "STANDARD" IRON DOOR</p>
	<p>WINDOWS & IRON SHUTTERS</p>
	<p>WINDOW 1ST STORY</p>
	<p>WINDOWS 1ST & 3RD STORIES</p>
	<p>" 2ND & 4TH "</p>
	<p>STABLE</p>
<p>BUILDINGS COLORED YELLOW ARE FRAME</p>	
"	<p>" RED BRICK</p>
"	<p>" BLUE STONE</p>
"	<p>" GRAY IRON</p>
"	<p>" BROWN FIRE PROOF</p>
<p>⑤ ②⑦ INDICATE RELATIVE HEIGHTS</p>	
<p>⊕ FIRE STATION, AS SHOWN ON KEY MAP</p>	
<p>ALTERNATE STREET NUMBERS ARE ACTUAL CONSECUTIVE STREET NOS ARE ARBITRARY</p>	

Appendix G.
The Operations of William E. Uptegrove and Brother in New York, 1868 – 1905

Note: This appendix includes some interesting material on this operation, but the author did not attempt to thoroughly research this particular appendix.

1868. “Autobiography of William E. Uptegrove”

William E. Uptegrove wrote: “The History of our sawmill, known as ‘Tenth Street Mill’ is worth recounting. A Frenchman named George Guetal engaged in the pianoforte hardware business in New York had become interested in the development of an entirely new Saw for reducing logs to lumber. This saw had been invented, or brought out, in France, and in 1868 he determined to build a mill in New York to demonstrate this bandsaw. Mr. Guetal was so impressed with the wonderful future of this new invention, the bandsaw, that he erected a mill on East 10th Street, with the idea of installing nothing but this wonderful machine which, according to his estimation, was of such capacity as to produce all the Mahogany lumber required in the United States.

In seeking an experienced millman to supervise the erection of this mill, William H. Jones was recommended to Guetal and was engaged for the work of erecting the mill, afterward acting as superintendent of its operation. Mr. Jones had operated the Monroe Street mill, which had gone out of existence prior to my time. Jones finally prevailed upon Guetal to install veneer saws along with his wonderful bandsaw. It required much persuasion to get Guetal to make this concession, but it of course proved to be a very wise one.

Guetal operated the mill for a year or so, and it was then rented to my early employers, Rodman & Hepburn, in 1870. While the bandsaw had proven fairly successful so far in producing well manufactured lumber was concerned, it produced only a small fraction that Guetal had estimated to be its capacity. He recognized this, and was no doubt glad to unload the whole proposition; so they had operated the mill about a year before I entered their employ. I well remember the iron pillars of the bandsaw with the inscription cast in them ‘Perrin & Co., Paris’. So, the foregoing is the history of the introduction of the bandsaw into the United States.”²⁷¹ See Appendix C for the complete document.

1868. History of the Lumber Industry of America.

“It is claimed that the first band mill used in America for cutting logs was placed in a New York sawmill. This is the band mill installed in the hardwood sawmill plant of W.E. Uptegrove & Bro., at the foot of East Tenth Street. It was made in Paris, and is claimed to have been the first ever installed in America for sawing logs. It, of course, incited much comment, chiefly adverse. It was brought over in 1868, accompanied by a French artisan, who set it up and showed its purchasers, Messrs. Rodman & Hepburn [established about 1865], predecessors of Uptegrove & Bro., how to run it. This French artisan, M. Blauplain, concluded to remain in the United States, and in 1905 was still in the employ of Uptegrove & Bro. The fact that this band mill is still in use is a striking evidence of the worth of the original workmanship; but what a wide range in the history of the lumber trade is comprised between the date of the building of this band mill, light

and requiring most careful attention, and 1906, with its enormous band mills designed for the heaviest kind of work!”²⁷²

1870 – 1878. “Autobiography of William E. Uptegrove”

William E. Uptegrove wrote: “I was taken across the hall to the office of [Charles W.] Rodman and [Leonard F.] Hepburn to whom I was introduced with the remark that I was the young man his brother-in-law had sent down from Middletown [New York] to look after the position of bookkeeper. Mr. Hepburn immediately presented me to the gentleman seated at a nearby desk, Mr. Francis W. Houghton... Mr. Houghton took down one account book after another and showed me the manner in which they were kept, and it suddenly dawned upon me that the place was mine, and that I was expected to start in at once. I explained that I would have to return to Middletown and pack my trunk, and that I would appear at the office for business the following Tuesday morning, as New Year’s day, 1871, falling on Sunday was celebrated on Monday. This was perfectly satisfactory to them, and at that point Mr. Hepburn came from the private office and gave me advice and suggestions as to where I could find a convenient boarding place and how to reach it... It was one of my duties to draw the Saturday check for the payroll of the Saw Mill in East 10th Street [New York City], in which there were probably 40 men employed...

[About] May, 1875, Mr. Rodman mentioned to me that they had concluded it would be well for them to give up their saw mill business if they could find a buyer for it, as they wanted to give their entire attention to importing and exporting logs. The idea at once flitted across my mind that there was an opportunity for me if I only had the capital, and I set about to think of some practical way of securing financial help... I walked into the private office where they were sitting, and opened the subject by saying – ‘You told me recently you would like to dispose of the sawmill, and I would like to know how you would feel about disposing of it to me’. I clearly discerned their surprise, but the answer came promptly – ‘We would rather dispose of it to you than anyone else.’

I told them that I had been making plans and believed that I was ready to take it if we could make terms that would be mutually satisfactory. With very little delay – I think it was the next day – it was agreed between us that they would assign to us their lease of the mill for which they were paying \$3,500.00 per annum, and also lease to us the additional machinery which they themselves had installed to the amount of \$4,000.00. On this they would make the rental 10%, or \$400.00 per annum.

The mill was being operated as a custom sawmill, with the exception of Spanish Cedar Cigar Box Lumber, which they sawed and sold on their own account. We agreed upon the price to be paid by us for the manufactured lumber in stock. We also agreed upon terms of payment, and about two weeks thereafter, on June 1, 1875, we painted out the big sign Rodman & Hepburn and painted in Uptegrove & Gedney, and we were a going concern...

In the Fall of 1878 I bought out my partner, [Alfred] Gedney, paying him cash, and assuming our indebtedness to his Father, which I paid in installments within the next six months. The sign was again painted out and Wm. E. Uptegrove painted in...”²⁷³

1879. “Lease of building (held by George Guetel) was to expire early 1879. Due to foreclosure proceedings, George Guetel lost ownership of the building, but an arrangement was made with the lien holder, George Law, and in the fall of 1879 the all matters about the lease of the mill facility were settled and the business continued.”²⁷⁴

8 November 1879. American Machinist.

“Wm. E. Uptegrove (New York City) purchased the property known as the 10th street saw mill, on the 6th of September. It consists of eight lots of ground running through from 10th to 11th streets. Mr. Uptegrove contemplates making many improvements, now that he is the owner of the property. The mill is already supplied with five veneer saws and two hand saws, besides planing machinery.”²⁷⁵

1880. “Autobiography of William E. Uptegrove”

William E. Uptegrove wrote: “In 1880 my brother Jerome, who had a very good position with the First National Bank of Middletown, N.Y. resigned his position and joined me in business. Soon thereafter we incorporated under the name of William E. Uptegrove & Bro... [In] 1880, my net profits were \$30,000.00... The business was uniformly successful for fifteen years following. During that period we gradually dropped custom-sawing and became dealers in Mahogany, finally selling the entire product of the mill ourselves...”²⁷⁶

23 April 1881. The American Architect and Building News.

“Tenth St., No. 469 e. three st’y brick saw-mill; cost, \$9,000; owner, Wm. E. Uptegrove, on premises; architect, W. José; builder R. Shapter.”²⁷⁷

9 August 1884. The Real Estate Record.

“Buildings Projected – New York City... 10th st, Nos. 469 and 471 E., on one-story brick boiler house, 20 x 32.8, gravel roof; cost, \$3,500; owner and builder, Wm. E. Uptegrove, 596 Greene st; architects and masons, Berton & Nickel. Plan 1127.”²⁷⁸

15 March 1886. The Wood-Worker.

“The veneer and fine cabinet wood mill of Wm. E. Uptegrove & Bro., in New York City, is probably the largest establishment of the kind in existence. The cutting machinery consists of three band mills and eight circulars. Two of the band mills are of French make, the third being of J.R. Hoffman & Co., Fort Wayne, Ind., make. The French mills are old timers, having been put in about 1867. There are no springs under the upper wheels, neither do the wheels tip. The frames are heavy and everything about them is very rigid. One of the mills is the original wheel; it is only five feet six inches in diameter and has a flange. The wheel on the other French mill is six feet diameter, has no flange and was put on by the firm. In the language of the head-sawyer of the establishment, ‘these mills will walk through anything.’”²⁷⁹

1890. “Autobiography of William E. Uptegrove”

William E. Uptegrove wrote: “In 1890 our Spanish Cedar Cigar Box Lumber business was much affected by the advent of a shaving machine patented by Edward [Edwin] F. Smith and operated by the firm of Fredericks & Smith. Their product was sold so much below the price at

which we were able to make our sawed product that a number of our good customers turned to the knife-cut lumber; however, the competition was short-lived, for in about two years the firm of Fredericks & Smith failed. During their liquidation by Receiver, Mr. [Thomas A.] Fredericks called upon me at my office and announced that they were about to form a corporation to take over and operate the Plant, and asked me to subscribe to their stock. I promptly replied that I would not consider such a proposition, and that the only one I would consider would be a proposition in which I would control the patents and the plant. He thought that such a plan might be worked out, and in a few days Mr. Smith called upon me.

It was finally arranged that we take over and operate the plant on a royalty basis, paying a royalty on each thousand feet produced. We arranged to employ Fredericks & Smith and also William T. Sturges, who had been engaged with them in selling and in a general executive capacity.”²⁸⁰

May 1893. The Wood-Worker.

“The First Band Mills. There are said to be two band mills in the fine cabinet mills of W.E. Uptegrove & Bro., New York, which are the first ever brought to or run in this country. They were made by Perin & Co., Paris, and a man was sent along from France to see to setting them up and to instruct how to run them properly.”²⁸¹

25 September 1894. Hardwood, A Journal of the Hardwood Lumber Trade.

“The National Mahogany & Cedar Co., of Boston and New York, has dissolved and gone out of business as a combination. The New York firms in it were P.M. Dingee & Son, William E. Uptegrove & Bros. and Willard A. Hawes & Co., and the Boston firms were Owen Barse & Son and Palmer, Parker & Co. The concern went out of business owing nobody and with a small balance sheet ahead to its credit in spite of hard times.”²⁸²

10 January 1895. Hardwood, A Journal of the Hardwood Lumber Trade.

“The Mahogany Market. In an interview published in the American Cabinet Maker, William T. Uptegrove, the New York importer of mahogany and fancy woods says: ‘The crisis which struck the United States in June, 1893, found a larger consumption of mahogany going on than had ever before been known in this country. The previous twelve months had witnessed an era of railroad equipment never before equaled, and occasioned by the prospective travel during the World’s Fair. Indeed, for a number of years car building consumed fully one-half the mahogany marketed in this country...’”²⁸³ See Appendix E for the complete article.

January 1898. Carpentry and Building.

“Among the articles recently filed at Albany were those of William E. Uptegrove & Brother of New York City, to manufacture and deal in lumber, veneers and cigar box material. The capital stock is placed at \$500,000, and the directors are William E. Uptegrove, Jerome P. Uptegrove, Edwin L. Sinsabaugh and Charles B. Hobbs of Brooklyn, N.Y., and John B. Beckwith of Grand Rapids, Mich.”²⁸⁴

Wm. E. Uptegrove & Bro.

**MAHOGANY
VENEERS
HARDWOODS**

**MILLS
OFFICE
YARDS** } **Foot E. 10th Street, N. Y.**

Figure G-1. Railroad Men, September 1898.²⁸⁵

26 November 1901. "Autobiography of William E. Uptegrove"

Gifford Mills Uptegrove wrote: "On Thanksgiving Day of that year (1903) [should read 1901], word came by telephone in the late afternoon that the Mill was afire. My father, Uncle Jerome, Edgar and I, started at once for the scene. The trip by trolley, ferry and horse car took two hours, because the fire had closed the ferry from Greenpoint to East 10th St., New York, necessitating our use of the ferry to 23rd St., and also because horse car lines from 23rd St. downtown were either discontinued or detoured because of the fire. It was a bitter cold day, and when we reached there the buildings were sheathed in ice with huge icicles like Stalactites hanging from every ledge as the result of the streams of water played upon the buildings. It was evident from the first glance that the fight was hopeless, and in less than five minutes my father said to his brother, 'There's nothing we can do here, Jerome. We'd better go home and do some figuring.' I remember my disappointment at that, for it seemed to me that if we had to have a fire we at least ought to have the fun of seeing it. Running to fires had been a standard form of amusement in boyhood days when one occurred near enough to run to.

The Fire Chief of that time was the son or brother (I don't remember which) of the famous and infamous Richard Croker of Tamany Hall, but he was rated highly as a Fire Chief. He stated that this fire was the toughest he had ever had to fight. The Mill and the Warehouses were, of

course, filled with dry lumber and Veneers. Next to the Warehouse was a large lumber yard. Adjoining the Mill on the rear was a Standard Oil storage depot for filled barrels of kerosene oil. Across the street were three gas tanks of the Consolidated Gas Co., and their dock was loaded with 400 tons of coal. In addition to all this, the temperature was way below freezing, causing the water to freeze on the outside of buildings and in the streets. The oil in the building caught fire, escaped into the street, and in some way set fire to the coal on the dock. Every type of fire apparatus, including fire boats, with many of each, were called out on five alarms, and the last piece of equipment did not leave the scene day or night until the tenth day.

The final result of the partners figuring was that the business was divided. My father wanted to drop Mahogany as a 'busted' proposition and continue only with Cigar Box Lumber. My uncle did not agree that Mahogany in New York was done for, and he had never had much liking for the cigar box lumber end of the business. So it was agreed that a small building for office and veneer warehouse purposes would be erected in New York, and the Mahogany business carried on there by my uncle and John Beckwith, the former star salesman. My father would take the Cigar Box Lumber end of the business, retaining the name 'Wm. E. Uptegrove & Bro.', and erect a complete manufacturing plant at water's edge on the Greenpoint side of the East River. These plans were carried out."²⁸⁶

1901. Logging Railroads of the Blue Ridge and Smoky Mountains.

"In 1903 [should read 1901], the Brooklyn factory burned on Thanksgiving Day in a spectacular fire. The company was then split into two separate operations: W.E. Uptegrove & Brother and American Cigar Box Company. Jerome Uptegrove, William's brother took the lumber importation business. The logging and laminating operation in Tennessee was shifted to William Uptegrove's new American Cigar Box Lumber Company. He controlled the management of the new firm that included Uptegrove Lumber as a division."²⁸⁷

29 November 1901. New York Times (Front Page).

"Fierce \$1,000,000 Fire on East Tenth Street – Uptegrove & Bro.'s Big Cigar Box Factory Destroyed. Oil and Gas Tanks endangered and Lumber Yards Damaged – 20 Engines and 3 Fireboats Fight the Spectacular Blaze.

A fierce fire which caused damage estimated by Chief Croker at nearly \$1,000,000 started last evening in the seven-story cigar box and veneer factory of William Uptegrove & Brother, extending from 457 to 467 East Tenth Street, near Avenue D. The factory was totally destroyed, and the flames spread to property of the Mutual Gas Company, the Standard Oil Company, and two lumber concerns. Shortly after the blaze was discovered it swept up a huge flue within the factory, and almost immediately flames burst from every window. There was a back draft that burst open the iron shutters while flames broke through the roof.

Once the fire got started there was no hope of holding it, and the firemen tried to prevent the spread of the flames to the adjoining building. The dried-up wood within the building, and the cedar sawdust furnished food to the flames at a startling rate, and in less than twenty minutes after the first alarm was turned in the factory was doomed. Flames, fanned by a high northwest wind, shot high in the air, lighting up the night bright as day, and reddening the sky for miles. One by one the floors caught, until the entire building was enveloped in flames and the iron shutters

warped and twisted, fell into the street. One by one the floors gave way, dropping veneering machinery, worth thousands of dollars, distorted and twisted to the ground.

Directly behind the factory, facing on Eleventh Street, was the supply depot of the Standard Oil Company, where thousands of gallons of oil were stored. As soon as the flames were discovered, the manager in charge of the works opened the valves of the tanks and let most of the oil into the East River. Opposite the supply depot was the yard of the New York Mutual Gas Company, with tanks containing 5,000,000 feet of gas. To the east of the factory were two lumber yards, one of which contained 18,000,000 feet of cedar and mahogany and other expensive woods.

The fire was visible in all parts of the city, and thousands came even from the up-town sections in trolleys and elevated trains to look at the flames.

It was 5:50 o'clock when the fire was discovered. From some unknown cause it started in the drying room, the flames having been first discovered by James McAuley, one of the outside watchmen of the firm. When the first engines arrived the fire seemed an ordinary one, but even before the foremen could couple their hose to the hydrants there was a rush and a roar and the whole factory was in flames from top to bottom. The fireman sent in a second alarm, which brought Chief Croker up from Great Jones Street. As soon as the Chief saw the extent of the fire he sent in a third and a fourth alarm, which brought in all to the scene twenty engines, three fireboats, seven trucks, and a water tower.

Chief Croker at once took action to save the adjoining property. The fireboat David A. Boody was the first to arrive and her powerful pumps were connected to the water tower. The New Yorker and the Van Wyck, which arrived soon after, lay in the slips of the Greenpoint Ferry, each with a dozen hose lines aimed at the factory and the adjoining buildings. At the same time men were sent to attack the fire from the rear and to deluge the tanks and storehouses of the oil company.

Walls Fall with a Crash

At 7:30 o'clock the walls of the Uptegrove building fell with a great crash, sending an enormous cloud of sparks and firebrands into the air. Engine 19, which was standing in a yard near the oil company's stable, had a narrow escape.

Steadily the towering walls of the factory had been getting redder and redder, and then a rent appeared. The next minute there was a bulge in the wall. But the men of Engine 19 had been watching closely, and as the wall buckled and began to totter they fled for their lives. They were none too quick. As the wall crashed many of the men were still so close that they were caught in the draught and hurled headlong to the ground.

The crew of Engine 30 were on the second floor of the building at 818 East Eleventh Street pouring water into the rear of the building. They saw the falling walls and there was apparently no escape. They ran to the verge of the roof, as far as possible from the radius of the wall. But the wall buckled on itself in the middle and fell, crushing only the stable attached to the oil company. Fifteen horses had been removed from this only a short time before and none were injured.

The crew of a truck saw the peril of their comrades on the roof of 818 and rushed to the rescue. Scaling ladders were gotten out in a twinkling and the men on top of the house descended to escape another section of the wall when threatened to collapse at any moment.

About this time the fire threatened the lumber yard of the Cedar Lumber Company, at 816 East Eleventh Street, and the shower of sparks and brands that were hurled by the falling walls started a blaze in one corner of a lumber pile. The fire was quickly under control in this section, an engine company especially detailed to cope with just such an emergency. On the second floor

of No. 816 lived Paul Neuman and his family. Neuman is employed by the company as a caretaker and watchman.

At 9:30 o'clock the fire spread to the works of the Mutual Gas Company on the up-town side of Eleventh Street, and the conflagration assumed a more threatening aspect than ever. The large gas tank or holder which contained the 5,000,000 cubic feet of gas, and a smaller holder containing naphtha, were threatened.

Eleventh Street was half flooded with water and on the top of the water was a layer of oil from the Standard Company's depot. Not all the oil had been dumped into the river, it was learned, for there were still several thousand gallons in the cellar of the building.

A fireman who was tearing to pieces the burning debris of one of the building dropped into the water a widow sash that was still alight. In an instant there was a flash, and with lightninglike rapidity the fire, catching the oil on top of the water, shot toward the gas company's property. Before the flames could be quenched, the carpenter's shop, paint shop, boiler house, coal house, and stables of the Mutual Gas Company were a fire. They were destroyed.

While this second outbreak of the fire was at its worst, Fire Chief Croker feared for the safety of the fireboats Van Wyck and David A. Boody. Should the burning oil reach them he knew they would be enveloped in flame. For this reason he ordered the boats to cut loose and move out into the stream. They did so. The two boats lost 2,400 feet of hose, which was burned and charred as it lay in the street.

Lumber Yards Catch Fire

The fire then turned back across the street and the store of lumber owned by Hegemeyer & Sons was ignited. The lumber yards of J.M. Saulpaugh were also reached by the flames, and great damage done. There was added danger in the oil and benzine that it was suspected were stored at the supply house of the Standard Oil Company, and Chief Croker had the crowd driven back as far as Avenue B by the police reserves.

Mr. Croker estimated at a late hour that the total damage would reach near a million. He estimated roughly that the loss to J.M. Saulpaugh will be \$125,000; William E. Uptegrove & Brother, \$350,000; the Mutual Gas Company, \$100,000; G.M. Hegemeyer, \$150,000; and the Standard Oil Company, \$75,000.

There were numerous small casualties. Dr. Ramsdell of Bellevue Hospital was on duty with an ambulance, having come with the third alarm. Father Smith, one of the fire Chaplains, arrived shortly after the ambulance. He ordered a coffee wagon and served hot coffee to the freezing firemen, whose clothing, hats, and beards were coated with ice.

Among those injured was Fireman Michael Burns, who was thrown to the street caught by the draught of the falling wall. Capt. Lucas of Engine 9 and Capt. Garvin of Engine 20 were overcome by smoke.

Robert Miller of Hook and Ladder Company 9 was scorched about the face and hands, and taken to Bellevue. Lieutenant O'Rourke of the fireboat David A. Boody was also taken to the hospital, although he protested against going. While at work on top of a lumber pile a nozzle slipped from his hands and struck him several times in the face, inflicting ugly gashes.

The fire was a spectacle for miles around, being visible even at Coney Island. In Brooklyn the westward heavens gave one the impression that all Manhattan was burning up. The river reflected the glare, and all about was as light as day.

When the oil was poured into the river a curious effect was apparent. The stiff wind that was blowing had turned the East River into a 'choppy sea,' but as the oil diffused itself over the

surface the water became as smooth as glass. Charles Kellogg, the Superintendent of the Standard Oil Company's depot, was at the fore and directed the removal of the oil from where it would make immense trouble if once ignited. Many questions were raised as to what would happen if the oil in the river got afire.

One fireman had a curious experience in the way of rescuing a man whom he thought was overcome by smoke. He saw a man, apparently hanging limp, on the top of a twenty-foot ladder that had been raised against a wall overlooking the scene. He ran to the top of the ladder when the man looked behind to see who was coming.

When questioned, he explained that he was just a 'hobo,' and that he wanted to see the fire, but unless he got out of the way of things the police would hustle him out of the fire lines, not having a badge.

Chief Croker at 2 o'clock this morning said that he would stay at the scene of the fire all night. He thought the fire was under control, but said that he regarded the conditions as such that he would not be justified in going away. The Chief pointed out that the big gas tanks of the Mutual Gas Company would surely have been destroyed had the wind not been in a direction that carried the flames and heat away from them.

The entire block from Avenue D, between Tenth and Eleventh Streets, was swept by the fire and nothing left untouched.

On the pier at the foot of Eleventh Street were stored 300 wagons, which belonged to peddlers and small dealers. Large numbers of the owners were about the fire, loudly lamenting their loss, which to many of them was most serious. Mr. Hegemeyer of the lumber firm said that his loss would be nearer \$350,000, instead of \$150,000, as chief Croker estimated. Mr. Hagemeyer said his property was insured for about 75 per cent of its value.

At 2 A.M. the fire promised to burn for two or three days."²⁸⁸

30 November 1901. New York Times.

"Chief Croker Accuses the Standard Oil Co. Blames the Trust for Extent of the Tenth Street Fire. His Charge that the Laws Governing the Storage of Combustibles Were Violated Denied – Insurance Details.

Fire Chief Croker said yesterday that the Standard Oil Company had violated the laws governing the storage of explosive and combustibles and that but for this the big fire which started in the Uptegrove cigar-box factory, in East Tenth Street, on Thursday evening, could have been held in check with ease. He said that 125 barrels of oil and naphtha and gasoline had been stored on the premises of the company and that the law permitted only the storage of a single barrel.

District Attorney Philbin made a statement regarding the prosecution of the offenders in case the charges of the Fire Chief were laid before him. He said that the same principle of law involved in the Tarrant explosion applied in this case. That decision will have bearing on the case of the Standard Oil Company.

Charles Kellogg, the manager of the supply station, denied that there were more than fifteen barrels of oil on the premises. He said that there was no gasoline or naphtha, that all of the barrels had contained oil, and that by special permit the company was allowed to store that many.

William R. King, one of the officers of the Standard Oil Company, was seen in the Standard Oil Building, 26 Broadway. Mr. King said: 'If Chief Croker counted 125 barrels of oil in the yard he counted about 105 that were empty. We have a special permit allowing us to carry thirty barrels of naphtha and gasoline. There were not more than twenty barrels all told on the place, and they

contained, as far as I can learn, only oil. There is absolutely no cause for this charge. The law was complied with to the letter.’

When Chief Croker was told of the Standard Oil Company’s denial he reiterated his statement about the quantity of explosives in the building and said that an employee of the place had told him before the fire communicated to the building that there were gasoline and naphtha there, in addition to what was in a tank. The Chief said he did not know anything about the permit which Mr. King said the company had obtained, but he declared that the law had been violated inasmuch as it specifically states that whenever any quantity of explosives is stored in a building the latter must be specially constructed and located fifty feet from any other building and that the floor must be two feet below the street level, in order that the oil cannot flow over the streets.

The fire raged all day yesterday. All of the lower half of the block was consumed, and up to an early hour this morning the fireboat New Yorker and a half dozen engines were sending streams against the ruins.

Toward the end of the fire, when the oil burst forth and floated, burning, over the top of the water that flooded the street to the buildings of the New York Mutual Gas Company, the firemen had many narrow escapes. One of the most thrilling came to Chief Croker and the crews of Engines 25 and 28. They were at work in the yard between the Standard Oil Company’s supply house and the Uptegrove factory when the oil and naphtha stored in the former place broke loose and flowed in a blazing stream into the street and across the entrance of the yard where the firemen were.

Chief Croker saw the danger of being completely cut off in another instant, and with a yell to his men to follow he leaped the burning stream. The other men were close behind him. As it was the rubber boots were melted off of three of the firemen. A minute later a big flood of oil completely swamped the yard where the men had been at work.

The total insurance on the cigar-box and veneer factory of William Uptegrove & Brother, in East Tenth Street, destroyed Thursday night, amounted to \$149,000, and was distributed as follows:

On stock in building at 810 to 816 East Eleventh Street, running through and between 457 to 463 East Tenth Street...” “Note: Following that last line is a list of insurance companies and their liabilities – does not itemize specific items lost and their values. Only the dollar amount of liability...”²⁸⁹

30 November 1901. Raleigh News & Observer.

“At New York yesterday half a million dollars was lost by a blaze that started in the box plant of W.E. Uptegrove and Brothers.”

7 December 1901. American Lumberman.

“The Eastern Lumber Field. A Disastrous Blaze in the Metropolis... The Metropolitan District. New York, Dec. 2 – Thanksgiving Day was made memorable this year to the lumber trade for on it occurred the most destructive lumber fire the city has known for many a day. An entire block, bounded by Tenth and Eleventh streets, Avenue D and the East river, was simply blotted out, and the principal sufferers were three big lumber concerns – William E. Uptegrove & Bro., the George Hagemeyer & Sons’ Lumber Company and James M. Saulpaugh’s Sons. The total damage by the conflagration is put at \$500,000, of which Uptegrove’s damage is placed at almost

\$300,000, that of the Hagemeyers' at almost \$25,000, and Saulpaughs' at about \$15,000. The other damage was sustained by the Standard Oil and the Mutual Gas companies. The yards of the Cedar Lumber Company in East Eleventh street and those of the York Lumber Corporation were threatened and some small damage done by water to the stock of lumber carried. Although almost four days have passed since the fire started it is still burning, for the gas company had 30,000 tons of coal stored there and the firemen are compelled to let it burn itself out. The same is true of much of the burning lumber.

The Messrs. Uptegrove showed how men of energy can rise superior to circumstances. The morning after the conflagration they had temporary quarters in D.H. McAlpin & Co.'s tobacco factory at No. 449 East Tenth street, installed a new telephone and kept right on filling orders as though nothing had happened. To an American Lumberman representative Mr. Uptegrove denied the reported extent of the losses. He said: 'We lost only about \$150,000 worth and almost all of that is covered by insurance. Shall we resume soon? I should say so. We will rebuild as soon as we can get to the site again. Every department of our business is running as usual now, for you must know that we had a big reserve stock of hardwoods and veneers on our yards at Greenpoint. The only department not resuming is our Spanish cedar cigar box lumber trade, but that will be going on as usual in about two weeks.'

The losses of the Messrs. Hagemeyer and the Messrs. Saulpaugh's are also reported to be fairly well covered by insurance and they, too, are straightening out affairs so that they can continue filling orders...

Casualties. New York City – On November 28 the fire which started in the plant of W.E. Uptegrove & Bro. caused a loss to the following firms: J.M. Saulpaugh, \$125,000; William E. Uptegrove & Bro. \$350,000; Hegemeyer & Sons, \$150,000. No insurance stated.”²⁹⁰

7 December 1901. The Engineering Record.

“New York, N.Y. – The 7-story cigar box and veneer factory of Wm. Uptegrove & Bro., at 457 E. 10th St., was burned Nov. 28.”²⁹¹

14 December 1901. American Lumberman.

“The Metropolitan District. Affairs are being gradually straightened out around the burned district. Uptegrove & Bro. are continuing their business at their temporary quarters and have notified the trade by circular practically what was stated in these columns last week. The loss is placed at \$150,000, on which the insurance is about \$146,000. The loss to the George Hagemeyer & Son's Lumber Company is placed at \$14,000 on the stock and \$3,500 on fixtures. They have secured temporary offices in the Eifert Cedar Mill building, Thirteenth street and Avenue D. James M. Saulpaugh's Sons had a big stock of white, yellow and North Carolina pine and spruce. Their losses are put at \$22,000 on which there was an insurance of about \$12,000. W.C. Johnson, of the Boston Lumberman's Mutual Fire Insurance Company was here last week adjusting the losses of the company on the Hagemeyer stock.”²⁹²

21 December 1901. American Lumberman.

“The Eastern Lumber Field. New York, Dec. 16 – Hot fires seem to be a metropolitan specialty these cold wintery mornings. Last week's conflagration, already reported, was that of the

saw factory of Joshua Oldham & Sons Company, in Brooklyn, and that borough was again the scene of a lively blaze yesterday, when fire badly damaged the plant of the Brooklyn Cooperage Company, Williamsburg. The latest estimate of the money damage places it at \$250,000.

While on the subject of fires it might be well to state that in a circular just issued William E. Uptegrove & Bro. announced that they have secured the entire block on the water front property bounded by Kent, West and Java streets, almost adjoining the ferries that take one to Tenth or Twenty-third street, New York. The size is 300 x 700 feet, with bulkhead and two 400 foot long piers. This will be used as a site for a cedar mill, the erection of which will begin at once, and as may naturally imagined from the site it will have double the output of the former plant. There will be twelve cedar veneer saws, capable of a daily output of 125,000 feet of Spanish cedar, besides which they will have space in which to increase as the business grows. The house also announces that the temporary plant in the McAlpin building will be in running order in another week. They have 100 x 100 feet space, five stories, which was more than they had in the destroyed plant, and 250-horse power engines and boilers. The shoo department is in operation and will be largely increased.”²⁹³

1901. “Cigar Boxes, Incline Railways, and the Narrow Gauge.”

“Over the next two decades [after 1881] the company grew from a lumber dealer, doing a few hundred thousand dollars business per year, to an import-export business with annual sales in the millions. As a buyer and seller of logs and lumber, Uptegrove & Bro. was known the world over.

Uptegrove & Bro. had a diverse business. The company’s primary business was importing tropical fancy furniture and finishing woods in the log. The most important was mahogany, but they also dealt in English brown oak, satin wood, Circassian walnut, teak, and many other exotic woods. Once the logs reached New York they were reduced to lumber and veneer, which were sold across the country.

The company was the largest buyer of Spanish and Mexican cedar in the world. The hewn logs were converted to cigar box lumber at the company’s Brooklyn sawmill. Each day, specialized machinery produced enough material for boxing 8,000,000,000 cigars.

A third part of the company’s business was as a producer, buyer, and seller of American hardwood lumber. By the turn-of-the-century Uptegrove owned over 40,000 acres of virgin poplar and hardwood timber in east Tennessee and western North Carolina. There were five Uptegrove sawmills in the southern mountains.

Uptegrove & Bro headquarters was located between East Tenth and Eleventh Streets on the New York waterfront. The large warehouse was used to hold quantities of hardwood veneers including mahogany, English oak, satin wood, Circassian walnut, figured walnut, domestic oak, birch, birdseye maple, and several exotic tropicals.

The company offices, on the second floor of the Tenth Street front, were used to show off the company’s products. The general office was finished with acid-stained chestnut and the reception room had mahogany trim with green leather panels. Each private office was finished with a different decorative wood.

Across the East River from the general offices, the company’s cedar and mahogany manufacturing plant occupied a full city block. The plant, in the section of Brooklyn known as Greenpoint, had the latest fireproof design features, including cement floors and firewalls. A power

plant with an immense Corliss engine was located in the middle of the operation. The power was delivered to the machinery via a complex belt and pulley system.

Steam derricks lifted the hewn logs from ships docked at the company wharves and piled them on the docks. Other derricks loaded the logs onto tram cars which were delivered by a dinky railroad to the sawmill. Once they were in the mill, three Merschon band saws cut them into planks and lumber.

Some of the lumber was sliced into veneers by steam powered cutting machines. One large room was devoted to cutting Spanish cedar into cigar box shooks, which were sorted according to grade and size in another room. The plant included several large fireproof kilns for drying thin lumber. The largest building in the plant was an immense storage warehouse for the finished products.

The cedar lumber was delivered to the box maker in bundles 3½ to 4½ feet in length and cut to specified widths. The bundles contained, according to the thickness and size of the stock, 50, 83 1/3, or 100 feet of lumber. Three grades were available; firsts, medium, and seconds.

A block away from the big Brooklyn plant was the company's lumber storage yard. It was a half-block wide and extended 600 feet to the docks on the river. Mahogany and domestic hardwoods were stored under shed roofs and finer grades of oak, ash, cherry, walnut, birch, and maple were stored in a large warehouse. While most of the lumber was air dried, a large kiln was on the site to speed up the process if the customer needed the wood quickly..."²⁹⁴

8 February 1902. Real Estate Record and Builders' Guide.

"Contracts Awarded... William E. Elderd, No. 2281 3d av, N.Y. City, has been awarded the contract and will be ready for estimates next week for eight brick factory buildings, consisting of lumber yard and mill buildings, each about 75 x 120, to be erected on Kent st., Greenpoint, L.I. William E. Uptegrove & Bro., No. 461 East 10th st., N.Y. City, are the owners."²⁹⁵

13 February 1902. Engineering News.

"New York, N.Y. – The sawmill owned by William E. Uptegrove & Bros. at East 10th St., Manhattan, will be removed to Greenpoint, where a building 500 x 100 ft. will be erected. About 75 men will be employed."²⁹⁶

1 March 1902. Real Estate Record and Builders' Guide.

"Projected Buildings... Kent, West and Java sts. and East River – the block – 1-sty brk factory buildings, 41.6 x 82 and 52 x 127, gravel and tar roof; cost, \$2,500; W E Uptegrove, foot East 10th st, Manhattan; ar't, T.E. Thompson, 247 West st, Manhattan; b'r, W E Eldert, 2282 3d av. Manhattan."²⁹⁷

July 1902. The Wood-Worker.

"The new cabinet wood mills of Wm. Uptegrove & Bro., at Greenpoint, L.I., N.Y., which replaces the one burned some time ago, was expected to be ready to begin operations the middle of July."²⁹⁸

January 1903. Wood-Worker.

“Special Band Sawing Machinery. The new mill of W. E. Uptegrove & Co., New York City, which replaces the one destroyed by fire some months ago, contains some special band sawing machines made by Wm. B. Merston & Co., Saginaw, Mich., by whom the following description of these machines is furnished:

‘The mill furnished them consists of one of our Saginaw, style F, band log mills, provided with 16-foot carriage, on which are mounted five headblocks with latest taper attachment, so as to dog any length of logs, and if necessary to take any spring out of a cant or timber which might develop in sawing. This band mill represents no special departure from the standard mill. Its peculiar features are that the mill itself is provided with a very broad, spreading baseplate, which does away with all vibration and causes the mill to stand firmly in position, without subjecting the saw blade to any vibration whatever. The feed is of an improved friction type, practically self-contained and remarkably efficient. The carriage is equipped with an automatic offset which works accurately and positively, and we, as the designers and builders of the mill, take especial pride in the quality of the workmanship and general design. This mill is supplied with saw blades 17 and 18gauge in thickness, and is sawing mahogany, cedar and other valuable woods in a perfect and most economical manner.

The second outfit comprises one of our Saginaw, style F, band log mills, similar to the one above described, and this is supplied with a short carriage actuated by a small shotgun feed. The carriage is supplied with what might possibly be termed an iron setbeam. This machine is used for sawing small cedar logs into cants for cigar box material. These logs vary in length from 30 to 50 inches and are dogged from the end. The novel feature of this outfit consists in the method of dogging these logs. This is accomplished by means of an air cylinder having a 2-foot stroke. The log is rolled into place, the air admitted into one end of the cylinder, when the dog recedes so that the longest log may be rolled into place. Thus the air is admitted to the opposite end of the cylinder, when the piston advances and firmly dogs the log in position, and the air is allowed to exert a continuous pressure against this dog until the log is entirely sawn up, or until it is necessary to turn it, when the dog may be receded instantly and at the will of the operator. In short, this device is the most rapid imaginable, and could undoubtedly be used to advantage in connection with large saw mills, where the most rapid dogging devices are desired.

The third machine in this outfit is to care for the slabs, wedge-shaped pieces and other material irregular in form which would naturally be wasted. To utilize this material one of our English Ideal machines is used. This machine is very novel in construction and is radically different from the ordinary type of band resaw, in that it is provided with only one geared feed roll, the material passing through the machine being held firmly against a fence or guide. Thus, as it passes through the machine, it is obliged to travel in an absolutely straight line. The Ideal band resaw, we believe, was described in The Wood-Worker several months ago. It will be seen that the above constitutes a unique and ideal band sawing outfit, and one which will secure the greatest amount of finished material from a given quantity of logs.”²⁹⁹

23 May 1903. "Cigar Boxes, Incline Railways, and the Narrow Gauge," in *The Blue Ridge Stemwinder*.

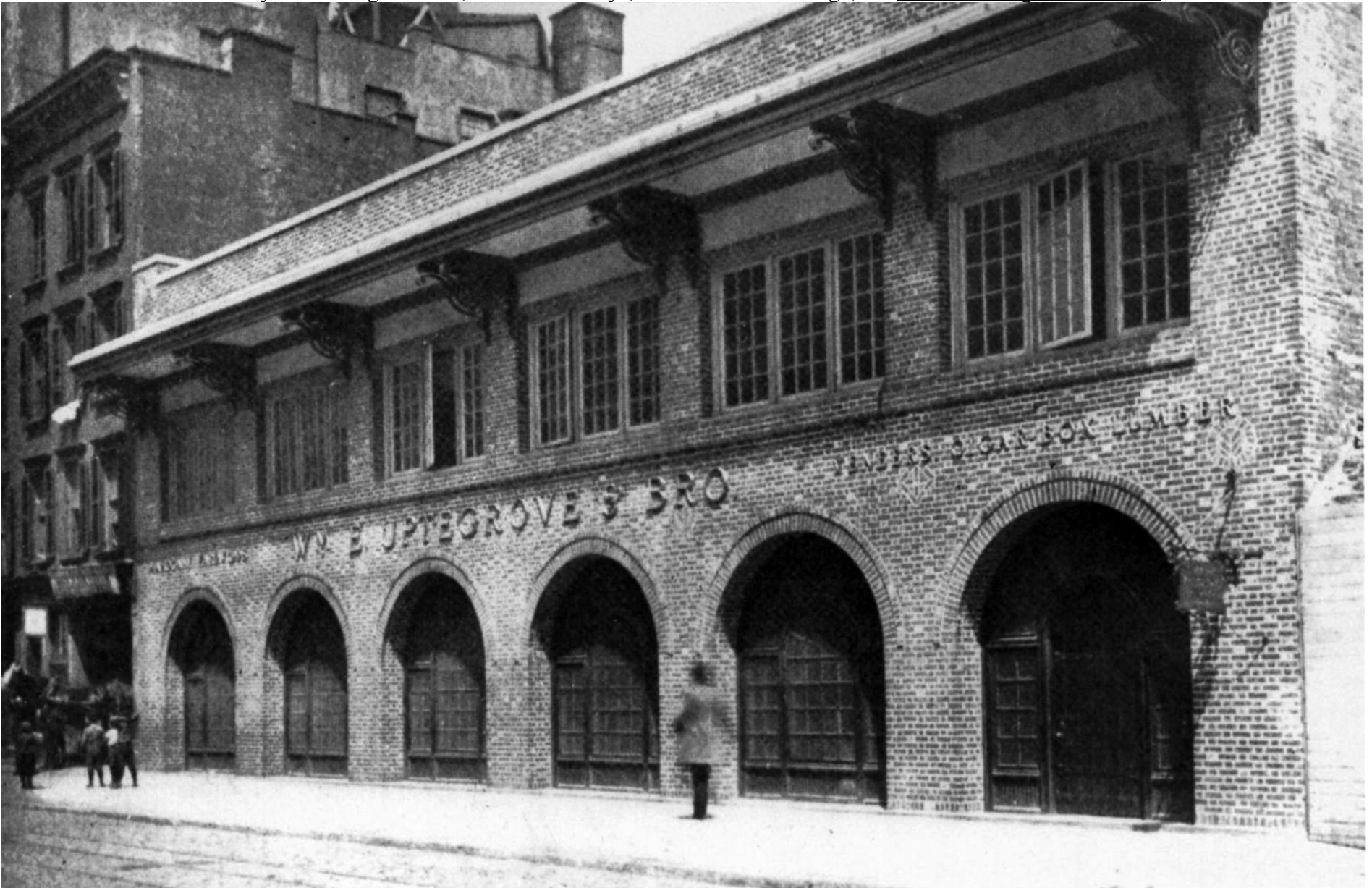


Figure G-2. "The offices of William E. Uptegrove & Bro, Lumber company are located in an impressive Victorian building at the foot of Tenth Street in Manhattan. Photo from *The American Lumberman*, May 23, 1903, courtesy of Mac Connery."³⁰⁰

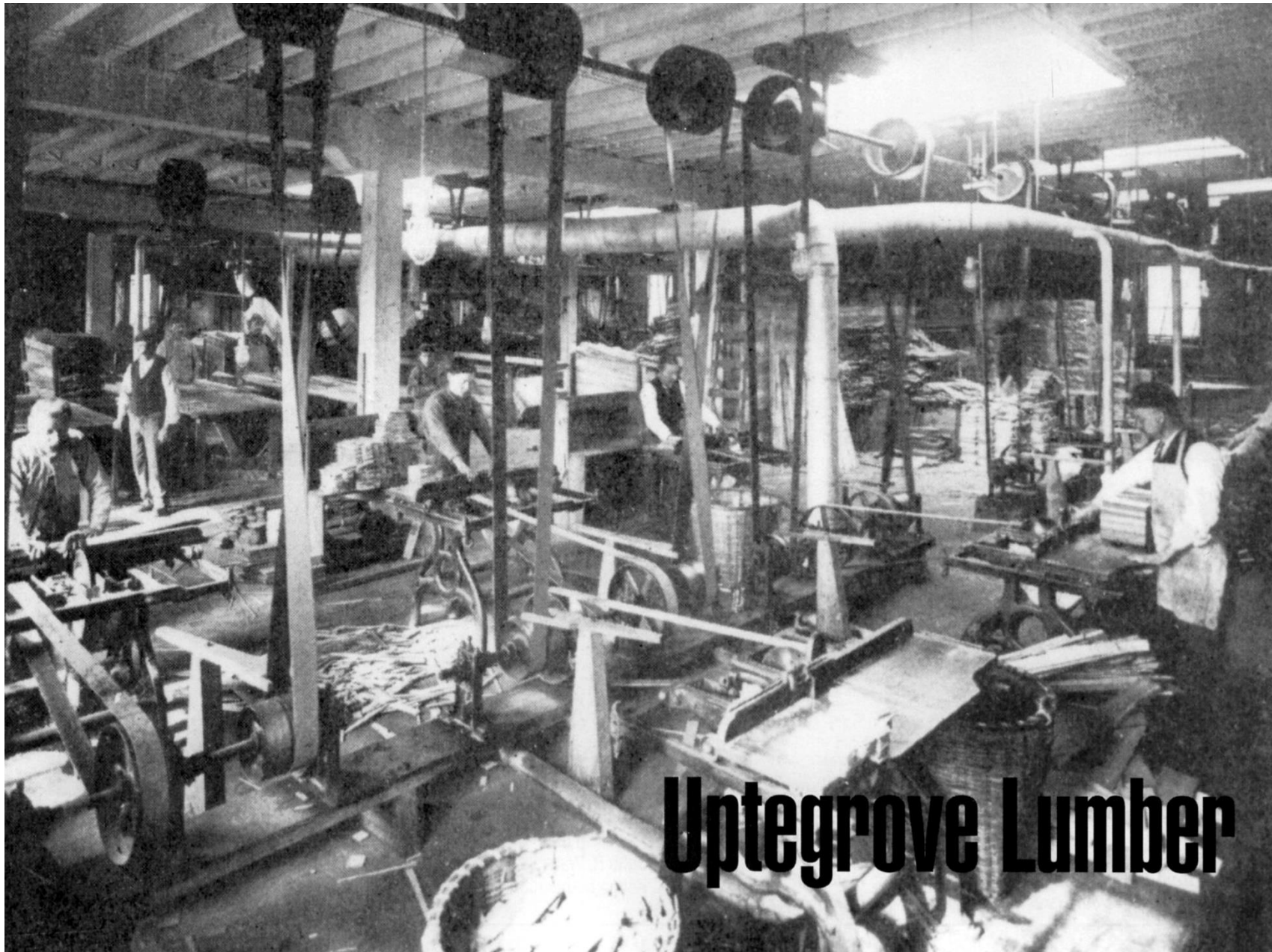


Figure G-3. “A steam-powered belt-driven system keeps the machinery running in Uptegrove’s Brooklyn cutting room. Workers are manufacturing thin cigar box lumber, Photo from *The American Lumberman*, May 23, 1903, courtesy of Mac Connery.”³⁰¹



Figure G-4. "Uptegrove's Brooklyn manufacturing plant occupies a full city block on the waterfront. It includes a sawmill, kilns, and warehouses. Photo from *The American Lumberman*, May 23, 1903, courtesy of Mac Connery."³⁰²

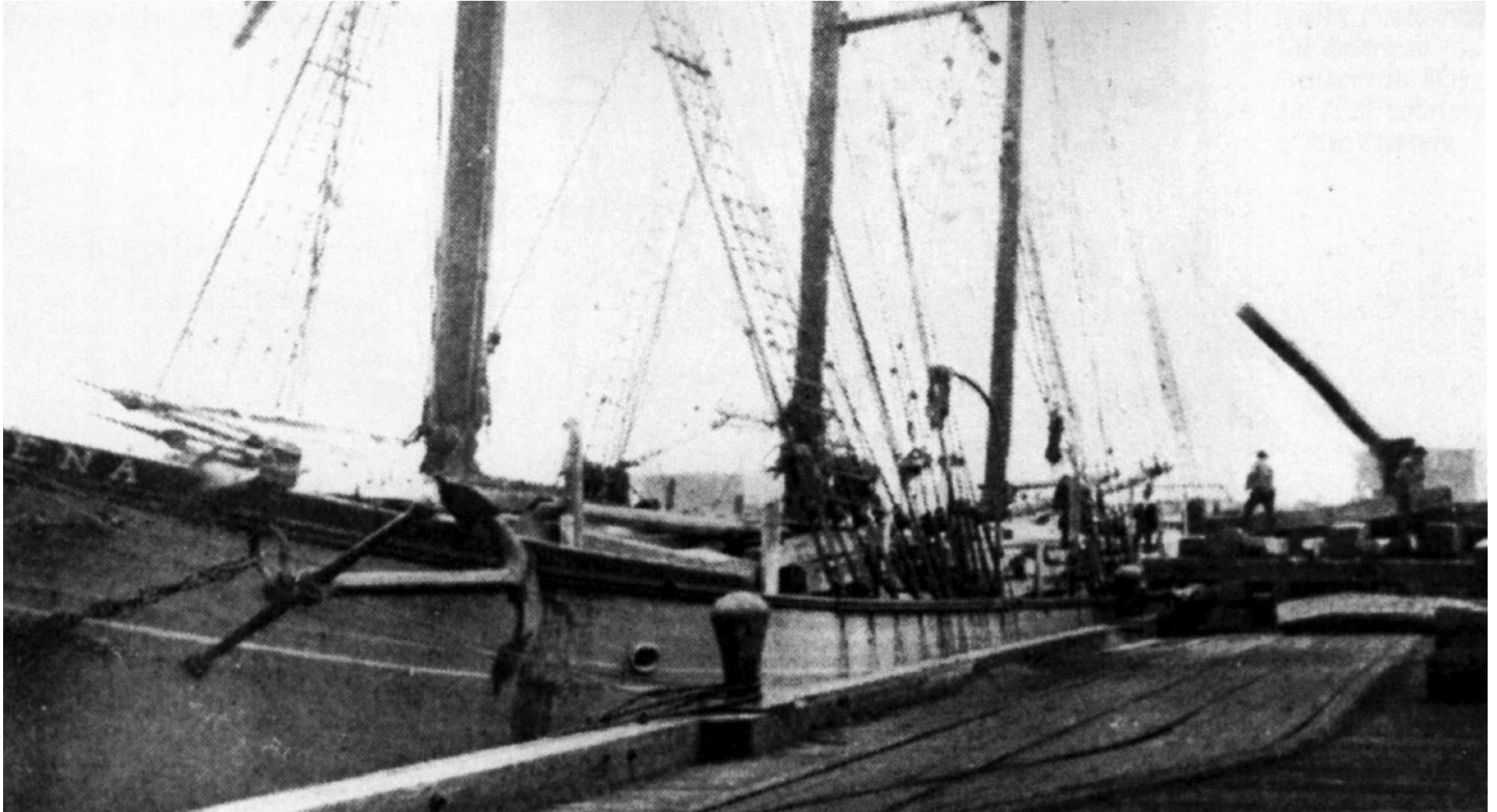


Figure G-5. “Workers unload a shipload of hewn cedar logs at the company’s dock in Brooklyn. Photo from *The American Lumberman*, May 23, 1903, courtesy of Mac Connery.”³⁰³



Figure G-6. "Most of the logs stored dockside at the Uptegrove plant in Brooklyn are mahogany and cedar. Photo from *The American Lumberman*, May 23, 1903, courtesy of Mac Connery."³⁰⁴



Figure G-7. “Workers transfer a shipload of mahogany logs at Uptegrove’s Brooklyn wharf.
Photo from *The American Lumberman*, May 23, 1903, courtesy of Mac Connery.”³⁰⁵



Figure G-8. "Small horse-drawn tram cars are used to move the large hewn logs around the manufacturing facility. Photo from *The American Lumberman*, May 23, 1903, courtesy of Mac Connery."³⁰⁶



Figure G-9. "Workers sort and grade cigar box lumber in the Uptegrove manufacturing plant. Photo from *The American Lumberman*, May 23, 1903, courtesy of Mac Connery."³⁰⁷



Figure G-10. "The Uptegrove warehouse shipping room contains stacks of veneer and cigar box lumber ready for shipping. Photo from *The American Lumberman*, May 23, 1903, courtesy of Mac Connery."³⁰⁸

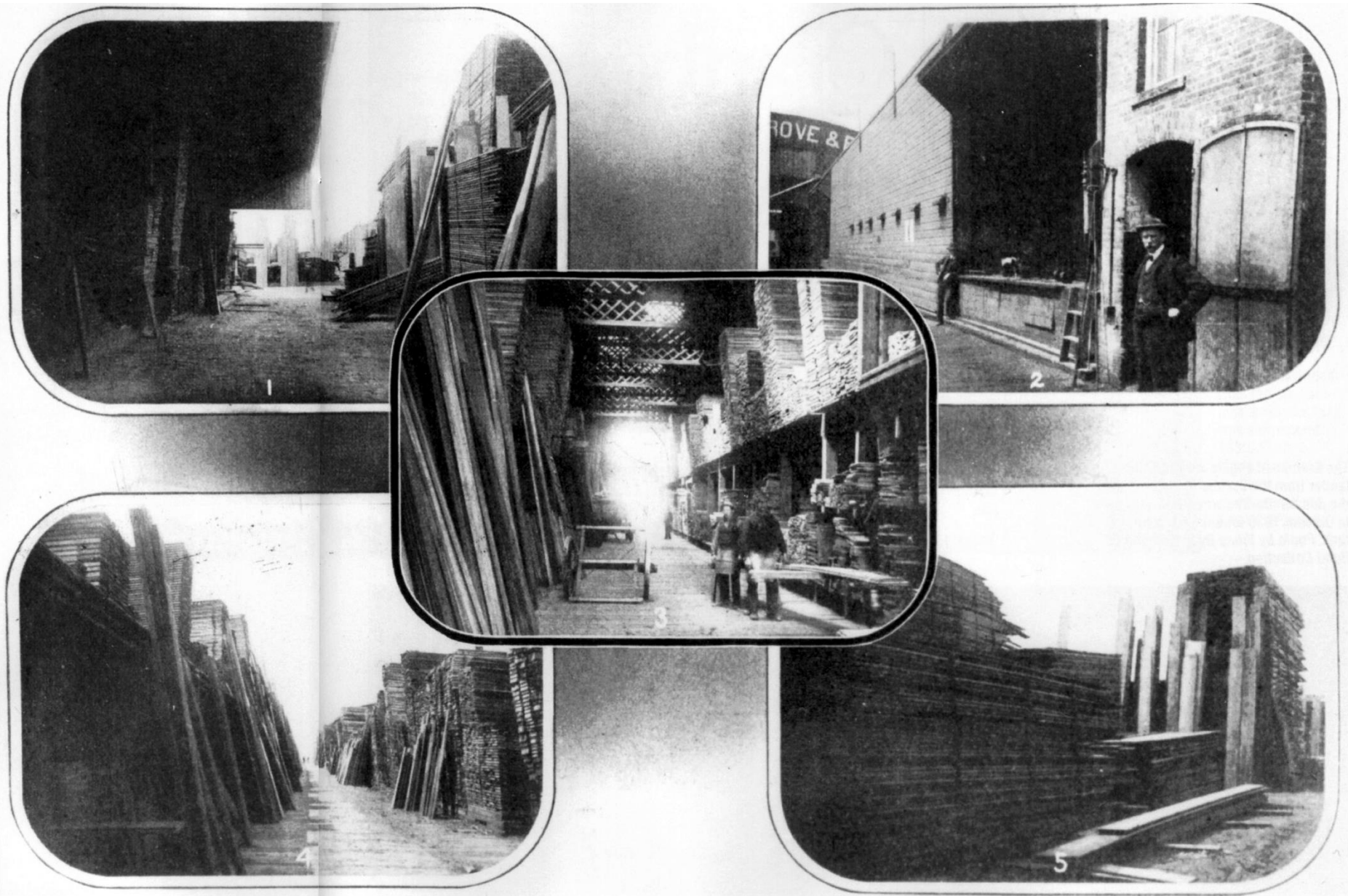


Figure G-11. "Several aspects of the Uptegrove operation are shown in this photo collage: (1) a corner of the mahogany yard, (2) the drying kiln in the lumber yard, (3) interior of the large lumber shed, (4) a 600 foot long alley of mahogany lumber, and (5) a stack of mahogany lumber to be used as counter tops. Photo from *The American Lumberman*, May 23, 1903, courtesy of Mac Connery."³⁰⁹

23 May 1903. American Lumberman.

“Mahogany, Spanish Cedar and American Hardwoods. The Unique Lumber Proposition of America – The Great Foreign Lumber and Veneer, Spanish Cedar and Imitation Cedar Cigar Box Lumber and Domestic Hardwood Lumber Manufacturing Business of W.E. Uptegrove & Bro., of New York City – A Comprehensive Undertaking with Infinite Detail – Something of the Organization – Illustrations of Features of Specimen Plants.

For a little bit of history: In 1865 there was established in New York city the firm of Rodman & Hepburn, near the foot of East Tenth street, who were importers of logs and conducted a custom saw mill. In 1871 there came to New York from ‘up the state’ a young man possessed of acumen, energy, integrity and indefatigable industry. His name was William E. Uptegrove and he became an employee of Rodman & Hepburn. In 1875 the firm of Uptegrove & Gedney was organized, of which William E. Uptegrove was the principal, and this firm succeeded to that of Rodman & Hepburn. In 1879 Mr. [Alfred] Gedney retired and William E. Uptegrove continued as an individual until 1881, when he was joined by his brother, Jerome P. Uptegrove, and the firm of William E. Uptegrove & Bro. was formed.

The original firm of Rodman & Hepburn did an annual business of perhaps \$250,000. The succeeding house has ramified and grown. Today the volume of business annually runs into the millions, and as a buyer and seller of foreign and domestic logs and lumber the concern is known practically the world over.

It is to tell something of this unique feature of the lumber business, of its magnitude and character and of its detail, that this article is presented to the readers of the American Lumberman. There is probably no other concern in the United States that manufactures and handles such a variety of lumber product and details with such a differing mass of trade as do William E. Uptegrove & Bro. Primarily they are buyers in the chief markets of the world – Liverpool, London and New York – of tropical fancy furniture and finishing woods in the log, chief of which is mahogany, but which comprises the entire range of high class woods of this sort, such as English brown oak, satin wood, Circassian walnut, teak etc. These logs are transported to New York and are there reduced into lumber and veneers. Their trade in these two commodities extends from ocean to ocean.

Next they are the largest buyers in the world of Spanish cedar in the hewn log. These logs in the finest manufacturing plant of its kind in the country are converted into cigar box lumber by methods approved as the very best through years of experimental work in this class of production. Approximately 500,000,000 cigars are manufactured in the United States monthly. Every working day in the year William E. Uptegrove & Bro. supply the material for boxing approximately 8,000,000 of these cigars.

A third and large feature of the business of William E Uptegrove & Bro. is the manufacture, purchase and sale at wholesale of high class American hardwoods. Incidentally to this feature of its business, the concern owns upward of 40,000 acres of virgin poplar and hardwood timber lands in east Tennessee and Western North Carolina and operates at the present time five saw mill plants. It is also a large purchaser in the open market of high grade hardwoods produced in other sections of the country.

As New York is the commercial center of the United States, the district surrounding Madison Square – Twenty-third street and Broadway, in the shadow of the Fifth Avenue hotel and the great new ‘Flat Iron’ building – may be counted the city’s commercial center today. Ten minutes’ ride by trolley to the foot of East Tenth street, covering four city lots frontage, 457 to 463 East Tenth street, and extending through to Eleventh street, may be found the splendid new

warehouse and general office headquarters of William E. Uptegrove & Bro. The front of this building and several views of the interior of the warehouse, which is devoted to veneers of mahogany, English brown oak, satin wood, Circassian walnut, figured black walnut, domestic oak, figured birch, birdseye maple etc. are herewith shown. The office quarters are located on the second floor of the Tenth street front and are artistically finished and furnished. The general office proper is done in acid-stained chestnut. One private reception room, a gem in its way, has rails, stiles and muntins of mahogany, while the paneling is of green leather. The private offices are all different in their finish and exhibit specimens of the finest foreign and domestic woods.

Fifteen minutes' distant across the East river from the general offices, by the Tenth street ferry, or twenty minutes from the Fifth Avenue hotel by way of the Twenty-third street ferry, one arrives at Greenpoint, borough of Brooklyn. Within a stone's throw of this ferry landing the great new cedar and mahogany manufacturing plant of the firm is located and occupies a full city block. It faces the East river and has ample wharves for the receipt and storage of the logs used in the institution. The plant is of the latest and most accepted construction. Within are a splendid power plant and an immense Corliss engine, and surrounding are the several sections, devoted to the various lines of work therein consummated. By means of steam derricks the hewn logs have been piled into great masses on the docks, and derricks of a similar kind again deliver the logs to the saw mill. The average lumberman would not recognize this portion of the plant as a saw mill were it not for the trio of Mershon band saw mills located therein. The other machinery is all of special construction, based on long and faithful experiments with the end in view of securing the utmost accuracy in lumber production with the least possible waste of material.

Within this mill the logs are cut to flitches, planks, boards and cigar box lumber. a certain portion of the product goes to steam retorts and is sliced into veneers or lumber in another big section of the structure; other portions go to the yards or kilns for drying; and still other flitches find their way to the veneer cutting machines, of which many are employed. In the plant are great fireproof dry kilns, where the thin lumber is promptly cured. Another big room is devoted to a cutup shop, where cigar box shooks are made in immense quantities. Another big room is devoted to the assorting to size and grading of cigar box lumber, which is deposited in racks. These sizes run into the thousands. Then there is the immense storage warehouse as a part of the plant. Some of these details are shown in the group of illustrations accompanying.

Through long experience and experiments William E. Uptegrove & Bro. have succeeded in producing materials for the boxing of cigars that are guaranteed to be superior to those produced by any other house. Unceasing efforts, with infinite pains, backed by commercial pride, have achieved this result. In this plant just described the cigar box lumber product is exclusively of Spanish cedar.

At Johnson City, Tenn., on the Southern railroad twenty-five miles south of Bristol, Tenn., the firm has practically a duplicate of its Brooklyn plant, devoted to the production of imitation cigar box lumber. This imitation product is made from poplar, veneered with Spanish cedar of the thickness of from 100 to 120 to the inch in part, and partially is made from poplar stained and printed in imitation of Spanish cedar. In both plants the same care is exercised that the product shall be perfect for the cigar box maker.

The lumber comes to the box maker in the form of bundles of from 3½ to 4½ feet in length, cut to even and desired widths, is dressed and polished, and each bundle contains, according to thickness and size of stock, either 50, 83 1/3, or 100 feet of lumber. The lumber is furnished the box maker in three grades, known as a firsts, medium and seconds.

A block from the big Brooklyn plant of William E. Uptegrove & Bro., a half city block in width and 600 feet in depth, extending to docks on the river, is its lumber yard devoted to the storage and care of mahogany and domestic hardwoods. This yard is largely shedded and has one very large and modern warehouse devoted to the storage of the finer grades of oak, ash, cherry, walnut, birch and maple. A novel feature of this plant is an independent dry kiln of large capacity, by means of which air dried lumber may be made ready for the immediate use of the consumer. Several pictures of this plant are herewith shown.

It is in the high altitudes of east Tennessee and western North Carolina that the giant soft yellow poplar grows, which is of the most suitable character for the production of cigar box lumber and is also particularly valuable for the users of poplar lumber. It is here that William E. Uptegrove & Bro. have found it necessary to locate their timber properties and carry on their saw milling operations. A type of one of these unique plants is illustrated herewith somewhat in detail. It is known as the White Rock Mountain operation, and the lumber from it is delivered at White Rock station of the East Tennessee & Western North Carolina railroad, a narrow gage line which wends its way along the tortuous course of mountain streams westward from Johnson City, Tenn., into Mitchell county, North Carolina. The timber property itself lies in a recess of White Rock mountains and was found accessible as a lumber proposition only by the building of three sections of inclined railway, more than one and a quarter miles in length; two and a half miles of switchback railroad between the sections of the inclined railroads, and about ten miles of logging road in addition. The inclines are what are known as a gravity railroads and are operated by steam plants with hoisting engines at the top of each, for the purpose of steadying the varying weights of loads. Geared locomotives are used on both the transfer railroad and the logging roads. At the saw mill plant of this operation the immense poplar logs are converted into flitches, as well as a planks and boards. The flitches in turn are sliced into cigar box lumber at the Johnson City plant. At the saw mill plants the slabs are carefully resawed into thin lumber for cigar boxes. This White Rock operation is only typical of the conditions encountered in lumber production in mountainous county. That it is accomplished with both economy and profit reflects credit on the management behind the enterprise.

Right here is a point that may with propriety be expatiated upon in connection with this brief sketch of the operations of this concern. There is probably no other lumber business conducted anywhere that shows such a manifold detail in its operations. That the results are accomplished in the successful way they are can leave no one in doubt of a splendid organization behind the giant enterprise. The mahogany and other fancy woods, lumber and veneer business is maintained as a separate department of the institution. Subordinates in charge know nothing whatever of the details of other features of the business. The production and sale of cigar box lumber are also conducted as a separate venture. Likewise are the poplar and hardwood lumber operations of the concern. The daily, monthly and yearly results of these three great branches of the lumber business of this house are brought together and come under the direct eye of the principals of the concern, and in their organization and its results are reflected the accomplishments possible from brains, organization and system. It is a great and prosperous institution that is still growing.”³¹⁰ The photographs included in this article are reproduced, at least in part, in “Cigar Boxes, Incline Railways, and the Narrow Gauge,” by John R. Waite, in The Blue Ridge Stemwinder,” October, November, December 1999 (Volume 12, Number 2), pages 3 – 11, above.

MAHOGANY

“THE KING OF WOODS”

MAHOGANY

FINE WOODS

VENEERS

*We invite correspondence from Architects, Manufacturers,
and others*

WM. E. UPTEGROVE & BRO.

Foot of East 10th Street : : NEW YORK CITY

Figure G-12. The Craftsman, June 1903.³¹¹

July 1903. “The American Style,” in The Craftsman.



Figure G-13. “Office of William E. Uptegrove & Brother...”

“An example of exterior effect produced in our national style, resides in the very important office building recently erected at the foot of East Tenth Street, New York, by the architects, Wilkinson and Magonigle, for William E. Uptegrove and Brother, who are dealers in mahogany and other fine woods.

This structure is two stories in height, and is built of Harvard brick with wide ‘raked-out’ joints in black mortar. The façade with its row of Roman arches, into which are fitted wide recessed windows, gives in its first story, a certain Old World effect, clear enough to be suggestive, but not so definite as to reveal its prototype. Above, a row of large windows cut into small panes. lead the thought away from the suggestions of the first story, and, at the same time, bring their very distinctive note into harmony with the general scheme. Still higher, another bold feature claims attention. This latter may be defined as a hood, supported on finely decorative iron brackets, projecting a strong shadow, and giving accent to what otherwise would be a too smooth and ineffective façade.

The end arch at the right affords access to the stairway, which leads from a tiled floor through the brick masonry, by broad steps to the second floor.

The staircase ends at the rear of a room destined for the manager and gives upon a corridor running the length of the building. This corridor leads to a reception room, which, in turn, is followed by the private offices of the two members of the firm: these three divisions occupying the width of the building at the rear. The floor area then remaining, still a rectangle, is occupied

by the general office. This room, large in reality, is given the effect of still greater spaciousness by the excellent provisions made for its lighting and furnishing. To the first of these ends, the rear wall is made like a screen; the portion included between the top of the door-frames and the ceiling being continuous mullioned windows, through which light is transmitted from the outer windows in the offices beyond. A large chimney-piece with a picturesque hood and faced with Grueby tiles, lends an air of hospitality to the room; while the open rafters add still farther to the mediaeval effect. The floors are of oak, the ceilings are in plaster, left in sand-finish, and the furniture is all in the simple structural style advocated by The Craftsman.

The entire space of the ground floor is devoted to warehouse purposes and there are stored the valuable woods composing the stock of one of the largest commercial houses of its kind in the world: mahogany, satin-wood and fine veneers being the products most largely represented.

On completing the survey of this structure so distinguished in its exterior, so refined in all its fittings and furnishings, one can but applaud the spirit of its owners who have successfully expressed the strength and importance of their business enterprise in the building which is its visible representative.”³¹²

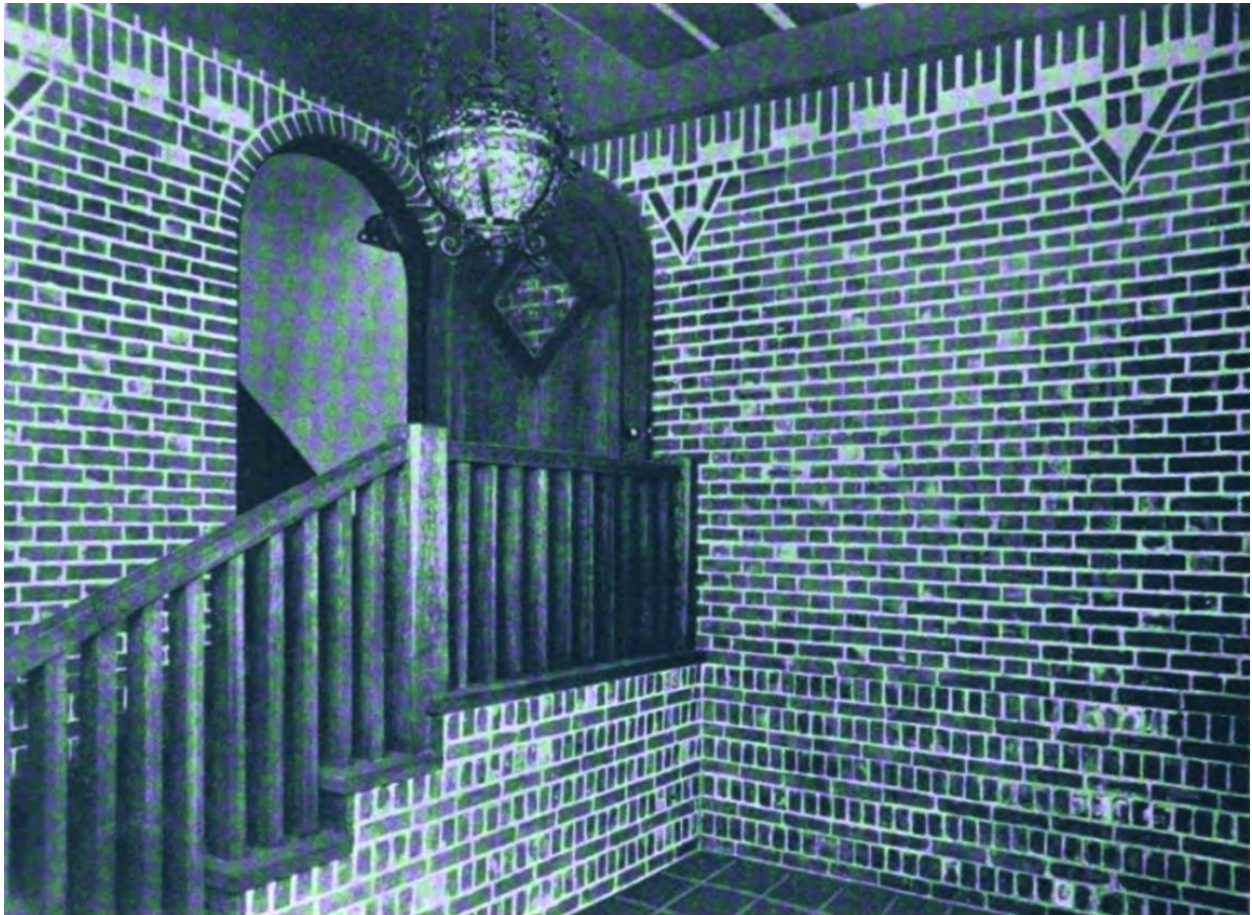


Figure G-14. “Entrance and Stairway”



Figures G-15 and G-16. "Interior Views of the Uptegrove Offices."



February 1905. Packages.

“New York City... Uptegrove & Bros.’ plant is running along satisfactorily, and the outlook is considered very promising.”³¹³

May 1905. Barrel and Box.

“Changes in a Well-Known Firm. Mr. Wm. E. Uptegrove, who retains the firm name, has removed his office to the mills on the Brooklyn side, as the water front occupying the block bounded by Kent, West and Java Streets, in the Greenpoint district, where he will attend to the hardwood and cigar box lumber as well as to the Southern interests.

The mahogany and veneer interests will be continued at the Tenth Street place as heretofore by Mr. Jerome P. Uptegrove, and Mr. John B. Beckwith. Mr. Wm. E. Uptegrove said that as Mr. Beckwith for ten years had had a working interest in the business, and as he and Mr. Jerome P. Uptegrove had for two years past attended entirely to the mahogany and veneer end of it, it was quite a natural division of interests. As for himself, there was so much work to be done at the mill, and as it consumed so much time in communicating or going there, it was a logical proceeding to go where the business was and hence the removal to Greenpoint. He finds it much more convenient and a great saving of time and trouble.

Mr. Sturgis said business had improved lately. Logs were not plentiful and were tending higher in price. He is just back from a run through the country, and, if it is any consolation to the New York boxmakers, business has been quite poor all around. The spring business has been a general disappointment, it having in no instance, nor in any locality, equaled the expectations that had been aroused early in January.”³¹⁴

Note: subsequent information on the operations of William E. Uptegrove in New York is integrated into the main body of this documentary history.

Appendix H.
Johnson City, Bakersville & Southern Railway, 1899 – 1909,
And
The Unicoi Railway, 1909 – 1919

Table H-1. Equipment of the Johnson City, Bakersville & Southern Railway, 1899 – 1909.*

Year	Remarks
1901	“A small [3-foot gauge] 10-ton Lima Shay was acquired”
1904	“American Cigar Box directed Uptegrove Lumber to buy a second Lima Shay, a 15-ton machine...”
1904	“Lima Locomotive ran a trade ad saying that they had both a 13-ton Shay and a 17-ton Shay in service on the William E. Uptegrove & Brother line at Unicoi, Tennessee.”
1905	“Two Shay locomotives, a passenger car, and 20 logging cars comprised the rolling stock...”
1906	“It had 29 logging cars”
1907	“2 locomotives, and 27 cars”
1909	“Locomotives, 2. Cars – passenger, 1; freight (flat), 20 – total, 21.”

* The available sources are sufficiently contradictory that the author thought it best to simply provide the relevant quotes in chronological order. Although there is disagreement on the weight of the locomotives, the available secondary sources seem to agree that the Johnson City, Bakersville, and Southern Railway operated with two locomotives between 1904 and 1909.

2 March 1899. Johnson City Comet.

“Will Build a Railroad. Messrs. Wm. E. Uptegrove & Bro. and the J.M. Buck Lumber Company of this city, have options upon millions of feet of valuable timber in what is known as the Flag Pond district of Unicoi county, and contiguous territory. It is too expensive to have the timber hauled to market and they have decided to build a railroad through the heart of the territory. A survey is now being made by W.O. Dyer, of this city. The road will be narrow gauge and will connect with the O.R. & C., at Red Banks and run to Flag Pond, a distance of about twelve miles. The line will penetrate some very valuable timber land and will be a paying line. Work will begin as soon as the survey is completed and rights of way secured.”

11 March 1899. American Lumberman.

“The J.M. Buck Lumber Company and William T. Uptegrove & Bro., of Chattanooga, Tenn., are making surveys for a narrow gauge railway from Chesota, on the Ohio River & Charleston railway [see Map G-1], to Flag pond, about twelve miles. The line will be constructed to penetrate a large tract of timber owned by them.”³¹⁵

16 March 1899. Johnson City Comet.

“Extensive Improvements. – Uptegrove & Bro... The announcement has been made in The Comet heretofore, that this company would build a narrow gauge road from Red Banks to Flag

Pond in Unicoi county in order to reach their extensive lumber interests there. This line is now being surveyed and will be built this summer.”

13 April 1899. Johnson City Comet.

“Mr. J. Crumley has gone to Flag Pond to inspect lumber for the J.M. Buck Co. and the Uptegrove Co.”

14 September 1899. Johnson City Comet.

“Building a Railroad to Timber. Wm. E. Uptegrove & Bro, have purchased millions of feet of timber in Unicoi county and are now preparing to build a line of railroad from Unicoi City to Limestone Cove, a distance of ten miles. This line is now being located by the engineering party under Mr. Berney Burleson, of this city. The grading will commence in a few days and the road completed as fast as possible.”

21 September 1899. Johnson City Comet.

“The Uptegrove Line. The line of road being built by Wm. E. Uptegrove & Bro., from Unicoi to Limestone Cove is progressing nicely. A large force is at work all along the line. This 10-mile road will reach a body of timber belonging to this firm. The proposed extension of the O.R. & C., will enable these people to reach a large body of timber. They have purchased all the timber right of the proposed line from Unaka Springs to Hollow Poplar and will bring it to Johnson City to work up at their factory as rapidly as possible after the line is completed.”

21 September 1899. Johnson City Comet.

“Mr. Wm. E. Uptegrove and Mrs. Uptegrove, of New York, came to the city today and are guests of Mr. and Mrs. J.B. Thomas, on Watauga avenue. Mr. Uptegrove is here on business connected with his extensive interests here and Mrs. Uptegrove is sightseeing. They will leave Saturday, accompanied by Mr. and Mrs. Thomas for a journey through the mountains of North Carolina, traveling by private conveyance from Unicoi (made necessary because the O.R.&C. doesn't connect with the Canyon Bowl on the Unicoi and Limestone Cove Trunk Line) to Bakersville and possibly around to Cranberry and then back home over the narrow gauge road. This is Mrs. Uptegrove's first visit to this section.”

30 September 1899. American Lumberman.

“Johnson City, Tenn., Sept. 21... William E. Uptegrove & Bro., of New York, are preparing to double the capacity of their veneering plant in this city, thus making it a very large concern. The company has purchased much timber in Unicoi county and will build a railroad from Unicoi City to Limestone Cove, a distance of ten miles. The line is now being surveyed and the work of construction will be pushed in order to have it in operation as soon as possible.”³¹⁶

9 November 1899. Johnson City Comet.

“Proposed Railroad. The proposed railroad from Newport [Cocke County, Tennessee] by way of Pigeon River into the Carolinas is a matter of importance to the people of Greene county as well as to those of Cocke county... Greenville correspondent in Knoxville Journal and Tribune.

The above has reference to a line of road that is to be built by Wm. E. Uptegrove & Bro., of this city. The road will be built from Newport up the Pigeon River into North Carolina to reach a large body of timber owned by this firm. These gentlemen are New York capitalists, and have established in Johnson City one of the largest veneer factories in the south, and are buying timber in any quantity offered, and stop at no expense to reach it. They are now building a railroad from Unicoi to a large body of timber in the Limestone Cove, a distance of about fifteen miles.”

14 December 1899. Johnson City Comet.

“Private Telephone Line. Wm. C. Uptegrove & Bro., have begun work on a private telephone line from their plant in this city to the Limestone Cove. The company have large timber interests in that section and have about completed a railroad from Unicoi City, 15 miles into their timber belt. As they will have a large force constantly employed in getting out this timber this telephone line is made almost an absolute necessity and will be of great advantage to the company.”

1900 – 1902. Ghost Railroads of Tennessee.

“The completion in 1900 of the trackage from Johnson City south into North Carolina that was later to become part of the Carolina, Clinchfield & Ohio Railway lent impetus to the development of the timber resources within logging distance of that line.

William E. Uptegrove & Bros., a New York corporation that had previously done extensive lumbering in the area, started an operation on the Clear Fork to the south of Limestone Cove... operations on at least part of this trackage had been going on since September, 1902...”³¹⁷

1900 – 1902. Logging Railroads of the Blue Ridge and Smoky Mountains.

“The poplar groves south of Limestone Cove, southeast of Johnson City, offered fine stands of that timber and the Uptegrove Lumber Company acquired the property. They then began to look for ways to access the land by rail.

The new South & Western Railway that was building south into North Carolina from Johnson City offered the easiest way to get near the property. With the ability to get the timber back to Johnson City via the tracks of the S&W (which later became the Carolina, Clinchfield & Ohio), Uptegrove began to build a three foot gauge logging railroad, from a junction known as Unicoi east along the banks of Clear Fork in 1900. Operations began over the narrow gauge line as early as September of 1902 to Limestone Cove. A small 10-ton Lima Shay was acquired in 1901 for use on the railway...”³¹⁸

11 April 1901. Johnson City Comet.

“Fire at Love’s Station. A destructive fire occurred at Love’s, a station on the O.R. & C., above Unaka Springs, Wednesday night. Over a million feet of lumber, the depot and six box-cars

were burned. The origin of the fire is in doubt. The lumber destroyed belonged to Johnson City dealers and was largely covered by insurance. The dealers were: Jas. A. Martin, loss \$1,500 more than insurance; Boring & Dickey, loss \$2,500 more than insurance; U.S. Archer, fully insured; W.E. Uptegrove & Bro., no insurance. The O.R. & C. was protected by insurance.”

1903 – 1904. Ghost Railroads of Tennessee.

“In 1903, this company [William E. Uptegrove & Brother] sold out to the American Cigar Box Lumber Company in which Uptegrove retained a prominent position. Records show that in 1904 the ACBL Company applied for a charter for a railroad to be called the Limestone Cove & Bakersville. Apparently, plans for this line fell by the wayside...”³¹⁹

1904. Logging Railroads of the Blue Ridge and Smoky Mountains.

“Uptegrove had noticed that a number of logging firms had sought the advantages of operating a common carrier railroad and suggested changing the status of the new logging line to that of a common carrier to obtain better shipping rates. The company applied for a state charter in 1904. However, the new line, the Limestone Cove & Bakersville RR, did not succeed in gaining common carrier status. The choice of name was interesting as Bakersville was some thirty miles or more south of Limestone Cove in Mitchell County, North Carolina and very near the extension of the South & Western mainline which was running along the banks of the North Toe River in that area...

In 1904, American Cigar Box directed Uptegrove Lumber to buy a second Lima Shay, a 15-ton machine, to show the support of the new owners for the project. Later that same year, Lima Locomotive ran a trade ad saying that they had both a 13-ton Shay and a 17-ton Shay in service on the William E. Uptegrove & Brother line at Unicoi, Tennessee. It appears that Uptegrove disposed of the two Climax locomotives [apparently from the White Rock Mountain operation, off of the E.T. & W.N.C. Railroad] and bought the two secondhand Lima Shay locomotives in the 1904 period...”³²⁰

1905. Ghost Railroads of Tennessee.

“However, the following year [1905] a similar application was made for a railroad to run from Johnson City, the head office and probably the mill location, to the Tennessee – North Carolina State Line in the vicinity of Limestone Cove. The resulting company, the Johnson City, Bakersville & Southern Railway, was chartered March 10, 1905, although operations on at least part of this trackage had been going on since September, 1902.

The JCB & S Ry was constructed as a narrow gauge (36”) line with 10.7 miles of main track. The railroad started at Unicoi, rather than Johnson City, followed Indian Creek east to Limestone Cove, then turned south into the valley of Clear Fork, heading into the Unaka Mountain range. Two Shay locomotives, a passenger car, and 20 logging cars comprised the rolling stock. Uptegrove was president of the railroad...”³²¹

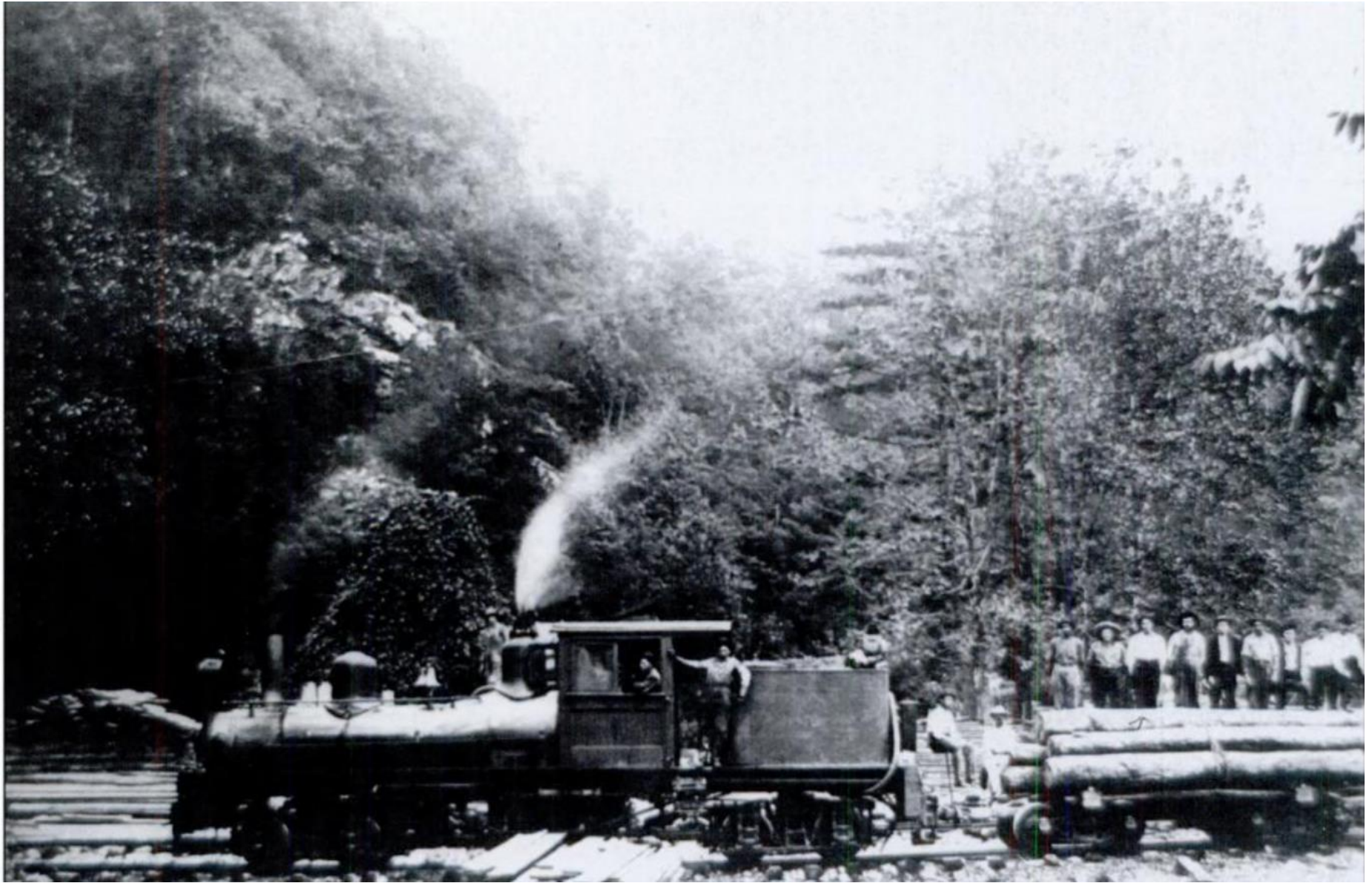


Figure H-1. “Chartered in 1905 by William E. Uptegrove and Brothers, this narrow-gauge railroad, known as the Johnson City, Bakersville, and Southern Railway, ran from Unicoi to Limestone Cove and Unaka Mountain. Pictured here is one of the little trains [pulled by a Lima Shay locomotive] used in the early 1900s to climb the narrow-gauge tracks built on the rough mountain terrain. Jack Schultz, standing behind the logs third from left, supervised the building of the trestles needed to cross the ravines. Later Schultz drove the trains. (Courtesy of Janice Crall.)”³²²



Figure H-2. “Hauling timber off Unaka Mountain required building rail spurs into the woods. Often these narrow-gauge spurs, winding across steep hillsides and over ravines, were constructed of wood, as pictured here. Laborers dug the track bed with picks and shovels, and hauled the dirt away in wheelbarrows with wooden wheels. (Courtesy of Chuck McInturff.)”³²³ Of note, neither this figure, nor the following four, were specifically attributed to the Uptegrove operation, based at Unicoi. They are included only because they might be representative of the Uptegrove operations.



Figure H-3. “Timber operators built tram roads into the dense laurel thickets on Unaka Mountain in order to access certain types of trees. The wooden rails of this tram road rest on a low trestle that spans the uneven terrain. Notice that the mules and horses used to pull the railcars loaded with logs. (Courtesy of Chuck McInturff.)”³²⁴



Figure H-4. “The Unaka Mountain timber operations required constructing railway inclines such as this one up the steep mountainsides. The tiny building at the head of the incline is the same building shown in the picture below, even though the curve at the top of the incline is not apparent from this perspective. Notice the cable pulley at the end of the rails pictured here. Cables were used to pull loads of lumber up steep inclines and to lower loads of lumber down them. (Courtesy of Archives of Appalachia, East Tennessee State University.)”³²⁵ Note that the rails appear to be made of wood.

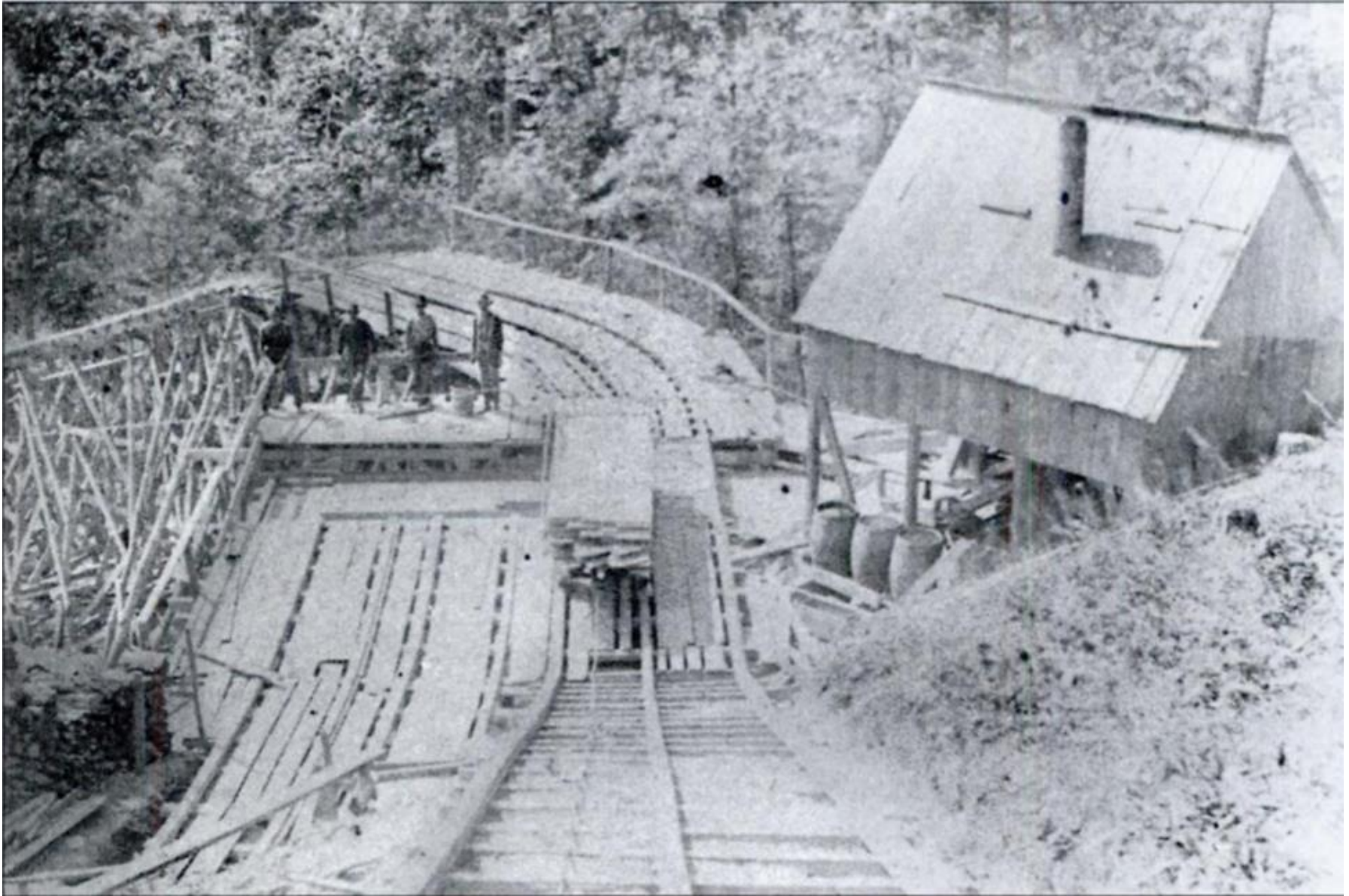


Figure H-5. “This shed housed a steam engine generating the power needed to pull cables that acted as a braking or hoist device in the descent and ascent of railcars loaded with lumber. Notice the water barrels beneath the shed and the wooden trestle spanning the ravine on the left. The barrels held water that was used by the steam engine to generate the power to pull on the cables. (Courtesy of Archives of Appalachia, East Tennessee State University.)”³²⁶

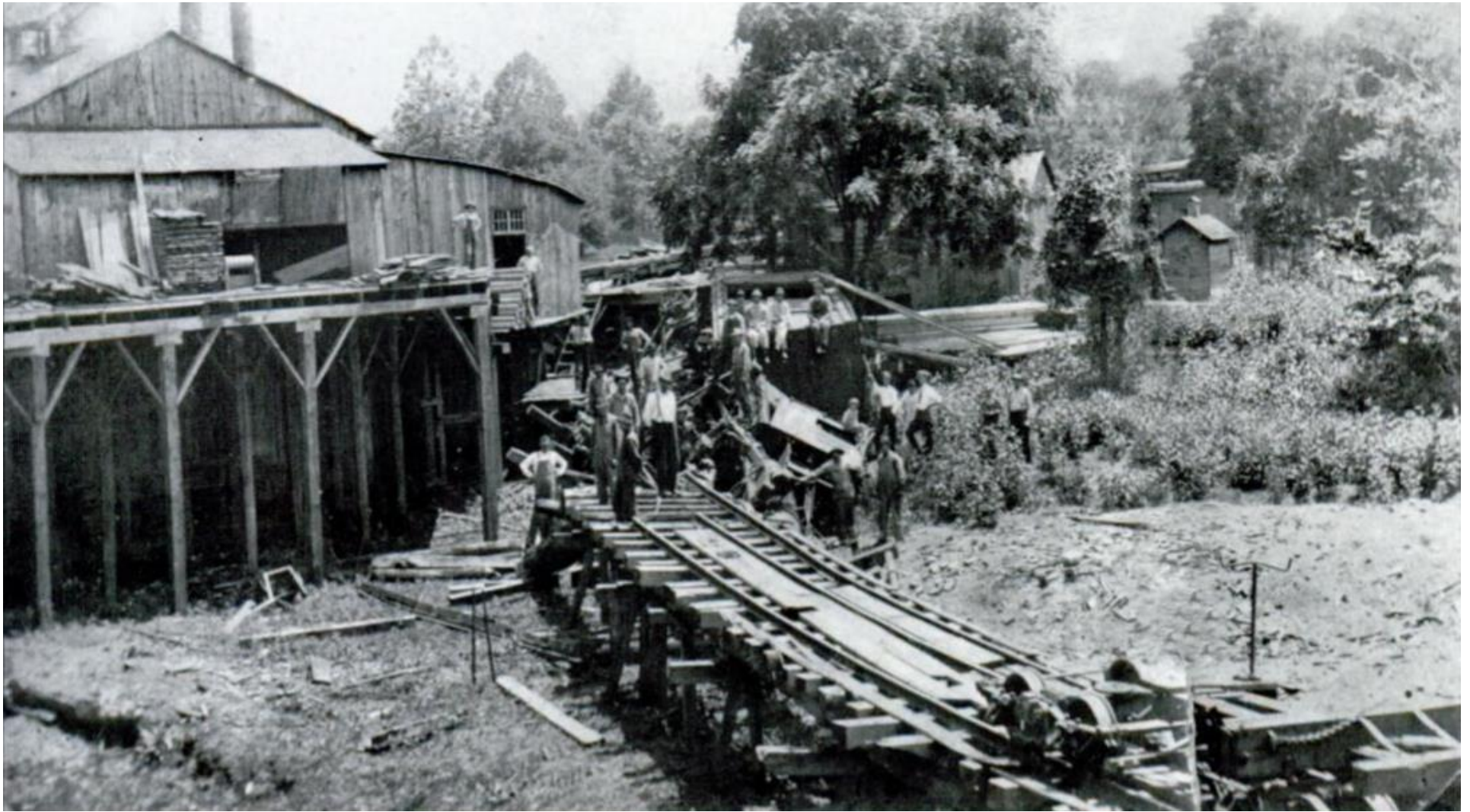
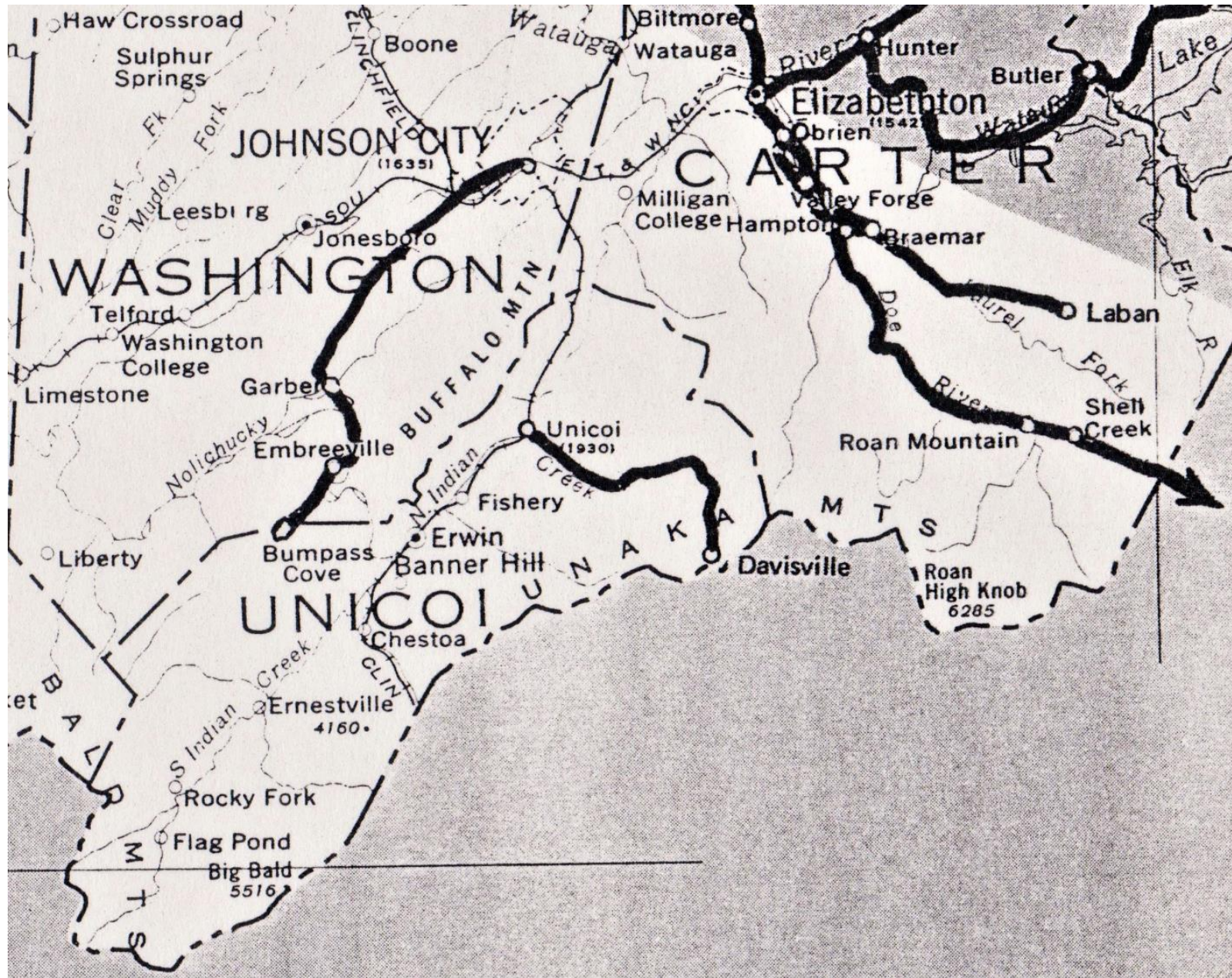
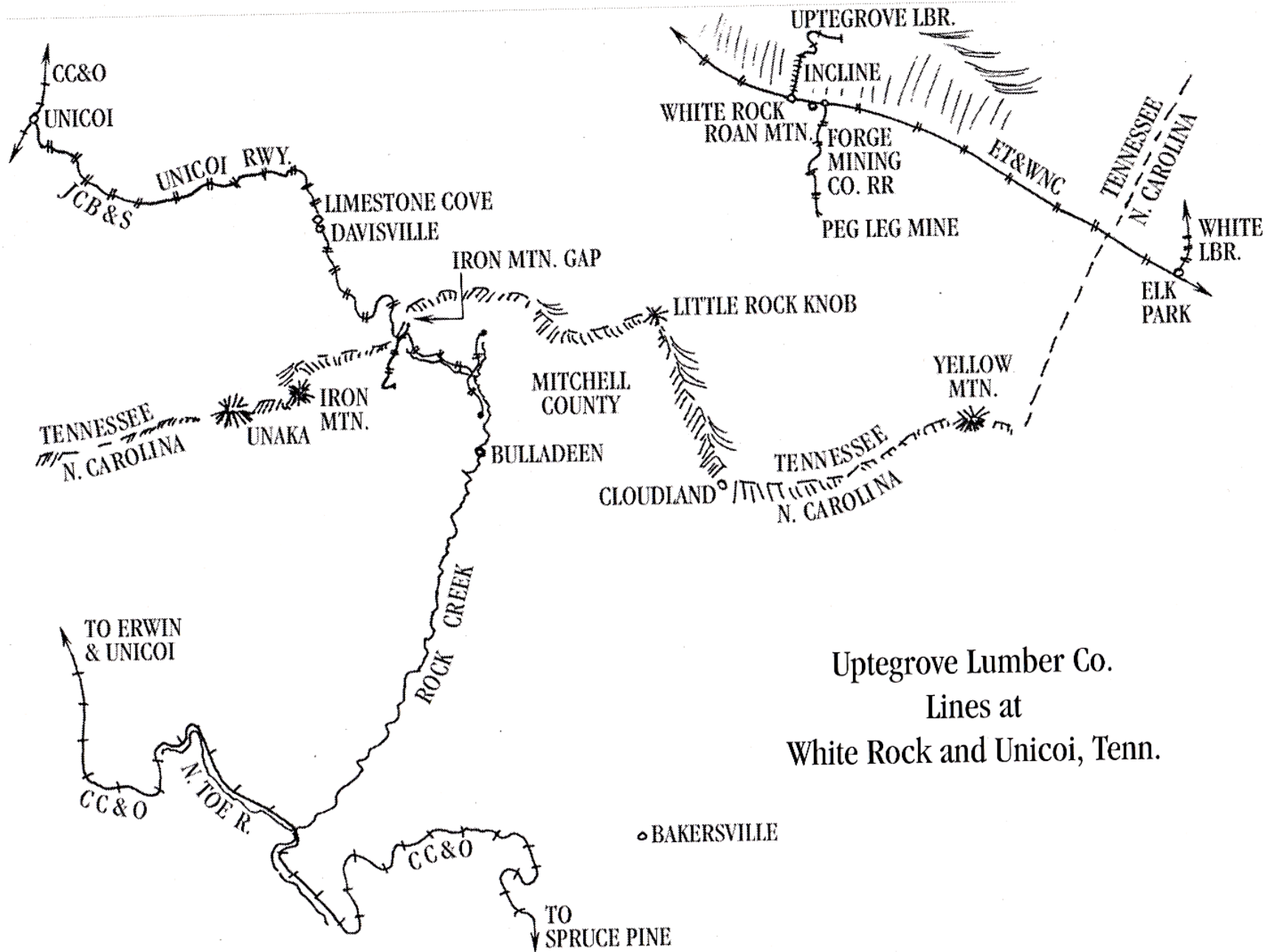


Figure H-6. “This lumber sat at Furnace Flats in Limestone Cove in the early 1900s. Here men (center) stand around the wreckage of one of the narrow-gauge trains that hauled logs from the timber operations on Unaka Mountain. The accident killed lumberman John Booth. (Courtesy of Chuck McInturff.)”³²⁷



Map H-1. The route of the Johnson City, Bakersville & Southern Railway is highlighted in the middle of the map, running between Unicoi and Davisville.³²⁸



Map H-2. This map shows the geographic relationship between the Uptegrove railroads at White Rock Mountain and Unicoi, Tennessee.³²⁹

9 March 1905. Johnson City Comet.

“Railroad Chartered. The Johnson City, Bakersville and Southern Railway Co., has been chartered under the laws of Tennessee by Wm. E. Uptegrove and associates. Mr. Uptegrove owns thousands of acres of timber lands in Unicoi county in the Limestone Cove and is now operating fifteen miles of railroad from Unicoi through Limestone Cove almost to Bakersville. The road will be extended further east and several car loads of rail is now en route for that purpose. The line from Unicoi to this city will be built after if the business justifies it.”

“Industrial timber operations also needed rail access from Unicoi to neighboring Limestone Cover in order to harvest the thick stands of timber on Stone and Unaka Mountains. Records indicate that New York industrialist William E. Uptegrove was instrumental in getting a narrow-gauge railroad into this area. In 1905, Uptegrove’s American Cigar Box Lumber Company received a charter for the Johnson City, Bakersville, and Southern Railway, which ran from Unicoi to Limestone Cove and Unaka Mountain. However, this 10.7-mile narrow-gauge line may have been operating its rugged little engines on part of the route as early as 1902.”³³⁰

10 March 1905. Logging Railroads of the Blue Ridge and Smoky Mountains.

On “March 10, 1905, a charter was obtained for the Johnson City, Bakersville & Southern Railway which planned to run from ‘Johnson City to Limestone Cove at the state line.’ The charter mentioned that some of the proposed line had been operating since September 1902. The JC, B&S line actually took shape as a three-foot gauge railroad from Unicoi east along Clear Fork and Indian Creek for seven miles to Limestone Cover. The track beyond Limestone Cove was built for logging only and headed south from a logging camp, just south of Limestone Cove, called Davisville, to North Carolina terminating near the state line.

William Uptegrove was president of the little 10.7 mile narrow gauge line that used both of the Shay locomotives and twenty small log cars as well as a single passenger car for the common carrier portion of the line...

The logging tracks are known to have crossed the state line by passing through Iron Mountain Gap and building several branches up the tributaries of Rock Creek in Mitchell County. However, the line never got within sight of Bakersville. The timber was hauled back to Unicoi and transferred over the CC&O (which had absorbed the S&W) back to the factory at Johnson City.”³³¹

25 March 1905. The Railway and Engineering Review.

“Tennessee. – The Johnson City, Bakersville & Southern Railway has been incorporated to build a railroad from Johnson City, Tenn., through Unicoi county, Tenn., into North Carolina. The capital stock is \$25,000. Mr. William E. Uptegrove, Johnson City, Tenn., is interested.”³³²

31 March 1905. The Railroad Gazette.

“Johnson City, Bakersville & Southern. – An officer writes that this company, recently incorporated in Tennessee to build a railroad from Johnson City south through Unicoi County to the North Carolina state line, has work under way by its own forces and 8½ miles of track laid. The maximum grade is to be 0.5 per cent, with few curves. William E. Uptegrove, of New York, is President, and J.B. Thomas, General Manager [also General Manager of the Uptegrove & Brother operations in Johnson City].”³³³

31 March 1905. The Railway Age.

“Johnson City Bakersville & Southern. – J.B. Thomas, secretary, treasurer and general manager, Johnson City, Tenn. [also General Manager of the Uptegrove & Brother operations in Johnson City], writes that this company proposes to build a railroad from Johnson City, Tenn., to Bakersville, N.C., 40 miles, of which 22 miles will be located in Tennessee and 18 miles in North Carolina. The route is via Unicoi, Tenn., Limestone Cove, Tenn., and Magnetic City and Big Rock Creek, N.C. Eight and a half miles of the line were completed some four years ago, from Union to Davisville, Tenn. Surveys have been made from Johnson City to Davisville, 18½ miles, and the rest of the route is under survey. William E. Uptegrove, president, 457 East Tenth street, New York; C.B. Allen, vice-president, Johnson City, Tenn. [also Manager of the Standard Oak Veneer Company, as well as President of Allen Panel Company and Interior Hardwood Company]”³³⁴

15 April 1905. The Railway and Engineering Review.

“Tennessee... The Johnson City, Bakersville & Southern Railway proposes to build from Johnson City, Tenn., to Bakersville, N.C., 40 miles, of which 22 miles will be in Tennessee. The route is via Unicoi and Limestone Cove, Tenn., and Magnetic City and Big Rock Creek, N.C. From Unicoi to Davisville, Tenn., eight and one-half miles of line were completed about four years ago, and surveys have been made from Johnson City to Davisville, 18½ miles. The rest of the route is now under survey. William E. Uptegrove, of 457 East 10th street, New York, is president, and J.B. Thomas, Johnson City is general Manager [also General Manager of the Uptegrove & Brother operations in Johnson City].”³³⁵

20 April 1905. Johnson City Comet.

“May Build Forty Miles of Railroad. J.B. Thomas, secretary, treasurer, and general manager of the Johnson City, Bakersville & Southern Railway [also General Manager of the Uptegrove & Brother operations in Johnson City], is reported as saying that the company proposes to build from Johnson City, Tenn., to Bakersville, N.C., forty miles, of which twenty-two miles will be in Tennessee. The route is via Unicoi and Limestone Cove, Tenn., and Magnetic City and Big Rock Creek, N.C. From Unicoi to Davisville, Tenn., eight and one-half miles of line were constructed four years ago, and surveys have been made from Johnson City to Davisville, eighteen and one-half miles. The rest of the route is now under survey. William E. Uptegrove, of 457 East 10th street, New York, is president, and C.B. Allen, of Johnson City, is vice-president [also Manager of the Standard Oak Veneer Company, as well as President of Allen Panel Company and Interior Hardwood Company]. – Manufacturer’s Record.”

6 May 1905. The Railway and Engineering Review.

“Tennessee... The Johnson City, Bakersville & Southern Railway Company proposes to build from Johnson City to Bakersville, N.C., 40 miles, via Unicoi and Limestone Cove, Tenn., and Magnetic City and Big Rock Creek, N.C. Between Unicoi to Davisville, Tenn., 8½ miles were built about four years ago, and surveys have been made from Johnson City to Davisville, 18½ miles. The remainder of the route is now under survey. William E. Uptegrove, of 457 East 10th street, New York, is president, and C.B. Allen, of Johnson City, Tenn., is vice-president [also Manager of the Standard Oak Veneer Company, as well as President of Allen Panel Company and

Interior Hardwood Company], and J.B. Thomas, Johnson City, Tenn., is general manager, secretary and treasurer [also General Manager of the Uptegrove & Brother operations in Johnson City].”³³⁶

21 July 1905. The Railway Age.

“Johnson City Bakersville & Southern. – This company has 8½ miles of road completed from Unicoi, Tenn., to Davisville, and proposes to extend the same from Davisville to Bakersville, 22 miles. J.B. Thomas, general manager, Johnson City, Tenn. [also General Manager of the Uptegrove & Brother operations in Johnson City.]”³³⁷

November 1905. The Official Guide of the Railways and Steam Navigation Lines of the United States, Porto Rico, Canada, Mexico and Cuba.

“Johnson City, Bakersville & Southern Railway. C.B. Allen, Traffic Manager, Johnson City, Tenn. [also Manager of the Standard Oak Veneer Company, as well as President of Allen Panel Company and Interior Hardwood Company.] From Unicoi, Tenn., to Limestone Cove, Tenn. (12 miles). Irregular schedule. Freight and passenger service. Gauge, 3 feet. November, 1905.”³³⁸

1906. Logging Railroads of the Blue Ridge and Smoky Mountains.

“By 1906, the [Johnson City, Bakersville & Southern Railway] line was commonly referred to as the ‘Bakersville & Southern Rwy.’ It had 29 logging cars and had an additional two and a half miles of track under construction. Mr. J.B. Thomas served as General Manager at Johnson City [also General Manager of the Uptegrove & Brother operations in Johnson City].”³³⁹

February 1906. Poor’s Directory of Railway Officials (Steam, Electric and Other)...

“Johnson City, Bakersville and Southern Ry.
President – Wm. E. Uptegrove, Brooklyn, N.Y.
Vice-Pres. – J.P. Uptegrove, 457 E. 10th Street, New York.
Secretary – C.B. Allen, Johnson City, Tenn. [also Manager of the Standard Oak Veneer Company, as well as President of Allen Panel Company and Interior Hardwood Company]
Tres. & Aud. – W.L. Clark, Johnson City, Tenn. [also Manager of the Uptegrove controlled American Cigar Box Lumber Company mill in Johnson City]
G.M. & Purch. Agt. – J.B. Thomas, Johnson City, Tenn. [also General Manager of the Uptegrove & Brother operations in Johnson City]
Gen. Supt. – C.H. Thomas, Unicoi, Tenn. [son of Jerome B. Thomas, General Manager of the Uptegrove & Brother operations in Johnson City.]”³⁴⁰

1907. Moody’s Manual of Railroads and Corporation Securities, Eighth Annual Number.

“Johnson City, Bakersville & Southern Ry (Independent). – Line of road: Unicoi to Limestone Cove, Tenn., 12 miles. Gauge, 3 ft. Owns 2 locomotives, and 27 cars. Capital stock, \$25,000.

Officers W.E. Uptegrove, Pres., Brooklyn, N.Y.; J.P. Uptegrove, V-P, N.Y.; C.B. Allen, Sec. [also Manager of the Standard Oak Veneer Company, as well as President of Allen Panel Company and Interior Hardwood Company]; W.L. Clark, Treas. & Aud. [also Manager of the Uptegrove controlled American Cigar Box Lumber Company mill in Johnson City]; J.B. Thomas, Gen. Mgr. & Pur. Agt., Johnson City, Tenn. [also General Manager of the Uptegrove & Brother operations in Johnson City]; C.H. Thomas, Gen. Supt., Unicoi, Tenn. [son of Jerome B. Thomas, General Manager of the Uptegrove & Brother operations in Johnson City.]
Office, Johnson City, Tenn.”³⁴¹

March 1908. The Official Guide, Railways and Steam Navigation Lines of the United States...

“Johnson City, Bakersville & Southern Railway. C.B. Allen, Traffic Manager, Johnson City, Tenn. [also Manager of the Standard Oak Veneer Company, as well as President of Allen Panel Company and Interior Hardwood Company.] From Unicoi, Tenn., to Limestone Cove, Tenn. (12 miles). Irregular schedule. Freight and passenger service. Gauge, 3 feet. March 1908.”³⁴²

1909. Poor’s Manual of the Railroads of the United States...

“Johnson City, Bakersville and Southern Ry. – Unicoi to Limestone Cove, Tenn., 10.7 miles. Gauge, 3 ft. Locomotives, 2. Cars – passenger, 1; freight (flat), 20 – total, 21. Chartered March 10, 1905; road opened in Sept. 1902. Capital stock authorized and paid in, \$25,000.

Directors. – Wm. E. Uptegrove, Brooklyn, N.Y.; C.B. Allen [also Manager of the Standard Oak Veneer Company, as well as President of Allen Panel Company and Interior Hardwood Company], W.L. Clark [also Manager of the Uptegrove controlled American Cigar Box Lumber Company mill in Johnson City], J.B. Thomas [also General Manager of the Uptegrove & Brother operations in Johnson City], Jerome P. Uptegrove, Johnson City, Tenn. Officers: Wm. E. Uptegrove, Pres., Brooklyn, N.Y.; W.L. Clark, Treas; C.B. Allen, Sec.; Jerome B. Thomas, Gen. Mgr., Johnson City, Tenn. General Office, Johnson City, Tenn.”³⁴³

1907 – 1909. Logging Railroads of the Blue Ridge and Smoky Mountains.

“The Panic of 1907, a financial crises, forced the company [of William E. Uptegrove & Brother] into receivership. About two years later [in March 1909 at the latest], it emerged as the Uptegrove Cigar Box Lumber Company after divesting itself of the Unicoi to Limestone common carrier and the logging line into Mitchell County, North Carolina, which were both sold early in 1909...”³⁴⁴

1909. Ghost Railroads of Tennessee.

“It is said that about 1908 [should probably read 1909] Uptegrove divested himself of his interests in the area, including the [Johnson City, Bakersville and Southern] railroad, and moved his operations elsewhere...”³⁴⁵

Unicoi Railway, 1909 – 1919

Table H-2. Equipment of the Unicoi Railway, 1909 – 1919.

Year	Remarks
1909	“The Unicoi had two Lima Shay locomotives (the same ones that had operated over the JC, B&S) and a fleet of 24 freight and logging cars.”
1910	“Locomotives, 2. Cars – passenger, 1; freight (flat), 20 – total, 21.”
1910	“bought a three foot, 28-ton, two truck Lima Shay (s/n 972), which had been built in 1905, from the Holston Valley Railway where it had been No. 7.”
1911 – 1912	“Locomotives, 2. Cars – freight (flat, 6; other, 14), 20.”
1913 – 1916	“Locomotives, 2. Cars – freight (flat, 6; other, 18), 24.”

Table H-3. Shay “Shop Number 972 – Built for: Morton, Lewis & Willey Lbr. Co. (914th Lima Built Shay” (No photographs available).³⁴⁶

Built: 2-20-1905	Class: B 28-2	Trucks: 2	Cylinders (#-Dia. x Stroke): 3 - 8 x 12
Gear Ratio: 3.071	Wheel Dia.: 26.5”	Gauge: 36”	Boiler (Style - Dia.): W.T. - 36”
Boiler Pressure (PSI): 160	Tractive Effort: 16,020 Lbs.	Factor of Adhesion: 3.77	Maximum Safe Speed: 10.3
Fuel Type: Coal	Fuel Capacity: 1.75 Tons	Water Capacity: 1,000 Gallons	Empty Weight (As built): 47,750
Owners:			
Morton, Lewis & Willey Lumber Company, Holston Valley Railway #7, Bristol, Tennessee			
(12-1909) Bradshaw Lumber Company, Unicoi Railway, Unicoi, Tennessee			
(5-1911) Clear Fork Lumber Company, Unicoi Railway #2, Unicoi, Tennessee			
(1920) Hartford Supply Company (Dealer), Hartford, Tennessee, for Boice Hardwood Company #2, Hartford, Tennessee			
Disposition: Scrapped			

14 October 1909. Johnson City Comet.

“Local Lumber Co. Buys Valuable Land. The Bradshaw Lumber company recently purchased a valuable tract of timber in Unicoi county, near Limestone Cove, and eight miles of railroad [the Johnson City, Bakersville & Southern Railway] also belonging to the American Cigar Box Lumber Company, of this city and have begun the erection of a mill and yards at Unicoi on the C.C. & O. railway line.”

1909. Ghost Railroads of Tennessee.

“In 1909, the Unicoi Railway was organized under the laws of Tennessee, which apparently took over the right-of-way probably the trackage of the JCB&S. Since the main track of the Unicoi was 7.12 miles in length and managed to reach the state border at Davisville, it is apparent that the

reported 10.7 miles of the Johnson City, Bakersville & Southern included some tracks that were simply 'rails into the woods' that shouldn't qualify as 'mainline'.

Like its predecessor, the Unicoi was narrow gauge, owned two locomotives and 24 freight cars. The absence of passenger equipment from the roster would indicate that the formal passenger service ended with the demise of the JCB&S. The president of the Unicoi Railway was Lee F. Miller of Unicoi...³⁴⁷

1909 – 1910. Logging Railroads of the Blue Ridge and Smoky Mountains.

In 1909, "The [Johnson City, Bakersville & Southern] railroad was rechartered as the Unicoi Railway, a line running 7.12 miles to Davisville. The Unicoi had two Lima Shay locomotives (the same ones that had operated over the JC, B&S) and a fleet of 24 freight and logging cars. The Unicoi president was listed as Lee F. Miller of Unicoi, Tennessee...

By 1910, the Bradshaw Lumber Company bought a three foot, 28-ton, two truck Lima Shay (s/n 972), which had been built in 1905, from the Holston Valley Railway where it had been No. 7. The Holston Valley had been purchased on January 1, 1910 by the Peter McCain Lumber Company and they had begun to dispose of the former Morton-Lewis-Willey locomotives that had operated on the Holston valley.

During the first week of August, 1910, The American Lumberman reported that Bradshaw had been 'seriously injured at one of his operations.' 'He was riding on a moving car of lumber and attempted to step to a lumber pile. He missed his footing and fell headlong to the ground, fracturing his skull. He will recover.' But the report may have been overly optimistic.³⁴⁸

1910. Poor's Manual of the Railroads of the United States...

"Unicoi Ry. – Unicoi to Limestone Cove, Tenn., 10.7 miles. Gauge, 3 ft. Locomotives, 2. Cars – passenger, 1; freight (flat), 20 – total, 21.

History. Successor, by purchase, to the entire property, real and personal, of the Johnson City, Bakersville and Southern Ry. Co. (see Manual for 1909, page 331). The new company took possession on Sept. 10, 1909. The road has been practically rebuilt, and was turned over by the contractor to the railway company on January 1, 1910.

Capital Stock. – Authorized and outstanding, \$10,000. Shares, \$100.

Directors. – F.K. Bradshaw, J.I. Bradshaw, Johnson City, Tenn.; E.J. Baxter, Jonesboro, Tenn.; E.L. Sutton, Unicoi, Tenn.; H.S. Sutton, Marienville, Pa. Officers: F.K. Bradshaw, Pres. & Gen. Mgr., Johnson City, Tenn.; E.J. Baxter, Vice-Pres., Jonesboro, Tenn.; E.L. Sutton, Sec., Unicoi, Tenn.; H.S. Sutton, Treas., Marienville, Pa. General Office, Unicoi, Tenn.³⁴⁹

1909 – 1911. Logging Railroads of the Blue Ridge and Smoky Mountains.

"The operation of the narrow gauge line was controlled by F.K. Bradshaw from 1909 to 1911 doing business as the Unicoi Railway under the Bradshaw Lumber Company name...

In 1911, the logging operations on the Unicoi Railway were handled by the Clear Fork Lumber Company, which used the services of the narrow gauge to move the timber to the transfer at Unicoi.³⁵⁰

June 1911. The Official Guide of the Railways and Steam Navigation Lines of the United States, Porto Rico, Canada, Mexico and Cuba.

“Unicoi Railway. F.K. Bradshaw, President, Unicoi, Tenn... from Unicoi Junction [“Connection... with Carolina, Clinchfield & Ohio Ry.”], Tenn., to Davisville, Tenn. (8 miles [?]). Operated for freight service only. June, 1911.”³⁵¹

7 December 1911. Manufacturers Record.

“Clear Fork Lumber Co., Unicoi, Tenn., wants three to five miles 30 to 35-pound relaying rails; good condition.”³⁵²

1911. Poor’s Manual of the Railroads of the United States...

“Unicoi Ry. – Unicoi Jct. to Davisville, Tenn., 7.12 miles. Sidings, 0.74 mile. Gauge, 3 ft., Rail, steel. Locomotives, 2. Cars – freight (flat, 6; other, 14), 20.

History. – Organized Aug. 28, 1909, under the laws of Tennessee. Successor, by purchase, to the entire property, real and personal, of the Johnson City, Bakersville and Southern Ry. Co. (see Manual for 1909, page 331). The new company took possession on Sept. 10, 1909. The road has been practically rebuilt, and was turned over by the contractor to the railway company on January 1, 1910.

Operations, period ended June 30, 1910. – Train mileage (freight), 1,818. Tons freight moved, 4,797; moved one mile, 32,997. Earnings – (freight), \$1,877. Operating expenses – maintenance of way and structures, \$2,535; maintenance of equipment, \$692; transportation expenses, \$1,449; general expenses, \$228 – total, \$4,904. Deficit from operations, \$3,027. Charges; Rents, \$83; paid interest, \$347 – total, \$430. Deficit for year, \$3,457.

General Balance Sheet, June 30, 1910. – Capital stock, outstanding, \$10,000; loans and bills payable, \$15,084 – total, \$25,084. Contra: Cost of road and equipment, \$21,504; accounts receivable, \$15; cash, \$109; profit and loss, \$3,457 – total, \$25,084.

Capital Stock. – Authorized and outstanding, \$10,000. Shares, \$100. No bonds.

Directors. – F.K. Bradshaw, J.I. Bradshaw, Johnson City, Tenn.; E.J. Baxter, Jonesboro, Tenn.; E.L. Sutton, H.S. Sutton, Unicoi, Tenn. Officers: F.K. Bradshaw, Pres. & Gen. Mgr., Johnson City, Tenn.; E.J. Baxter, Vice-Pres., Jonesboro, Tenn.; E.L. Sutton, Sec.; H.S. Sutton, Treas.; J.J. Sutton, Aud., Unicoi, Tenn. General Office, Unicoi, Tenn.”³⁵³

1912. Poor’s Manual of the Railroads of the United States...

“Unicoi Ry. – Unicoi Jct. to Davisville, Tenn., 7.12 miles. Sidings, 0.74 mile. Gauge, 3 ft., Rail, steel. Locomotives, 2. Cars – freight (flat, 6; other, 14), 20.

History. – Organized Aug. 28, 1909, under the laws of Tennessee. Successor, by purchase, to the entire property, real and personal, of the Johnson City, Bakersville and Southern Ry. Co. (see Manual for 1909, page 331). The new company took possession on Sept. 10, 1909. The road has been practically rebuilt, and was turned over by the contractor to the railway company on January 1, 1910.

Operations, year ended June 30, 1911. – Train mileage (freight), 5,296 miles. Tons freight moved, 18,864; moved one mile, 112,586. Earnings (freight), \$8,652. Operating expenses – maintenance of way and structures, \$1,338; maintenance of equipment, \$2,314; traffic expenses,

\$2; transportation expenses, \$5,452; general expenses, \$955 – total, \$10,061. Deficit from operations, \$1,409. Charges: Taxes, \$61; rents, \$151; other interest, \$804 – total, \$1,016. Deficit for year, \$2,425; deficit forward, \$3,457 – total deficit, June 30, 1911, \$5,882.

General Balance Sheet, June 30, 1911. – Capital stock outstanding, \$10,000; working liabilities, \$17,661; accounts payable, \$579 – total, \$28,240. Contra: Cost of road and equipment, \$21,020; accounts receivable, \$1,239; cash, \$ 99; profit and loss, \$5,882 – total, \$28,240.

Capital Stock. – Authorized and outstanding, \$10,000. Shares, \$100. Annual meeting, first Tuesday in July, at Unicoi, Tenn.; books do not close in advance thereof. Registrar and transfer agent, Valentine Smith, secretary, Unicoi, Tenn.

Directors. – F.K. Bradshaw, Johnson City, Tenn.; James Mansel, M.L. Barry, Williamsport, Pa.; A.H. Metzger, H.S. Mansel, Unicoi, Tenn.

Officers: F.K. Bradshaw, Pres., Johnson City, Tenn.; James Mansel, Vice - Pres., Williamsport, Pa.; A.H. Metzger, Sec. & Treas.; Valentine Smith, Aud., Unicoi, Tenn. General Office, Unicoi, Tenn.”³⁵⁴

1913. Poor's Manual of the Railroads of the United States.

“Unicoi Ry. – Unicoi Jct. to Davisville, Tenn., 7.12 miles. Sidings, 0.74 mile. Gauge, 3 ft., Locomotives, 2. Cars – freight (flat, 6; other, 18), 24.

History. – Organized Aug. 28, 1909, under the laws of Tennessee. Successor, by purchase, to the entire property, real and personal, of the Johnson City, Bakersville and Southern Ry. Co. (see Manual for 1909, page 331). The new company took possession on Sept. 10, 1909. The road has been practically rebuilt, and was turned over by the contractor to the railway company on January 1, 1910.

Operations, year ended June 30, 1912. – Revenue train mileage (freight), 6,645 miles. Revenue freight moved, 27,671 tons; moved one mile, 149,401. Earnings (freight), \$11,056. Operating expenses – maintenance of way and structures, \$1,532; maintenance of equipment, \$2,796; traffic expenses, \$1; transportation expenses, \$5,251; general expenses, \$437 – total, \$10,017. Net earnings, \$1,039. Deductions: Taxes, \$61; rentals, \$153; interest, \$522 – total deductions, \$736. Surplus for year, \$303; deficit forward, \$5,882; net deficit, June 30, 1912, \$5,579.

General Balance Sheet, June 30, 1912. – Capital stock, \$10,000; working liabilities, \$15,400; accrued liabilities, \$1,947 – total liabilities, \$27,347. Contra: Property investment, \$20,921; cash, \$122; accrued income not due, \$724; profit and loss, \$5,578 – total assets, \$27,347.

Capital Stock. – Authorized and outstanding, \$10,000. Shares, \$100. Annual meeting, first Tuesday in July, at Unicoi, Tenn.; books do not close in advance thereof. Registrar, and transfer agent, Valentine Smith, Secretary, Unicoi, Tenn.

Directors. – F.K. Bradshaw, Johnson City, Tenn.; James Mansel, M.L. Barry, Williamsport, Pa.; A.H. Metzger, H.S. Mansel, Unicoi, Tenn. Officers: F.K. Bradshaw, Pres., Johnson City, Tenn.; James Mansel, Vice - Pres., Williamsport, Pa.; A.H. Metzger, Sec. & Treas.; Valentine Smith, Aud., Unicoi, Tenn. Office, Unicoi, Tenn.”³⁵⁵

1914. Poor's Manual of the Railroads of the United States.

“Unicoi Ry. – Unicoi Junction to Davisville, Tenn., 7.12 miles. Sidings, 0.74 mile. Gauge, 3 ft. Locomotives, 2. Cars – freight (flat, 6; other, 18), 24.

History. Organized Aug. 28, 1909, under the laws of Tennessee. Successor, by purchase, to the entire property, real and personal of the Johnson City, Bakersville and Southern Ry. Co. (see Manual for 1909, page 331). The new company took possession on Sept. 10, 1909. The road has been practically rebuilt, and was turned over by the contractor to the railway company on January 1, 1910.

Operations, year ended June 30, 1913. – Revenue train mileage (freight), \$7,157 miles. Tons freight moved (revenue), 30,166; moved one mile, 146,321. Earnings (freight), \$12,126. Operating expenses – maintenance of way and structures, \$1,678; maintenance of equipment, \$3,938; transportation expenses, \$5,824; general expenses, \$643 – total, \$12,083. Net earnings, \$43. Deductions: Taxes, \$133; rentals, \$151; interest, \$894 – total deductions, \$1,178. Deficit for year, \$1,135; deficit forward, \$5,578 – total deficit, June 30, 1913, \$6,713.

General Balance Sheet, June 30, 1913. – Capital stock, \$10,000; working liabilities, \$12,400; accrued liabilities, \$5,133; reserve for depreciation, \$3,467 – total liabilities, \$31,000. Contra: Property investment, \$23,630; cash, \$480; accrued income not due, \$177; profit and loss, \$6,713 – total assets, \$31,000.

Capital Stock. – Authorized and outstanding, \$10,000. Shares, \$100. Annual meeting, first Tuesday in July, at Unicoi, Tenn.; books do not close. Registrar and transfer agent, Valentine Smith, Secretary, Unicoi, Tenn.

Directors. – Lee F. Miller, Johnson City, Tenn.; James Mansel, Williamsport, Pa.; A.H. Metzger, H.S. Mansel, P.T. Metzger, Unicoi, Tenn. Officers: Lee F. Miller, Pres.; James Mansel, Vice-Pres.; A.H. Metzger, Sec. and Treas., Valentine Smith, Aud. and Gen. Freight Agent, Unicoi, Tenn. Office, Unicoi, Tenn.”³⁵⁶

1915. Poor’s Manual of the Railroads of the United States.

“Unicoi Ry. – Unicoi Junction to Davisville, Tenn., 7.12 miles. Sidings, 0.74 mile. Gauge, 3 ft., Locomotives, 2. Cars – freight (flat, 6; other, 18), 24.

History. – Organized Aug. 28, 1909, under the laws of Tennessee. Successor, by purchase, to the entire property, real and personal, of the Johnson City, Bakersville and Southern Ry. Co. (see Manual for 1909, page 331). The new company took possession on Sept. 10, 1909. The road has been practically rebuilt, and was turned over by the contractor to the railway company on January 1, 1910. The Manual was officially advised, under date of September 19, 1914, that the railway, on November 15, 1914, would withdraw from interstate trade. For statement of operations for year ended June 30, 1913, and for general balance sheet of that date, see Manual of Railroads for 1914, page 939.

Capital Stock. – Authorized and outstanding, \$10,000. Shares, \$100. Annual meeting, first Tuesday in July, at Unicoi, Tenn.; books do not close. Registrar and transfer agent, Valentine Smith, Secretary, Unicoi, Tenn.

Directors. – Lee F. Miller, Johnson City, Tenn.; James Mansel, Williamsport, Pa.; A.H. Metzger, H.S. Mansel, P.T. Metzger, Unicoi, Tenn. Officers: Lee F. Miller, Pres.; James Mansel, Vice-Pres.; A.H. Metzger, Sec. and Treas., Valentine Smith, Aud. and Gen. Freight Agent, Unicoi, Tenn. Office, Unicoi, Tenn.”³⁵⁷

1916. Poor's Manual of the Railroads of the United States.

"Unicoi Ry. – Unicoi Junction to Davisville, Tenn., 7.12 miles. Sidings, 0.74 mile. Gauge, 3 ft., Locomotives, 2. Cars – freight (flat, 6; other, 18), 24.

History. – Organized Aug. 28, 1909, under the laws of Tennessee. Successor, by purchase, to the entire property, real and personal, of the Johnson City, Bakersville and Southern Ry. Co. (see Manual for 1909, page 331). The new company took possession on Sept. 10, 1909. The road has been practically rebuilt, and was turned over by the contractor to the railway company on January 1, 1910.

Capital Stock. – Authorized and outstanding, \$10,000. Shares, \$100. Annual meeting, first Tuesday in July, at Unicoi, Tenn.; books do not close. Registrar and transfer agent, Valentine Smith, Secretary, Unicoi, Tenn.

Directors. – Lee F. Miller, Johnson City, Tenn.; James Mansel, Williamsport, Pa.; A.H. Metzger, H.S. Mansel, P.T. Metzger, Unicoi, Tenn. Officers: Lee F. Miller, Pres.; James Mansel, Vice-Pres.; A.H. Metzger, Sec. and Treas., Valentine Smith, Aud. and Gen. Freight Agent, Unicoi, Tenn. Office, Unicoi, Tenn."³⁵⁸

1918. Marvyn Scudder Manual of Extinct or Obsolete Companies.

"Unicoi Ry. Road abandoned during 1918."³⁵⁹

1919. Ghost Railroads of Tennessee.

"With the exhaustion of the timber resources the Unicoi [Railway] was abandoned in 1919."³⁶⁰

1919. Logging Railroads of the Blue Ridge and Smoky Mountains.

In "1919, the Unicoi was abandoned after the timber reserves were depleted.

Following the typical migration patterns for logging locomotives, the former Holston Valley Shay was shipped to the Newport [Cocke County], Tennessee area on the French Broad River. This narrow gauge Shay (s/n 972) was sold in 1919 to Hartford Supply, the purchasing arm of Boice Hardwood, which operated their own narrow gauge logging line from Hartford, Tennessee (west of Newport) up along the east bank of the Pigeon River into North Carolina. This Shay became Boice Nardwood no. 2."³⁶¹

2 January 1920. Railway Age.

"Railway Lines Abandoned during the Year 1919 – Operation Discontinued on Approximately as Much Mileage in the United States as was Built... Unicoi Railway – Unicoi Jct., Tenn. To Davisville... 8.00 [Lines abandoned permanently and taken up. Miles]."³⁶²

Appendix I.
“Advance in Veneer Drying,” in The Packages, October 1906

“Advance in Veneer Drying. The drying of veneers has always been the most difficult problem which confronted the manufacturer of thin lumber. Air drying was too slow and generally unsatisfactory, and the percentage of ruined stock so great as to make the profits very uncertain. All kinds of dry houses and dry kilns were tried, and, although some gain in the time of drying was made, the expense of racking or piling the stock was great, and the waste was nearly as large as before. Many unsuccessful attempts at mechanical drying were made, but the Coe Mfg. Co., Painesville, O., after several years of investigation, finally hit upon a scientific method of drying veneers – the automatic roller dryer system. When this machine was first put on the market about four years ago, it at once became the standard for veneer drying. Veneers dried by this method were smooth, flat and without checks or wrinkles, and the percentage of stock lost in drying was reduced to practically nothing. Veneer users began to specify roller-dried stock, and these machines were installed in all large mills in the country.

Not satisfied with such rapid success, the Coe Mfg. Co. kept right on experimenting, and improving the dryer in every way possible. Wood gave way to iron and steel, and the problem of proper distribution of air and the elimination of moist air was carefully worked out. The result of all this work, the company says, has justified the time and money spent on it. All the weak points of the earlier dryers have, they state, been done away with, and the machine is today a practically perfect device.

Describing this drying system, the Coe Mfg. Co. writes very interestingly as below.

‘The veneer all travels in one direction and is dried in one trip through the machine. The rolls in each pair are geared together on the back, so each roll is positively driven and there is no danger of a jam caused by a dead roll. The dryer shown in the cuts was bought for drying 1/8 in. and 1/4 in. cedar, but it was found that the machine would handle the tenderest sliced and sawed mahogany as thin as 1/32 in. The result was that a second machine is being installed for this thin work, which, until this time, was considered beyond the range of the roller dryer. The speed of the machine is regulated by the governor on the feed works engine. The hot air for the machine is furnished by the blower outfit shown in the cut. In the first machines, the air was discharged into the end of the kiln directly over and under the stock.

In this style dryer, the air is distributed by an entirely new plan, which increases the drying capacity enormously. The sides of the machine proper, with the support rolls, are of skeleton construction, and the hot air is blown between the lines of stock from the sides of the machine from the air ducts into which the large sheet iron pipes from the heater discharge. As can be seen from the cuts, the pipes discharge into each end of the machine on opposite corners. Half way down the machine, on each side, in the air ducts, is a partition so the heated air can only travel half the length of the machine. To deflect the air across the machine from side to side, shields varying in size are distributed equally throughout the machine. To increase the temperature in the kiln, a coil of pipe the full length of the machine is supported under each pair of rolls, so that the blast of hot air is powerfully augmented by direct heat from the coils.

Very few have any idea of the amount of water in veneer which must be carried away in the drying process. In most woods it is considerably over 20 per cent of the weight of green stock, and in a day’s run it means that many tons of water must be disposed of. The hot air picks up a

certain amount of moisture in passing over the veneers, but if this moist air cannot be eliminated it will precipitate back on the stock so it will come from the machine looking 'sweaty.'

This is overcome in a very ingenious manner in this machine. On the sides of the dryer opposite to where the hot air enters, the air ducts have a number of down spouts, varying in size, which all discharge into a large galvanized pipe, running to the center of the machine. These pipes, in turn, discharge into another pipe, running across the machine, and the moist air is drawn through these pipes and discharged into the atmosphere by means of a large exhaust fan. The exhauster is driven by a small engine which can be seen in the cuts near the center and above the machine. All condensation in the heater coils and the coils in the kiln itself is carried back to the boiler by an elaborate trap system which keeps the coils full of live steam and insures a maximum temperature.

The dryer is, as a whole, the combination of scientific principles, each one of which is an important factor in the rapid and economical drying of veneers. The stock is handled so rapidly that the dryer will practically keep up with the veneer lathe, drying stock as fast as it can be cut. One manufacturer of oak veneers has taken a log from the vat, cut it into 1/7 stock, dried it and crated it ready for shipment in 45 minutes. Notwithstanding the rapidity of drying, no veneer is wasted by wrinkling, splitting or checking, and roller-dried veneers glue up perfectly. In Short, the dryer has, by its almost phenomenal performances, completely revolutionized the veneer industry of the country.

Great care is taken in the mechanical construction of these machines. The only woodwork used is the caps and sills and air ducts, the rest of the dryer being of iron and steel. The rolls are made of specially selected boiler tubes, carefully straightened by hand, and the gudgeons in the end are driven into the rolls and pinned in place. The chain is a very heavy, flat steel belt of great strength, and all sprockets are keyed and set-screwed to the gudgeons. All driven rolls have roller bearings, so very little power is required to run the machine. In fact, one man can turn the machine over by hand with ease. The dryer has a sheet iron cover, over which is placed 1½ inch block asbestos. This prevents any loss of heat by radiation. The air duct sides are removable so easy access can be had to the interior of the machine for oiling, etc.

Machines of this type are in use by the following mills. **Wm. E. Uptegrove & Bro.,** Brooklyn, N.Y... and several other large manufacturers have placed rush orders for these machines. Each machine is built to handle the output of the mill for which it is intended and is especially designed to meet the peculiar local conditions of that mill.'

Any manufacturer of veneer who is 'up against' the drying proposition will do well to write the Coe Mfg. Co., 107 Lewis street, Painesville, O., for an estimate on a machine to handle his work. The Coe automatic veneer dryer is an insurance policy against loss and a guarantee of parge profits."³⁶³

Endnotes

¹ “Train wreck (by Mr. Walden) (probably the Cranberry Engine at the Maple Street crossing, Johnson City, Tenn.), c. 1890 – 1915,” James Agee Film Project (Organization), Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/541>, however, Maple Street does not cross the railroad. This accident appears to have occurred between the places where Division and Roan streets crossed the railroad. See also “Train Wreck,” “Clifford A. Maxwell Photographs,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/20661>. *Along the ET&WNC, Volume I: Early Narrow Gauge Locomotives*, by Johnny Graybeal, 2001, page 23, dates this photograph to 1902. The author has not found any newspaper articles that would help date this incident.

² *Railroads of the Yosemite Valley*, by Hank Johnston, 1995, pages 25, 121, and 125 – 182.

³ Some information is adapted from the timeline given in “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.

⁴ “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>, continues: “Railroad runs from Johnson City, Tennessee to Unicoi, Tennessee on the Clinchfield, & Ohio Railroad’s track and then on its own rail to Limestone Cove, Tennessee.” However, the author has not found any evidence to support the claim that the 3-foot gauge equipment of the Johnson City, Bakersville & Southern Railway operated over the standard gauge Clinchfield.

⁵ “Autobiography of William E. Uptegrove,” available online at: <https://uptegrove.tripod.com/webiopgs/webio1.htm>. Also available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.

⁶ “Autobiography of William E. Uptegrove,” available online at: <https://uptegrove.tripod.com/webiopgs/webio1.htm>. Also available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>. During the Civil War, Rodman and Hepburn had served together as officers in Company K, Fourth Regiment N.Y.S.V., see *Third Annual Report of the Bureau of Military Record of the State of New York*, 1866, page 77, available online at: <https://books.google.com/books?id=jm9MAAAAYAAJ>.

⁷ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” May 1897, U.S. Library of Congress, image 4, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897. The Johnson City Furniture Factory had been on this land since at least January 1891, see “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” January 1891, U.S. Library of Congress, image 4, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891. This same image also shows a railroad turntable near the location that was later occupied by the E.T. & W.N.C. passenger station. For map legend, see Appendix F.

⁸ “Autobiography of William E. Uptegrove,” available online at: <https://uptegrove.tripod.com/webiopgs/webio1.htm>, which continued: “The establishing and developing of this business entailed much hard work. However, the outcome was satisfactory, and it became permanent in its line. My firm resolution, to not become interested in the patented shaving machines – which really formed the foundation of the business – on any basis other than that we would absolutely control them, proved to have been sound and correct.” Also available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.

⁹ “Chronicling America,” available online at: <http://chroniclingamerica.loc.gov/>. Unless otherwise noted, all newspaper articles used in this document are from this source.

¹⁰ *Carpentry and Building*, January 1898 (Volume XX, No. 1), page xviii, available online at: <https://books.google.com/books?id=7yVPAAAYAAJ>.

¹¹ “Autobiography of William E. Uptegrove,” available online at: <https://uptegrove.tripod.com/webiopgs/webio1.htm>, which continued: “The establishing and developing of this business entailed much hard work. However, the outcome was satisfactory, and it became permanent in its line. My firm resolution, to not become interested in the patented shaving machines – which really formed the foundation of the business – on any basis other than that we would absolutely control them, proved to have been sound and correct.” Also available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.

¹² American Lumberman, 11 March 1899 (Whole Number 1242), page 38, available online at: <https://books.google.com/books?id=wVSLluqLynQC>.

¹³ The Johnson City Comet, 18 August 1898, included: “New Planing Mill. J.C. Stone & Co. have leased the old Harris mill, on Jobe street, and will add sufficient machinery to make it a first class planing mill for the manufacture of a general line of house building material. They calculate to be ready in two weeks to furnish almost anything in their line. Only experienced mechanics will be employed and satisfactory work is thus insured, J.C. Stone is a son of San Stone, the popular contractor, and the new company will have the advice and assistance of the elder Stone in their undertaking. As it is the only plant of the kind now in operation here there is a large field of usefulness before and we predict that these gentlemen will merit and receive a large patronage.” See “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee.” April 1903, image 5, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903, for the Harris Manufacturing Company.

¹⁴ American Lumberman, 26 August 1899 (Whole Number 1266), page 26, available online at: <https://books.google.com/books?id=2NQj2rDLFDkC>.

¹⁵ American Lumberman, 30 September 1899 (Whole Number 1271), page 26, available online at: <https://books.google.com/books?id=2NQj2rDLFDkC>.

¹⁶ American Lumberman, 7 October 1899 (Whole Number 1272), page 41, available online at: <https://books.google.com/books?id=XmQxAQAAMAAJ>.

¹⁷ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 93. However, this source indicates that after dismantling his operation on White Rock Mountain, “Uptegrove then began to look for another good source of poplar in the area.” This is not supported by the available information. It appears that the operation on White Rock Mountain and the construction of the railroad in Unicoi County occurred at about the same time.

¹⁸ “Wanted! To contract for peeling two thousand cords of Hemlock Bark on the line of the Ohio River & Charleston Railroad. Call or address J.B. Thomas, Johnson City, or J.M. Carr, Erwin, Tenn. Wm E. Uptegrove & Bro. April 7th, 1900.”

¹⁹ The Railroad Commissioner of the State of Virginia, 1900, page 258, available online at: <https://books.google.com/books?id=90s3AAAAIAAJ>. Hitchcock is in Prince George County, near Petersburg, Virginia.

²⁰ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 87. As stated in the introduction to this history, this three-foot gauge line originated at the White Rock Station on the E.T. & W.N.C. with the first of three inclined railroad sections. The first two sections were built to reach the top of White Rock Mountain and reportedly required a length of 6,835 feet. At the top of each section of inclined railway was a steam plant with a hoisting engine... These two inclined portions had to be connected by one or two sections of switchback iron railroad totaling more than two and one-half miles. From the top of the second incline, two miles of iron (?) railroad were built along the top of White Rock Mountain to the third inclined railroad section. This inclined section was 1,000 feet long (probably also with the three-rail wooden rail design) and descended down into the Laurel Fork valley to a logging railroad that eventually had about ten miles of track and was used to remove logs from the Laurel Fork tract. (Another source claimed that the combined length of the three inclines exceeded three miles (more than 15,840 feet), and still another “more than one and a quarter mile”.)

²¹ “Cigar Boxes, Incline Railways, and the Narrow Gauge,” by John R. Waite, in The Blue Ridge Stemwinder,” October, November, December 1999 (Volume 12, Number 2), pages 3 – 11, which continued: “and moved to new timber tracts. The American Cigar Box factory operated in Johnson City until it moved to [Astoria] Oregon in the 1930s [1933 to be precise].” However, the two Climax locomotives were offered for sale in 1904 and it is not at all clear what the fate of the sawmill and other equipment was. Available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>. The statement that “The loaded cars were lowered down the incline with the aid of gravity and empties were pulled up by the hoists”, is probably misleading. The loaded cars were lowered down the incline with the aid of gravity, while empties were pulled up, on a three wooden rail design that probably divided into four rails at the mid-point of the incline, in order to allow the loaded cars and empty cars to pass each other.

²² The Blue Ridge Stemwinder, by John R Waite and Chris H. Ford, 2003, page 356. Along the ET & WNC, Volume III: The Depots, by Johnny Graybeal, 2002, page 63, included: “White Rock is named for the mountain that stands behind the community. Listed on timetables from No. 1 in July 1882, White Rock received a shelter when the other flag stops did in 1884. It was the first stop above the gorge until Blevins was added as a flag stop in 1883. By June 1916, the shelter had been replaced by a simple sign identifying the stop. The community was served by the post office of Hopson, just down the track and between White Rock and Blevins. The only claim to fame that White Rock ever had was when Uptegrove Lumber Company had an operation there. A long incline gave access to the top of Unaka [White Rock?] Mountain, and much of that mountain was logged on the Tennessee and North Carolina sides (the line follows the crest). This took place shortly after 1900, and all work was finished by 1910. [The Uptegrove operation appears to have ceased by March 1904.] White Rock continued as a flag stop until the issue of Timetable No. 114, effective Sunday April 5, 1936. It and several other flag stops were dropped, simplifying the timetable considerably.” However, see Figure 7, which seems to show a station at White Rock, rather than just a flag stop. Elevation data from: <https://www.google.com/maps/place/Carter+County,+TN/@36.2167495,-82.1028674,14z/data=!4m6!3m5!1s0x8850812810d205e7:0x9ba1978430605ef!8m2!3d36.2638604!4d-82.12784!16zL20vMG10bl8!5m1!1e4?entry=ttu>. For elevations along the E.T. & W.N.C. Railroad, see The Blue Ridge Stemwinder, An Illustrated History of the East Tennessee & Western North Carolina Railroad and the Linville River Railway, by John R Waite and Chris H. Ford, 2003, page 12.

²³ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, pages 92 – 94. Regrettably, the author has not located this advertisement detailing the sale of these Climax locomotives.

²⁴ “The May Flood in Eastern Tennessee,” by H.B. Ayres, U.S. Geological Survey, Forestry and Irrigation, March 1902 (Volume VIII, No. 3), pages 109 – 111, available online at: <https://books.google.com/books?id=ImwmAQAAMAAJ>. “The May Flood (1901) in the Southern Appalachian Region. I. In the Catawba River Valley, North Carolina,” by Wade H. Harris, of the Charlotte (N.C.) Observer, Forestry and Irrigation, March 1902 (Volume VIII, No. 3), pages 105 – 109, available online at: <https://books.google.com/books?id=ImwmAQAAMAAJ>, includes: “Mr. E.W. Myers, of Chapel Hill, who is connected with the United States Geological Survey... In his official report he says: ‘The whole secret of the bad effect and extent of the flood lies in the deforestation in the western part of the state. Along the Linville River and in all parts of western North Carolina the country is being stripped of trees, and this is followed by forest fires, which sweep away all undergrowth... The official reports of the Weather Bureau are interesting as bearing out the theory that the destructiveness of the floods of recent years is due to forest denudation. The heaviest rainfall of last May was 8.86 inches, at Marion, on the 19th and 21st. At Morganton it was 4.50 inches and at Charlotte 3.60 inches. On September 22 and 23, 1898, the rainfall at Marion was 7.11 inches, at Morganton 4.77, and at Lenoir 6 inches. On October 21 and 22, 1900, the rainfall at Marion was 7.97 inches, and at Linville 9.50 in one day (October 21). The rainfall at Morganton was 5 inches on October 11, 1897; 8.67 inches on July 3 – 8, 1896; 5 inches on October 13, 1893; 6.60 inches on September 9 – 13, 1893, and 5.80 inches on September 22, 1892... The destruction of the forests in North Carolina is really a work of recent years, and has been carried on to an alarming extent within the past twelve months...’ See “Through the Gorge,” which shows the track of the E.T. & W.N.C. railroad as it crosses a deck truss bridge (#5) and entering Tunnel #4, in “The Cy Crumley Scrapbook, ET&WNC Railroad, Tour 2A: George W. Hardin,” available online at: <http://www.stateoffranklin.net/johnsons/crumley/tour2a.htm>, and “Doe River Gorge Map” in The Blue Ridge Stemwinder, An Illustrated History of the East Tennessee & Western North Carolina Railroad and the Linville River Railway, by John R Waite and Chris H. Ford, 2003, pages 28 – 29, which shows that the track

of the E.T. & W.N.C. Railroad exits Tunnel #4 and immediately crosses Bridge #6, both of which match the photograph in Figure 4; whereas there is about 150 feet separation between Bridge #5 and the entrance to Tunnel #4.

²⁵ Largely adapted from: The Blue Ridge Stemwinder, An Illustrated History of the East Tennessee & Western North Carolina Railroad and the Linville River Railway, by John R Waite and Chris H. Ford, 2003, pages 354 – 357. “The Hampton Covered Thru Truss Bridge,” by John R. Waite, in The Blue Ridge Stemwinder, Spring/Summer 2005 (Volume 6, Number 1), pages 7 – 11, included: “Ario Pardee and his associates began finishing the ET&WNC in 1880. They contracted with Joseph H. Cofrode and Francis H. Saylor of Philadelphia to build all the bridges needed to complete the railroad to Cranberry. They built five wooden Howe truss bridges between Hampton and Cranberry; one over the Little Doe River (#4), three in the Doe River Gorge (#5, #6, and #7), and one at Shell Creek (#9). All except the Shell Creek bridge, were finished by the end of 1881. It was completed the next year.... They were rebuilt in 1891 and 1892. The company then covered them in order to protect them from the elements.” Interestingly, Bridge #8, over Wilson Creek, is also identified as a covered Howe wood thru truss bridge. The author has not found any information on this discrepancy. This article also includes plans and a number of photographs of Bridge #4.

²⁶ For a photograph of this bridge, see The Blue Ridge Stemwinder, An Illustrated History of the East Tennessee & Western North Carolina Railroad and the Linville River Railway, by John R Waite and Chris H. Ford, 2003, page 18, which is captioned: “Engine #1, pulling one passenger car, crosses the original Howe truss bridge at Buffalo Creek between Johnson City and Elizabethton in the mid-1880s.”

²⁷ For photographs of this bridge, see “Valley Forge,” in “The Cy Crumley Scrapbook, ET&WNC Railroad, Tour 5a: Bemberg,” available online at: <http://www.stateoffranklin.net/johnsons/crumley/tour5a.htm>, Carter County, by Jackie Peters, Dawn Trivette Peters, 2012, page 43, and Ghost Railroads of Tennessee, by Elmer Griffith Sulzer, 1975, page 118.

²⁸ For photographs and plans of this bridge see “The Hampton Covered Deck Bridge,” by John R. Waite, in The Blue Ridge Stemwinder, Winter 1992 (Volume 4, Number 3), pages 7 – 10.

²⁹ For photographs and plans of this bridge see “The Hampton Covered Thru Truss Bridge,” by John R. Waite, in The Blue Ridge Stemwinder, Spring/Summer 2005 (Volume 6, Number 1), pages 7 – 11.

³⁰ For photographs of this bridge, see “Lower Doe River Gorge: Layout Design Element,” by John R. Waite, in The Blue Ridge Stemwinder, Spring/Summer 2005 (Volume 6, Number 1), pages 7 and 10, and “Through the Gorge,” in “The Cy Crumley Scrapbook, ET&WNC Railroad, Tour 2A: George W. Hardin,” available online at: <http://www.stateoffranklin.net/johnsons/crumley/tour2a.htm>

³¹ For photographs of this bridge, see “Lower Doe River Gorge: Layout Design Element,” by John R. Waite, in The Blue Ridge Stemwinder, Spring/Summer 2005 (Volume 6, Number 1), pages 12 – 13.

³² For photographs and drawings of this bridge, see “Blevins Bridge,” by John R. Waite, in The Blue Ridge Stemwinder, April, May, June 1993, (Volume 5, Number 4), pages 8 – 11. The drawings of this bridge are also in “Lower Doe River Gorge: Layout Design Element,” by John R. Waite, in The Blue Ridge Stemwinder, Spring/Summer 2005 (Volume 6, Number 1), pages 14 – 15.

³³ The Blue Ridge Stemwinder, An Illustrated History of the East Tennessee & Western North Carolina Railroad and the Linville River Railway, by John R Waite and Chris H. Ford, 2003, pages 70 – 73. Along the ET&WNC. Volume I: Early Narrow Gauge Locomotives, by Johnny Graybeal, 2001, pages 21 – 22, includes: “The low point in the early history of the ET&WNC turned out to be a high point of water. The ‘May Tide’ of May 21, 1901 took out all of the bridges on the Doe River except for the two covered bridges above and below Hampton. There were also places in the Gorge where the water dug out sections of the right of way, leaving bare cliff. This was the case at Pardee Pont, where the right of way fill was so close to the river. At that point everything was gone. The floodwaters caught the railroad unprepared, with one engine stuck at White Rock, one totally stranded at Pardee Point in the Gorge, and the third in the shop undergoing repairs. Passengers aboard the stranded train in the Gorge walked out over the mountain into the valley of the Little Doe River, a trek of several miles! The payroll records for that month provides the ability to calculate who was where that day. Engineers Scott Dean and William Sisemore were working that day, which was a Tuesday. Ed Tally had not worked since Sunday, so he must have been the one with an engine in the shop. Both Dean

and Sisemore worked on the 22nd, but neither worked again for the rest of the month. Both of their engines must have been stranded away from a water tank. Tally got back to work on the 23rd, and he worked steadily from May 27th on. Again, the numbers of the engines are unknown. The ET&WNC management immediately went to work to put the railroad back into service. They were hindered by the fact that all the road bridges had been washed out except for the one covered bridge over the Doe at Elizabethton... Standard gauge steel bridges were purchased to replace the old covered bridges that were not taken outright by the flood. Only the two wooden bridges at Hampton were not eventually replaced.” See also “George Hardin, Superintendent of the ET&WNC,” by John R. Waite, in The Blue Ridge Stemwinder, Winter 1992 (Volume 4, Number 3), pages 3 – 4, included: “In July, 1901 he was promoted to Superintendent of the ET & WNC. When George Hardin was named Superintendent of the ET&WNC, the railroad was in a desperate state. Less than two months earlier, the ‘May Tide; flood of May 21, 1901 had seriously damaged the road. Three bridges had been washed away, two others were badly damaged, and the roadbed was washed away in a number of places, Of three locomotives owned by the railroad, one was trapped at Pardee Point, one was caught near White Rock, and the third was in the shop for general repairs. Most of the small lumber mills along the line were put out of business by the flood; making it difficult to get timber for bridge repairs and crossties for reconstructing the roadbed... Cranberry Iron & Coal Company, the railroads parent corporation, supplied enough money for the repair of the right-of-way. It was July 19 before Hardin was able to run a train through and it would be over a year before all repairs were completed...”

³⁴ “Autobiography of William E. Uptegrove,” available online at: <https://uptegrove.tripod.com/webiopgs/webio1.htm>. Also available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>. The New York City newspapers, available through the Library of Congress’s website “Chronicling America,” make no mention of a Thanksgiving Day fire at the Uptegrove plant in New York in 1903, but do provide coverage of one on Thanksgiving Day 1901 that fits the description given by this source. See the New York Tribune, 30 November 1901, available online at: <https://chroniclingamerica.loc.gov/lccn/sn83030214/1901-11-30/ed-1/seq-11/>, and The New York Sun, 30 November 1901, available online at: <https://chroniclingamerica.loc.gov/lccn/sn83030272/1901-11-30/ed-1/seq-3/>.

³⁵ The Locomotive, May 1902 (Volume XXIII, No. 5), page 69, available online at: <https://books.google.com/books?id=-8cdAQAIAAJ>.

³⁶ “Cigar Boxes, Incline Railways, and the Narrow Gauge,” by John R. Waite, in The Blue Ridge Stemwinder, October, November, December 1999 (Volume 12, Number 2), pages 3 – 11. Available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.

³⁷ Similar in Manufacturers Record, 23 January 1902 (Volume XLI, No. 1), page 12, available online at: <https://books.google.com/books?id=YEJWYfXFvsQC>.

³⁸ The Wood-Worker, January 1902 (Volume XX, No. 11), page 42, available online at: <https://books.google.com/books?id=xx5aAAAAYAAJ>.

³⁹ Engineering News, Supplement – 13 February 1902 (XLVII, No. 7), page 58, available online at: <https://books.google.com/books?id=VeQ2AQAAMAAJ>.

⁴⁰ The Wood-Worker, July 1902 (Volume XXI, No. 5), page 46, available online at: <https://books.google.com/books?id=ER9aAAAAYAAJ>.

⁴¹ American Lumberman, 30 August 1902 (Whole Number 1423), page 47, available online at: <https://hdl.handle.net/2027/mdp.39015084519019>.

⁴² Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 93. Page 94 included on “March 10, 1905, a charter was obtained for the Johnson City, Bakersville & Southern Railway which planned to run from ‘Johnson City to Limestone Cove at the state line.’ The charter mentioned that some of the proposed line had been operating since September 1902.”

⁴³ Marvyn Scudder Manual of Extinct or Obsolete Companies, 1926 (Volume I), page 1161, available online at:

<https://books.google.com/books?id=TGjZAAAAMAAJ>.

⁴⁴ The St. Louis Lumberman, November 1902 (Volume XXX, No. 5), page 76, available online at: <https://hdl.handle.net/2027/mdp.39015084559346>.

⁴⁵ Eight Hours for Laborers on Government Work, Hearings Before the Committee on Education and Labor of the United States Senate, First Session, Fifty-Seventh Congress, 1903, page 709, available online at: <https://books.google.com/books?id=2ZwvAAAAMAAJ>.

⁴⁶ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, April 1903, image 5, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903. This area appears to have become vacant by December 1908, see “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, December 1908, image 8, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908. By July 1913, this area was occupied by the C.C. & O. Railroad Freight Depot, see “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, July 1913, image 8, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. For map legend, see Appendix F. For map scale, please refer to the link above. Apparently, the Ritter lumber yard shown on this map was destroyed by fire and not rebuilt. On 14 December 1905, the Johnson City Comet reported: “Lumber Plant Burned. Thursday night about ten o’clock the large assorting warehouse of the Wm. Ritter Lumber Co. on Buffalo street was destroyed by fire. About 300,000 feet of lumber was consumed and several box cars belonging to the Southern. The caboose of the Embreville local standing upon the siding was burned and a chair car of the E.T. & W.N.C. road, housed in a shed was lost.” Packages, January 1906 (Volume IX, No. 1), page 64, available online at: <https://books.google.com/books?id=NQVZAAAAYAAJ>, included: “Plant of Wm. Ritter Lum. Co., Johnson City, Tenn., burned. Loss \$5,000.”

⁴⁷ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, April 1903, image 6, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903. Of note, Image 12 shows the location of a three-stall round house, with turntable, adjacent to the W.J. Exum Furniture Factory, which belonged to the E.T. & W.N.C. Interestingly, “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, December 1908, image 18, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908, shows this same facility, but indicates that it was owned by the C.C. & O. Railroad. See also “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, July 1913, image 22, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, February 1920, image 6, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920, shows the “new” shop facilities of the E.T & W.N.C. Also of note, Image 1 at http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903 states that Johnson City had a population of 6500 in 1903. For map legend, see Appendix F. For map scale, please refer to the link above.

⁴⁸ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, April 1903, image 5, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903. For map legend, see Appendix F. For map scale, please refer to the link above.

⁴⁹ Packages, April 1903 (Volume VI, No. 4), page 58, available online at: <https://hdl.handle.net/2027/nyp.33433090761135>.

⁵⁰ “Autobiography of William E. Uptegrove,” available online at: <https://uptegrove.tripod.com/webiopgs/webiol.htm>, which continued: “The establishing and developing of this business entailed much hard work. However, the outcome was satisfactory, and it became permanent in its line. My firm resolution, to not become interested in the patented shaving machines – which really formed the foundation of the business – on any basis other than that we would absolutely control them, proved to have been sound and correct.” In the forward to this document, Gifford Mills Uptegrove wrote: “William E. Uptegrove... and his firm became leading figures in that business [mahogany and fancy woods], as well as in the Cigar Box Lumber business, and prosecuted them both until 1903, when he declared that mahogany in New York was ‘a busted proposition.’ His brother (my Uncle Jerome) who was the junior partner, thought differently. The business therefore was divided, my

father taking the Cigar Box Lumber, and my uncle and the chief salesman taking the mahogany and fancy woods.” Also available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.

⁵¹ Business Corporations Organized under General Laws and by Special Statutes, State of Maine, January 1, 1903, to January 1, 1904, page 4, available online at: <https://books.google.com/books?id=tZcIAQAIAAJ>. Public Acts of the State of Tennessee, Passed by the Sixty-First Assembly, 1919, page 925, available online at: <https://books.google.com/books?id=lilAAQAAMAAJ>, reports that on 8 July 1903, The American Cigar Box Lumber Company of Brooklyn, New York, filed its charter in the Office of the Secretary of State of the State of Tennessee.

⁵² Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, pages 93 – 94.

⁵³ “Mahogany, Spanish Cedar and American Hardwoods,” in American Lumberman, 23 May 1903, as transcribed in: “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.

⁵⁴ American Lumberman, 2 November 1907 (Whole Number 1693), page 66, available online at: <https://books.google.com/books?id=iC4iAQAAAMAAJ>.

⁵⁵ The Climax Locomotive, by Dennis Blake Thompson, Richard Dunn, and Steve Hauff, 2002, page 391. The origin and use of “tracking numbers” is explained on page 382.

⁵⁶ “Cigar Boxes, Incline Railways, and the Narrow Gauge,” by John R. Waite, in The Blue Ridge Stemwinder, October, November, December 1999 (Volume 12, Number 2), pages 3 – 11. The text of this article was transcribed in “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.

⁵⁷ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 93.

⁵⁸ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 93.

⁵⁹ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 93.

⁶⁰ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 93.

⁶¹ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 93.

⁶² Along the ET&WNC, Volume IV: Freight Cars Part A, by Johnny Graybeal, 2003, page 143. On page 76: “Lumber shipments continued to be brisk as the Nineteenth Century came to a close, but they increased measurably when the Linville River Railway began handing over lumber to the ET&WNC at Cranberry. LR records are not available prior to 1907, but in 1901, the ET&WNC carried over 25,280 tons of lumber, an increase of almost 7,000 tons from the year before. In 1902, the figure jumped to 37,448 tons of lumber, and by 1904, over 50,000 tons of lumber was carried for the first time...” Of note, seven significant logging railroads, operated by six different lumber companies were served by the E.T. & W.N.C. R.R. and L.R.R. during its existence. From 1900 to, perhaps, 1904, there was the Uptegrove operation on White Rocks Mountain near Roan Mountain, Tennessee. William M. Ritter operated out of Pineola, North Carolina (1899 - 1907) and Hampton, Tennessee, from 1906 – 1910(?). The White Lumber Company operated near Elk Park, North Carolina from 1910 to 1916(?). Sanford & Treadway operated out of Newland, North Carolina (1916 – 1920) and Linville, North Carolina (1919 – 1924), the Boone Fork Lumber Company (and successors) operated out of Shulls Mills, North Carolina (1916 – 1926 (?), and D. & H. MacRae operation out of Linville, North Carolina (1920 – 1944?). Nevertheless, there were a number of smaller operations that also shipped

out lumber and other forest products over the narrow gauge. Perhaps of interest, the Laurel Fork Railway, which also operated near Hampton, Tennessee, is not included because it used its own railroad and not the E.T. & W.N.C. Railroad to ship its lumber.

⁶³ The Wood-Worker, June 1903 (Volume XXII, No. 4), page 41, available online at: <https://books.google.com/books?id=ZR9aAAAAYAAJ>.

⁶⁴ The Finance and Commerce of New York and United States: Containing Exhaustive and Comprehensive Treatises on the Financial, Professional and Commercial Interests of New York and the United States, 1903, pages 124 – 125, available online at: <https://books.google.com/books?id=HCtPAAAAYAAJ>.

⁶⁵ The Packages, January 1904 (Volume VII, No. 1), page 42, available online at: <https://books.google.com/books?id=7QNZAAAAYAAJ>. This advertisement ran until June 1904.

⁶⁶ The Southern Appalachian Forests, by H.B. Ayres and W.W. Ashe, 7 March 1904, Professional Paper No. 37 (“Series H, Forestry, 12”), United States Geological Survey, Department of the Interior, pages 146 – 148, available online at: <https://books.google.com/books?id=ekIRAAAIAAJ>.

⁶⁷ The Barrel and Box, March 1904 (Volume IX, No. 1), page 49, available online at: <https://books.google.com/books?id=Ox1aAAAAYAAJ>.

⁶⁸ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, pages 92 – 94. Regrettably, the author has not located this advertisement detailing the sale of these Climax locomotives.

⁶⁹ The Packages, April 1904 (Volume VII, No. 4), page 38, available online at: <https://books.google.com/books?id=7QNZAAAAYAAJ>.

⁷⁰ “The Cy Crumley Scrapbook, ET&WNC Railroad, Tour 2: Early Years of Railroad,” available online at: <http://www.stateoffranklin.net/johnsons/crumley/tour2.htm>, which captions figures 12 and 14: “Here are two [1904] photos from the Mary Hardin McCown Collection in the Archives of Appalachia showing ET&WNC Engine 2 laying flat on its side near the ‘Uptegrove Plant’ in Johnson City. This plant has been identified as the American Cigar Box Manufacturing facility. John Waite, in *The Blue Ridge Stemwinder*, places this location near the current Clinchfield Railroad Depot at the corner of Buffalo Street and State of Franklin Road with the building in the far right of the photo being the original ET&WNC engine house. The photo above shows the wreck scene and crowd. The photo below shows Engine 2 (with its fragile headlight removed) in the process of being hoisted to an upright position. Observe these historic photos carefully at the higher resolution as the detail views of the railway equipment, buildings, and the obvious excitement of the crowd clustering at the accident scene are fascinating. Original photos attributed to the collections of photographer Burr Harrison.” The author did not locate any articles on this accident in the Johnson City Comet for the year 1904.

⁷¹ Tweetsie Country, The East Tennessee & Western North Carolina Railroad, by Mallory Hope Ferrell, 1976, page 21. This caption was shared with Figure 14. The Blue Ridge Stemwinder, An Illustrated History of the East Tennessee & Western North Carolina Railroad and the Linville River Railway, by John R. Waite, 2003, page 70, captions this photograph: “Locomotive #2, on its side at Johnson City, draws a crowd of onlookers in 1904. The original Johnson City engine house, located approximately where the Clinchfield depot was later built, can be seen to the right. This is also one of the few photos of an early ET&WNC 28-foot low side gondola. Ed Bond Collection.” “Early Locomotives on the ET&WNC, Numbers 1, 2, & 3,” by John Waite, in *The Blue Ridge Stemwinder*, April, May, June 1998 (Volume 10, Number 4), pages 10 – 12, notes that engine #2 (“Cranberry”) was a 2-6-0 Baldwin, with construction Number 5746. It was built in August 1881 and had 14” x 18” cylinders and 39” drivers. She was retired in June 1909 and sold to the Hilton Lumber Company of Wilmington, North Carolina, for \$2,150. Along the ET&WNC, Volume I: Early Narrow Gauge Locomotives, by Johnny Graybeal, 2001, page 23, captions this photograph: “This photo shows another angle of the derailment of No. 2. Note that the steam dome carries two small pop valves rather than the usual one small/one large. The toolbox that was carried on the pilot is on the ground, with a young boy guarding it. The cab is definitely warped. The building behind the flat cars may be the 1891 – 1908 engine house, which was on the south side of the tracks. Photo courtesy Ed Bond Collection.” Johnny Graybeal dates this accident to 1902. For additional

information on engine #2, see page 112. On 21 November 1901, the Johnson City Comet included: “Belmot Watson is the democratic candidate for alderman in the third ward and if he is not elected it will be because the voters of that ward do not appreciate a representative laboring man.” He did not win. In other articles, the Comet identifies Belmot/Belmont Watson as a master machinist.

⁷² “Train wreck (by Mr. Walden) (probably the Cranberry Engine at the Maple Street crossing, Johnson City, Tenn.), c. 1890 – 1915,” James Agee Film Project (Organization), Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/541>, however, Maple Street does not cross the railroad. This accident appears to have occurred between the places where Division and Roan streets crossed the railroad. See also “Train Wreck,” “Clifford A. Maxwell Photographs,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/20661>. As previously mentioned, Johnny Graybeal dates this accident to 1902.

⁷³ “The Cy Crumley Scrapbook, ET&WNC Railroad, Tour 2: Early Years of Railroad,” available online at: <http://www.stateoffranklin.net/johnsons/crumley/tour2.htm>. Tweetsie Country, The East Tennessee & Western North Carolina Railroad, by Mallory Hope Ferrell, 1976, page 21, which captioned this photograph.: “Mogul No. 2 derailed in the Johnson City yards in 1904. Engineer Scot Dean and fireman Bellmot Watson were no injured in the turn-over. – Ed. Bond Collection.” This caption was shared with Figure 12. Along the ET&WNC, Volume I: Early Narrow Gauge Locomotives, by Johnny Graybeal, 2001, page 23, captions this photograph: “This photo shows where No. 2 derailed in Johnson City around 1902, It offers an excellent opportunity to see underneath the engine. Parts of the Stephenson valve gear are visible, as well as the brake rigging and the inner strength of the cowcatcher. The wooden cab is warped but not broken. Photo courtesy Ed Bond Collection.”

⁷⁴ “Wreck of Cranberry engine (ETWNC), Johnson City, Tenn., c. 1900,” James Agee Film Project (Organization), Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/560>. Apparently, the structure behind the house and above the cab was the Hotel Carlisle. Johnny Graybeal dates this accident to 1902.

⁷⁵ The Barrel and Box, March 1904 (Volume IX, No. 1), page 68, available online at: <https://books.google.com/books?id=Ox1aAAAAYAAJ>, which includes: “Cigar Box Lumber – Spanish Cedar, Veneered Cedar, Patent Cedar, (imitation.) Our record in the Spanish cedar Cigar Box Lumber Business covers a period of twenty-eight years. During all those years we have enjoyed an intimate acquaintance with the Cigar Box Manufacturers throughout the U.S. Our veneered cedar and patent Cedar (imitation) products, we have within the past year established mills for in the South, near our timber. Our products from those mills has now reached a perfection of quality and finish, that, to put it modestly, is equal to the best ever produced in the history of the business; we consider it the Standard. We lay claim to having been of great benefit to the cigar box makers of this country during years past, through the use of our patented shaving machines, by which we have been enabled to greatly reduce their cost of lumber, We invite correspondence; prices quoted upon application. Wm. E. Uptegrove & Bro., 457 – 475 East Tenth Street, New York.”

⁷⁶ The Packages, August 1904 (Volume VII, No. 8), page 42, available online at: <https://books.google.com/books?id=7QNZAAAAYAAJ>.

⁷⁷ Johnson City, by L. Thomas Roberts, 2018, page 54. This photograph gives an interesting insight into the surroundings of the American Cigar Box Lumber Company at this time. See also: “View of Johnson City with old Franklin Hotel in the foreground,” Clifford A. Maxwell Photographs, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/11659>, and “Franklin Hotel, Johnson City, Tenn., c. 1915,” James Agee Film Project (Organization), Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/660>. Given what appears to be the presence of the cyclone above the American Cigar Box Lumber Company, this photograph probably dates to after the 1906 rebuild of the plant.

⁷⁸ The Packages, August 1904 (Volume VII, No. 8), page 42, available online at: <https://books.google.com/books?id=7QNZAAAAYAAJ>.

⁷⁹ The Barrel and Box, August 1904 (Volume IX, No. 6), page 85, available online at: <https://books.google.com/books?id=Ox1aAAAAYAAJ>, which includes: “New York, November 22, 1902. The Sterling Blower & Pipe Mfg. Co. Hartford, Conn. Dear Sirs Your favor of the 19th instant received, and in reply, we

are pleased to say that our exhaust pipe system for our new plant is working very satisfactorily indeed. We are pleased with the care you have taken to cover many of the difficult points in the system which is positive to our business. Yours very truly, Wm. E. Uptegrove & Bro.” Regrettably, the text of the letter is nearly illegible in this image, so transcription errors are possible.

⁸⁰ The New York Lumber Trade Journal, 15 November 1904 (Volume XXXVII, Whole No. 442), page 25, available online at: <https://books.google.com/books?id=DL9PAQAIAAJ>.

⁸¹ American Lumberman, 26 November 1904 (Whole Number 1540), page 45, available online at: <https://books.google.com/books?id=epcz0GmWLwYC>.

⁸² American Lumberman, 3 December 1904 (Whole Number 1541), page 34, available online at: <https://books.google.com/books?id=epcz0GmWLwYC>.

⁸³ Acts of the State of Tennessee Passed by the Fifty-Fourth General Assembly, 1905, page 1331, available online at: <https://books.google.com/books?id=SC9AAQAAMA AJ>, which includes: “Organized under Chapter 142, Acts 1875, and acts amendatory, published herein by direction of Section 30 of said Act, covering the period from April 1, 1903, to March 31, 1905, inclusive.”

⁸⁴ The Packages, December 1904 (Volume VII, No. 12), page 71, available online at: <https://books.google.com/books?id=7QNZAAAAYAAJ>.

⁸⁵ Barrel and Box, December 1904 (Volume IX, No. 10), page 53, available online at: <https://books.google.com/books?id=Ox1aAAAAYAAJ>.

⁸⁶ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 94. Regrettably, the author was not able to locate a copy of this advertisement.

⁸⁷ Unicoi and Limestone Cove, by Janice Willis Barnett, 2009, page 7.

⁸⁸ Packages, March 1905 (Volume VIII, No. 3), page 70, available online at: <https://books.google.com/books?id=dARZAAAAYAAJ>.

⁸⁹ Packages, March 1905 (Volume VIII, No. 3), page 23, available online at: <https://books.google.com/books?id=dARZAAAAYAAJ>, which includes: “Veneer Drying – We have for sale a roller dryer, capacity 20,000 ft., 3-16 in 10 hours; we are displacing this one by one of larger capacity to meet our needs. Can be seen at our plant in Johnson City, also in New York; price complete \$2500. Also 50 iron dry kiln cars; 4 ft. 8 in. long, 3 [ft.] 4 [in.] wide, 4 [ft.] 10 [in] high. Cost \$35 each, will sell at \$20. We have racks and an air compressor and press for use with this car system; also a hot blast apparatus – the whole thing making a complete dry kiln plant. Wm. E. Uptegrove & Bro. 403 E. 10th Street, New York.”

⁹⁰ Packages, April 1905 (Volume VIII, No. 4), page 74, available online at: <https://books.google.com/books?id=dARZAAAAYAAJ>.

⁹¹ “Advance in Veneer Drying,” in The Packages, October 1906 (Volume IX, No. 10), page 77, available online at: <https://books.google.com/books?id=NQVZAAAAYAAJ>.

⁹² “Advance in Veneer Drying,” in The Packages, October 1906 (Volume IX, No. 10), page 77, available online at: <https://books.google.com/books?id=NQVZAAAAYAAJ>.

⁹³ “Advance in Veneer Drying,” in The Packages, October 1906 (Volume IX, No. 10), page 77, available online at: <https://books.google.com/books?id=NQVZAAAAYAAJ>.

⁹⁴ Packages, April 1905 (Volume VIII, No. 4), pages 74 – 75, available online at: <https://books.google.com/books?id=dARZAAAAYAAJ>.

⁹⁵ Packages, April 1905 (Volume VIII, No. 4), page 38, available online at:
<https://books.google.com/books?id=dARZAAAAYAAJ>.

⁹⁶ The National Coopers' Journal, April 1905 (Volume XX, No. 12), page 17, available online at:
<https://books.google.com/books?id=0u1YAAAAYAAJ>.

⁹⁷ Barrel and Box, May 1905 (Volume X, No. 3), page 57, available online at:
<https://books.google.com/books?id=9h1aAAAAYAAJ>.

⁹⁸ The Craftsman, August 1905 (Volume VIII, No. 5?), page 698, available online at:
<https://books.google.com/books?id=JAU8AQAAMAAJ>.

⁹⁹ Packages, June 1905 (Volume VIII, No. 6), page 84, available online at:
<https://books.google.com/books?id=dARZAAAAYAAJ>.

¹⁰⁰ Box and Barrel, August 1905 (Volume X, No. 6), page 68, available online at:
<https://books.google.com/books?id=9h1aAAAAYAAJ>.

¹⁰¹ Manufacturers' Record, 14 September 1905 (Volume XLVIII, No. 9), pages 219 – 220, and 224, available online at:
<https://books.google.com/books?id=iWNCAQAAMAAJ>.

¹⁰² Manufacturers' Record, 12 October 1905 (Volume XLVIII, No. 13), page 321, available online at:
<https://books.google.com/books?id=iWNCAQAAMAAJ>.

¹⁰³ Box and Barrel, December 1905 (Volume X, No. 10), page, available online at:
<https://books.google.com/books?id=9h1aAAAAYAAJ>, which read: “The COE Manufacturing Company, Painesville, Ohio. Gentlemen: We want to add our testimonial in behalf of your Automatic Roller Dryer. We have been operating one of these machines for the past year and are very much pleased with the results obtained from it. The stock comes from the machine perfectly dry and flat, and we can heartily recommend the dryer as being all that you claim for it. Yours very truly, Allen Panel Company, C.B. Allen President.”

¹⁰⁴ The Official Guide of the Railways and Steam Navigation Lines of the United States, Porto Rico, Canada, Mexico and Cuba, December 1906 (39th Year, No. 7), page 204, available online at:
<https://books.google.com/books?id=jpM1AQAAMAAJ>.

¹⁰⁵ Packages, April 1906 (Volume IX, No. 4), page 77, available online at:
<https://books.google.com/books?id=NQVZAAAAYAAJ>.

¹⁰⁶ American Lumberman, 30 June 1906 (Whole Number 1623), page 87, available online at:
<https://books.google.com/books?id=jhLiAQAAMAAJ>.

¹⁰⁷ The Iron Age, 14 June 1906 (Volume LXXVII), page 1937, available online at:
<https://books.google.com/books?id=ZOwcAQAAMAAJ>.

¹⁰⁸ Wood Craft, July 1906 (Volume V, No. 4), page 127, available online at:
<https://books.google.com/books?id=m1I7AAAAMAAJ>.

¹⁰⁹ The wording of this article makes it unclear if the fire occurred on Thursday, 12 July or Thursday 5 July, as the Johnson City Comet was a weekly paper. It seems unlikely that the fire, which started at 5 o'clock in the evening, would be covered in the newspaper published that same day. However, The St. Louis Lumberman of 15 July 1906, as quoted below, gives a date of 12 July 1906, for this fire.

¹¹⁰ “Downtown Johnson City,” Archives of Appalachia, available online at:
<https://archivesofappalachia.omeka.net/items/show/11676>, which includes the following caption: “View of Downtown Area of Johnson City with First Christian Church in the background”. See also “View of Johnson City, Tenn. with First Christian Church, c. 1920,” “James Agee Film Project (Organization),” Archives of Appalachia,

available online at: <https://archivesofappalachia.omeka.net/items/show/806>. “Harris Manufacturing Lumber Company, (possibly after a fire?) southeast Johnson City, East Walnut Street looking north, First Christian Church in background,” Burr Harrison Collection (1894 – 1978), Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/176>. Also available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos1/harrislumber1.jpg>, which (perhaps following Burr Harrison) indicates that this was the Harris Manufacturing Company. Of note, a photograph taken over the Harris Manufacturing Company would not include the First Christian Church at the angle provided by the subject photograph. Also, the Harris Manufacturing Company was not adjacent to a two-stall engine house of the E.T. & W.N.C. Railroad. For an image of the First Christian Church see: “First Christian Church,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/2145>. See Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, December 1908, image 2, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908., for the location of the First Christian Church.

¹¹¹ The St. Louis Lumberman, 15 July 1906 (Volume XXXVIII, No. 2), page 71, available online at: <https://books.google.com/books?id=qhQyAQAAMAAJ>.

¹¹² The St. Louis Lumberman, 1 August 1906 (Volume XXXVIII, No. 3), page 68, available online at: <https://books.google.com/books?id=qhQyAQAAMAAJ>.

¹¹³ Manufacturers Record, 9 August 1906 (Volume L, No. 4), page 92, available online at: <https://books.google.com/books?id=TWg9AQAAMAAJ>.

¹¹⁴ The Packages, August 1906 (Volume IX, No. 8), page 37, available online at: <https://books.google.com/books?id=NQVZAAAAYAAJ>. There are noteworthy differences of detail in these two paragraphs.

¹¹⁵ The St. Louis Lumberman, 1902 (Volume XXX), page 74, available online at: <https://hdl.handle.net/2027/mdp.39015084559346>.

¹¹⁶ Electrical World, 29 September 1906 (Volume XLVIII, No. 13), page 619, available online at: <https://books.google.com/books?id=d-FQAAAAAYAAJ>.

¹¹⁷ St. Louis Lumberman, 15 November 1906 (Volume XXXVIII, No. 10), page 82, available online at: <https://books.google.com/books?id=qhQyAQAAMAAJ>, which includes: “We want to buy the following lumber in all thicknesses and grades: ash, cherry, poplar, basswood, cypress, plain w. oak, qt’d w. oak. – Wm. E. Uptegrove & Bro. Foot of Java St., Brooklyn, N.Y.”

¹¹⁸ Packages, December 1906 (Volume IX, No. 12), page 76, available online at: <https://books.google.com/books?id=NQVZAAAAYAAJ>.

¹¹⁹ Tobacco, 1 September 1927 (Volume LXXXIV, No. 19), page 23, available online at: <https://books.google.com/books?id=RP2Y9Kx-hkcC>. The uncertain text is the result of that portion of the page being cut-off in the image online.

¹²⁰ Johnson City: The Way We Were, by J.O. Lewis, 1909 (1989 reprint), page 46. Of note is the presence of a cyclone above the plant, which appears to be the same as that shown in figures 51, 52, and 58.

¹²¹ Barrel and Box, February 1907 (Volume XI, No. 12), page 63, available online at: <https://books.google.com/books?id=eB5aAAAAAYAAJ>.

¹²² American Lumberman, 23 February 1907 (Whole Number 1657), page 77, available online at: <https://books.google.com/books?id=XbGGQ38WXIQC>.

¹²³ The earliest publication of this advertisement found by the author occurred in Barrel and Box, July 1907 (Volume XII, No. 5), page 61, available online at: <https://hdl.handle.net/2027/nyp.33433090786074>. However, the author used the same image from Packages, October (Volume 10, No. 10), page 92, available online at:

https://books.google.com/books?id=N_9YAAAAYAAJ, because it is was of higher quality.

¹²⁴ Tobacco Leaf, 14 July 1907 (Volume XLIV, No. 2,213), page 31, available online at: <https://books.google.com/books?id=VyJLAQAAMAAJ>.

¹²⁵ Barrel and Box, October 1907 (Volume XII, No. 8), inside the front cover, available online at: <https://books.google.com/books?id=8SNaAAAAYAAJ>, which included: “‘The machinery that we bought from you some time ago for our dry kiln is giving entire satisfaction.’ American Cigar Lumber Co., Johnson City, Tenn.”

¹²⁶ “Help Wanted – Men and boys apply to American Cigar Box Lumber Company”

¹²⁷ Barrel and Box, November 1907 (Volume XII, No. 9), page 36, available online at: <https://hdl.handle.net/2027/nyp.33433090786074>. For an overview of the “Panic of 1907,” see: https://en.wikipedia.org/wiki/Panic_of_1907.

¹²⁸ “Autobiography of William E. Uptegrove,” available online at: <https://uptegrove.tripod.com/webiops/webiol.htm>. Also available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>. Between 1905 and 1908, Edwin F. Smith acquired four more patents relating to manufacturing veneers: “Veneer Machine,” filed 30 January 1905, issued U.S. Patent Number 801,925 on 17 October 1905, available online at: <https://patents.google.com/patent/US801925A>. “Veneer Machine,” filed 3 February 1905, issued U.S. Patent Number 801,926 on 17 October 1905, available online at: <https://patents.google.com/patent/US801926A>. “Veneer Dryer,” filed 9 February 1905, issued U.S. Patent Number 822,997 on 12 June 1906, available online at: <https://patents.google.com/patent/US822997A>. “Veneer Machine,” filed 20 March 1906, issued U.S. Patent Number 839,661 on 25 December 1906, available online at: <https://patents.google.com/patent/US839661A>. All but U.S. Patent 839,661 included the statement: “Edwin F. Smith, of Philadelphia, Pennsylvania, Assignor to Edwin F. Smith Company, a Corporation of New Jersey.”

¹²⁹ The Sibley Journal of Engineering, October 1906 (Volume XXI, No. 1), page 40, available online at: <https://books.google.com/books?id=hvERAQAAMAAJ>. American Lumberman, 24 December 1904 (Whole Number 1544), page 55, available online at: <https://books.google.com/books?id=epcz0GmWLwYC>, includes: “New Jersey... Newark – The Edwin F. Smith Company has been incorporated with capital stock \$10,000. The incorporators are L.B. Daney, H.L. Coughlan and James H. Mitchell.” See also Wood Craft, March 1907 (Volume VI, No. 6), page 17, available online at: https://books.google.com/books?id=sYY_AQAAMAAJ, as well as The Barrel and Box, April 1905 (Volume X, No. 2), page 30, available online at: <https://books.google.com/books?id=9h1aAAAAYAAJ>.

¹³⁰ The Lumber World, 1 November 1907 (Volume 5, No. 9), page 17, available online at: https://books.google.com/books?id=Q_EwAQAAMAAJ.

¹³¹ American Lumberman, 2 November 1907 (Whole Number 1693), page 66, available online at: <https://books.google.com/books?id=iC4iAQAAMAAJ>.

¹³² Hardwood Record, 10 November 1907 (Volume XXV, No. 2), page 26, available online at: <https://books.google.com/books?id=9wI3AQAAMAAJ>. The Furniture World, 18 December 1919 (Volume L, No. 1282), page 19, available online at: <https://books.google.com/books?id=HWooAAAAYAAJ>, included: “Uptegrove & Beckwith, Inc., has been reincorporated (December 1), under the style of The Beckwith Veneer Company, and incorporated under the laws of Michigan with an authorized capital of \$25,000, \$19,000 paid in. Louis R. Kehrl is president; Harvey F. Wonderly, vice-president, and F.W. Spearman, secretary-treasurer. The officers compose the director and are the sole stockholders. There has been no change in the personnel of the company and no change of policy is contemplated. The company will continue to handle mahogany lumber and veneers and carry on the business established by the late John b. Beckwith in 1905. Uptegrove & Beckwith was a New York corporation, and the business has been a very successful one.”

¹³³ The Lumber World, 15 November 1907 (Volume 5, No. 10), pages 19 and 20, available online at: https://books.google.com/books?id=Q_EwAQAAMAAJ.

¹³⁴ American Lumberman, 23 November 1907 (Whole Number 1696), pages 59 and 80, available online at: <https://books.google.com/books?id=iC4iAQAAAMAAJ>.

¹³⁵ Hardwood Record, 25 November 1907 (Volume XXV, No. 3), page 31, available online at: <https://books.google.com/books?id=9wI3AQAAAMAAJ>.

¹³⁶ Manufacturers Record, 26 November 1907 (Volume XVIII, No. 127), unpaginated, available online at: <https://books.google.com/books?id=C-hQAAAAYAAJ>.

¹³⁷ American Lumberman, 30 November 1907 (Whole Number 1698), page 72, available online at: <https://books.google.com/books?id=iC4iAQAAAMAAJ>.

¹³⁸ Packages, November 1907 (Volume 10, No. 11), page 35, available online at: https://books.google.com/books?id=N_9YAAAAYAAJ.

¹³⁹ The Lumber World, 1 December 1907 (Volume 5, No. 11), page 23, available online at: https://books.google.com/books?id=Q_EwAQAAAMAAJ.

¹⁴⁰ American Lumberman, 7 December 1907 (Whole Number 1699), page 68, available online at: <https://books.google.com/books?id=iC4iAQAAAMAAJ>. The Lumber World, 15 December 1909 (Volume 9, No. 12), page 22, available online at: <https://books.google.com/books?id=-vQwAQAAAMAAJ>, included: “The wholesale hardwood house of Uptegrove & Polhemus, 1 Madison avenue, was dissolved December 1 by mutual consent, G.M. Uptegrove being the liquidating partner, and concurrent therewith an announcement was made of the formation of a new wholesale concern under the style of Marshall-Polhemus Lumber Company to succeed to the business of Uptegrove & Polhemus. The new company is composed of John K. Marshall, formerly of Boston, and J.L. Polhemus, of the former firm.”

¹⁴¹ American Lumberman, 21 December 1907 (Whole Number 1701), page 75, available online at: <https://books.google.com/books?id=iC4iAQAAAMAAJ>.

¹⁴² Packages, December 1907 (Volume 10, No. 12), pages 48 and 91, available online at: https://books.google.com/books?id=N_9YAAAAYAAJ.

¹⁴³ Hardwood Record, 10 February 1908, page 56, available online at: <https://books.google.com/books?id=9wI3AQAAAMAAJ>.

¹⁴⁴ The St. Louis Lumberman, 15 May 1908 (Volume XLI, No. 10), page 45, available online at: <https://books.google.com/books?id=SRQvAQAAAMAAJ>.

¹⁴⁵ The Saturday Evening Post, 27 June 1908 (Volume 180, No. 52), page 26, available online at: <https://books.google.com/books?id=Oz41XQxsH80C>. Kimball's Dairy Farmer, 1 June 1908 (Volume 6, Number 10), page 14, available online at: <https://books.google.com/books?id=zEL7NFHO92IC>, included: “Congo Roofing is handsome in appearance, being a uniform slate-grey color. Congo Roofing is put up in rolls 36 inches wide. Each roll contains 108 square feet [36 foot long], sufficient to cover 100 square feet and allow for a two-inch lap.” By 1910, multiple sources note that each roll contained 216 square feet [72 foot long], sufficient to cover 200 square feet and allow for a two inch lap. Various other sources note that it was available in one, two or three plies of felt, made from rags, impregnated with a bituminous compound.” “Congo is made of an extra heavy and tough felt, saturated with an antiseptic waterproofing compound to prevent wet rot and dry rot.” The two and three ply versions came with a ten year warrantee, but “should be painted every three or four years.”

¹⁴⁶ The Southern Planter, August 1909 (Volume 70, No. 8), page 828, available online at: <https://books.google.com/books?id=bEFDBYRSGdEC>. This figure was included because the line drawing captured some detail that was not visible in the reproduced photograph.

¹⁴⁷ The Lumber World, 15 June 1908 (Volume 6, No. 12), page 35, available online at:

<https://books.google.com/books?id=cPEwAQAAMAAJ>.

¹⁴⁸ The Lumber World, 1 July 1908 (Volume 7, No. 1), page 32, available online at: <https://books.google.com/books?id=fPOwAQAAMAAJ>.

¹⁴⁹ Barrel and Box, July 1908 (Volume XIII, No. 5), pages 38 – 39, available online at: <https://books.google.com/books?id=uhv3ktfZUmkC>.

¹⁵⁰ A History of Tennessee and Tennesseans: The Leaders and Representative Men in Commerce, Industry and Modern Activities, Volume VI, by Will Thomas Hale and Dixon L. Merritt, 1913, pages 1617 – 1618, available online at: <https://books.google.com/books?id=CDkVAAAAYAAJ>, includes: “On the basis of demonstrated fitness and capability, seldom has an appointment by a Tennessee governor been received with more general approbation than Governor Hooper’s selection of Samuel Cole Williams for the vacancy on the state supreme bench caused by the resignation of former Chief Justice John K. Shields, who now represents Tennessee in the United States senate. The choice of Mr. Williams was not a political appointment in the ordinary sense, and for that reason it has been considered an event of unusual significance in its augury of good government and wisdom in the administration of law. Samuel Cole Williams, who has long been a member of the Johnson City bar, is a native of Gibson county, Tennessee, where his birth occurred January 15, 1864, one of a family of six children, whose parents were Thomas J. and Martha R. (Cole) Williams. Judge Williams is of Welsh and Irish descent. His father before him was a public official in his section of Tennessee. The paternal grandparents were Eli and Chloe (Collins) Williams. The maternal grandparents were Samuel and Olive (Walker) Cole. Judge Williams was reared in this state, had the advantage of the public schools and is a graduate of the law department of Vanderbilt University in the class of 1884, with the degree of LL. B. Admitted to the bar soon afterwards, he located at Johnson City and for many years has occupied a leading place in the bar of that city and is recognized as one of the ablest attorneys in upper east Tennessee. Judge Williams is a business man as well as a lawyer, and has been identified with a number of the larger enterprises of his home city. Chief of these is the Unaka National Bank, of which he is president. This is one of the strongest banks of eastern Tennessee, having a capital of \$100,000, a surplus of \$60,000 and deposits of \$1,100,000. Mr. Williams is also president of the Johnson City Traction Company, of the Watauga Electric Company and of the Carnegie Realty Company, all of Johnson City. For a number of years Judge Williams has been a factor in the independent Democratic movement in Tennessee. In 1912 he was appointed by Governor Hooper as special chancellor to serve in the first chancery division. When the choice of former Chief Justice Shields was made known for the new term of United States senator, Mr. Williams was announced as Governor Hooper’s selection for the vacancy, and his appointment was formally made on February 12, 1913. Judge Williams is recognized in the state as of the highest honor, integrity and of broad information on both business and social affairs, and his thorough qualifications on the technical points of the law are considered a promise of exceptional services while a member of the supreme bench. Judge Williams is a member of the bar of the supreme court of the United States, belongs to the American Bar Association, and has membership in the American Historical Association. He has been a contributor to the ‘Central Law Journal’ of St. Louis and also to the ‘Green Bag’ of Boston, legal monographs and more general articles having appeared in both these well-known law journals under his name. On July 20, 1892, Judge Williams married Miss Mary Mayne, of Ohio, who was born at Basil, in Fairfield county, Ohio, and is a graduate of the Ohio Wesleyan University at Delaware. Mrs. Williams is a woman of unusual culture and literary attainments, a leader in club and social activities, and has been president of one of the leading women’s clubs of Johnson City and regent of the local chapter of the Daughters of the American Revolution and closely identified with church. and benevolent work. Judge and Mrs. Williams have one child, Gertrude, who is now attending school. Mrs. Williams and her husband have both taken much interest in institutions of the Methodist conference in and about Johnson City. They contributed generously to the support of the hospital and orphanage located at Greeneville, having endowed the hospital in memory of their son, Mayne Williams, whose sudden death occurred at the age of four years. Judge Williams and wife have also through their liberality made possible the erection of a beautiful public library for Johnson City. Judge Williams is well known in Masonic circles, having taken the degrees in both the York and Scottish Rites, being a Knight Templar and a thirty-second degree Scottish Rite Mason.”

¹⁵¹ United States Tobacco Journal, 26 September 1908, available online at: <https://books.google.com/books?id=5XpBAQAAMAAJ>.

¹⁵² The Craftsman, September 1908 (Volume XIV, Number 6), page xiv, available online at:

<https://books.google.com/books?id=7QEaAAAAMAAJ>, which includes: “Oak Wainscoting – Something entirely new at half the usual cost – This wainscoting may be purchased by the running foot or yard, just as you would buy carpet or wall-covering. It is made of paneled sections and in heights running from two to six feet. It is of quartered white oak of choice quality grain, and is so made as to adapt itself to any sort of room, and can be put up by your own carpenter. It is shipped ‘knocked down’ and is easily put together and in place. The baseboard is in two parts, the lower conforming to inequalities in floor and the upper forming the base proper. Base and cap rails are grooved to engage edges of panels and styles, so that any size panel, as well as adjustments to any variation of wall space, is possible. Interior Hardwood Company, Johnson City, Tennessee – send for Illustrated Catalogue of Wainscoting and Doors, giving sizes, prices, full instructions for putting in place, and a number of illustrations showing uses of wainscoting in different schemes of interior design.”

¹⁵³ The Lumber Trade Journal, 1 October 1908 (Volume 54, No.7), page 31, available online at: <https://books.google.com/books?id=oOoxAQAAMAAJ>.

¹⁵⁴ The Lumber World, 1 October 1908 (Volume 7, No. 7), page 22, available online at: <https://books.google.com/books?id=fPQwAQAAMAAJ>.

¹⁵⁵ United States Tobacco Journal, 10 October 1908, page 6, available online at: <https://books.google.com/books?id=5XpBAQAAMAAJ>.

¹⁵⁶ The Lumber World, 15 October 1908 (Volume 7, No. 8), page 17, available online at: <https://books.google.com/books?id=fPQwAQAAMAAJ>.

¹⁵⁷ The St. Louis Lumberman, 15 October 1908 (Volume XLII, No. 8), page 41, available online at: <https://books.google.com/books?id=-fEwAQAAMAAJ>.

¹⁵⁸ The Lumber World, 1 November 1908 (Volume 7, No. 9), pages 16 and 21, available online at: <https://books.google.com/books?id=fPQwAQAAMAAJ>.

¹⁵⁹ “It is a mistake to think that we sell only yellow pine finish. We handle quartered oak base, mouldings, window and door trim made by our home industry, the Allen Panel Co., and in patronizing us you are patronizing another home institution giving employment to home people. This material is carried stock and there is no waiting for what you want. Brading and Marshall”.

¹⁶⁰ The Lumber World, 1 January 1909, page 22, available online at: <https://hdl.handle.net/2027/mdp.39015084540262>.

¹⁶¹ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, December 1908, image 3, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908. Also of note, Image 1 states that Johnson City had a population of 10,000 in 1908. For map legend, see Appendix F. For map scale, please refer to the link above.

¹⁶² “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, December 1908, image 18, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908. By July 1913, this property was known as the “Tennessee Lumber & Veneer Corporation,” see “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, July 1913, image 19, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. For map legend, see Appendix F. For map scale, please refer to the link above. This plant was located across Summer Street from the Standard Oak Veneer Company and the Allen Panel Company.

¹⁶³ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, December 1908, image 18, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908. By July 1913, this property was known as the “Tennessee Lumber & Veneer Corporation,” see “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, July 1913, image 19, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. For map legend, see Appendix F. For map scale, please refer to the link above. These two plants were located across Summer Street from the Interior Hardwood Company.

¹⁶⁴ United States Tobacco Journal, 6 March 1909, page 3, available online at: <https://books.google.com/books?id=W4NBAQAAMAAJ>.

¹⁶⁵ The Lumber World, 15 March 1909 (Volume 8, No. 6), pages 21 and 31, available online at: <https://hdl.handle.net/2027/mdp.39015084540262>.

¹⁶⁶ “Autobiography of William E. Uptegrove,” available online at: <https://uptegrove.tripod.com/webiopgs/webio1.htm>. Also available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.

¹⁶⁷ Veneers, March 1909, page 19, available online at: <https://books.google.com/books?id=0bM4AQAAMAAJ>.

¹⁶⁸ The Lumber Trade Journal, 15 April 1909 (Volume 55, No. 8), page 26, available online at: <https://books.google.com/books?id=kLo4AQAAMAAJ>.

¹⁶⁹ Barrel and Box, May 1909 (Volume XIV, No. 3), page 45, available online at: <https://books.google.com/books?id=xGhqUgJwf0oC>.

¹⁷⁰ Traffic World and Traffic Bulletin, 10 February 1912 (Volume IX, No. 6), page 35, available online at: <https://books.google.com/books?id=gbTL3CmjnrAC>.

¹⁷¹ Veneers, July 1909, page 18, available online at: <https://books.google.com/books?id=0bM4AQAAMAAJ>.

¹⁷² Johnson City: The Way We Were, by J.O. Lewis, 1909 (1989 reprint), page 6. The Blue Ridge Stemwinder, An Illustrated History of the East Tennessee & Western North Carolina Railroad and the Linville River Railway, by John R. Waite, 2003, page 60, shows that dual-gauge trackage reached beyond where the Allen Panel Company was to the Tennessee Lumber & Veneer Corporation in 1915. The Allen Panel Company had become the Allen Panel Corporation by October 1909. Map 7, dated December 1908, indicates that the lumber storage building in front of the office had not yet been built, while the photograph in Figure 42, taken sometime in 1909, includes the completed lumber storage building.

¹⁷³ St. Louis Lumberman, 1 August 1909 (Volume XLIV, No. 3), page 49, available online at: <https://books.google.com/books?id=9ScyAQAAMAAJ>.

¹⁷⁴ American Lumberman, 9 October 1909 (Whole Number 1794), page 52, available online at: <https://books.google.com/books?id=EDAiAQAAMAAJ>.

¹⁷⁵ Barrel and Box, October 1909 (Volume XIV, No. 8), page 55, available online at: <https://books.google.com/books?id=xGhqUgJwf0oC>.

¹⁷⁶ Box and Barrel, January 1910 (Volume XIV, No. 11), page 62, available online at: <https://books.google.com/books?id=VrAQAQAAMAAJ>, which includes: “Brooklyn, N.Y., Jan. 4, 1910. The Coe Mfg. Co., Painesville, O. Gentlemen: – Replying to your inquiry as to our new Roller Dryer, we are pleased to report that it has more than fulfilled our expectations from the moment we started it. It is doing excellent work without hitch or trouble, and we are pleased with it in every way. Yours truly, Uptegrove Cigar Box Lumber Co., Wm. E. Uptegrove, Pres.”

¹⁷⁷ The St. Louis Lumberman, 15 November 1909 (Volume XLIV, No. 10), pages 53 – 54, available online at: <https://books.google.com/books?id=gycyAQAAMAAJ>.

¹⁷⁸ Box and Barrel, February 1910 (Volume XIV, No. 12), page 62, available online at: <https://books.google.com/books?id=VrAQAQAAMAAJ>, which included: “Spanish Cedar Cigar Box Lumber – sawed and planed stock only – we guarantee our grades to be standard and reliable. Shooks ready to print – Poplar imitation and veneered direct from southern mills. Uptegrove Cigar Box Lumber Co. Morgan and Norman Avenues, Brooklyn, N.Y.”

¹⁷⁹ Johnson City Comet, 29 December 1910, included: “W.M. Fortune vs. American Cigar Box Lumber company, et al action for personal injuries, verdict for defendant.”

¹⁸⁰ American Lumberman, 15 October 1910 (Whole Number 1847), page 78, available online at: <https://books.google.com/books?id=0V09DrPRRsAC>.

¹⁸¹ Veneers, November 1910 (Volume IV, No. 11), page 17, available online at: <https://books.google.com/books?id=ZKk4AQAAMAAJ>.

¹⁸² Poor’s Manual of the Railroads of the United States, Street Railway and Traction Companies, Forty-Third Annual Number, 1910, page 674, available online at: <https://books.google.com/books?id=zeIhAQAAMAAJ>.

¹⁸³ The Lumber World, 1 January 1911 (Volume XII, No. 1), pages 18 – 19, available online at: https://books.google.com/books?id=r_UwAQAAMAAJ.

¹⁸⁴ The Lumber World, 15 January 1911 (Volume XII, No. 2), page 32, available online at: https://books.google.com/books?id=r_UwAQAAMAAJ.

¹⁸⁵ Veneers, April 1911 (Volume V, No. 4), page 21, available online at: <https://books.google.com/books?id=ZKk4AQAAMAAJ>.

¹⁸⁶ “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.

¹⁸⁷ Johnson City: The Way We Were, by J.O. Lewis, 1909 (1989 reprint), page 45.

¹⁸⁸ See also The Bulletin, February 1912 (Volume XVIII, No. 196), page 14, available online at: <https://books.google.com/books?id=5Eo2AQAAMAAJ>, which included: “Jerome Bonaparte Thomas (No. 207). On December 29, after a short illness of pneumonia, there died at the home of his son at Sumter, S.C., a man well known throughout the entire Southern hardwood field – Brother Jerome B. Thomas. Brother Thomas was born at Hudson, Mich., November 13, 1845. The early part of his life was spent in the white pine trade at Toledo and Saginaw. He left Michigan in 1899 and located at Ford, Ky., where he was associated with Asher Lumber Company, afterwards organized as the Burt & Brabb Lumber Company. This operation, under the two names given, was one of the largest and best known in the poplar trade. Brother Thomas remained with the Burt & Brabb Lumber until 1896, when he was employed in the interest of the Southern poplar manufacturers in an effort to organize that industry. This was one of the several early attempts made to organize the manufacturers. The effort was successful, and the organization formed was the direct progenitor of all the associations that have since existed in the poplar and hardwood trade. During this employment Brother Thomas had headquarters at Huntington, W. Va., and it was during this period that he became so widely acquainted and popular among the southern manufacturers of lumber. After a brief sojourn in New York City, Brother Thomas again came south, and associated himself with Wm. E. Uptegrove & Bro., of New York, in the organization of the American Cigar Box Lumber Company, at Johnson City, Tenn., where he operated a large plant for thirteen years. On account of ill-health he resigned to join his son, C.H. Thomas, in the manufacture of poplar lumber at Sumter, S.C. Besides this son, Brother Thomas leaves a widow, now residing at Sumter. The internment was in Woodlawn Cemetery, Toledo, Ohio. Brother Thomas was a man of pleasing personality and of high competence. He was a loyal Hoo-Hoo throughout the period of his long membership.”

¹⁸⁹ Tariff Schedules: Hearings Before the Committee on Ways and Means, House of Representatives, Volume III, Schedules D, E, F, G, and H, 1913, pages 2225 – 2229, available online at: <https://books.google.com/books?id=tCbVAAAAMAAJ>. His actual testimony covered most of four pages and has not been transcribed into this document. It is available through the link above.

¹⁹⁰ Manufacturers Record, 18 September 1913 (Volume LIV, No. 11), page 60, available online at: <https://books.google.com/books?id=rE72zhMxGPQC>.

¹⁹¹ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, July 1913, image 3, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. The note for this plant read: “Night watchman – Waggoner Clock – 10 Stations – Hourly rounds – Heat: Steam – Lights: Elec. E.E.P. – D.H. in yard with 100’ 2½” hose att’s – Hyd. In Boiler Rm., Wood shop & Cutting Rm. – With 50’ 2” hose att’d. to ea. – Water casks & pails & Chem. Extgrs distribd – Blowers to machines – Boiler Rm. Is all brick & iron, cement floor – ‘All iron’ roof over dry rooms – Power: steam & Elec. – Fuel: Coal & Wood.” Also of note, Image 1 states that Johnson City had a population of 10,000 in 1913. For map legend, see Appendix F. For map scale, please refer to the link above.

¹⁹² “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, July 1913, image 19, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913, which includes: “Night watchman, waggoner Clock, 6 stations, hourly rounds. – Power: steam & elec.-lights: Elec. I.E.P. – Heat: steam. – Fuel: coal & waste. – 1 D. hyd. In yard, cart with 450’ 2½ hose on premises south of Summer Street. – Casks & pails & chemical ext’g’rs. Distrib’d. – Boiler Rem. Is all steel & concrete. – Blowers to machines.” For map legend, see Appendix F. For map scale, please refer to the link above.

¹⁹³ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, July 1913, image 19, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. For map legend, see Appendix F. For map scale, please refer to the link above.

¹⁹⁴ The First Annual Report of the Department of Workshop and Inspection, For the Nine Months Ending the Fiscal Year January 1st 1914. State of Tennessee, pages 70 – 71, available online at: <https://hdl.handle.net/2027/mdp.39015069384603>. The author did not find any predecessors to this report online.

¹⁹⁵ Second Annual Report of the Department of Workshop and Factory Inspection, For the Fiscal Year Beginning January 1, 1914, and Ending December 1, 1914, State of Tennessee, page 94, available online at: <https://hdl.handle.net/2027/uc1.b3030562>.

¹⁹⁶ Third Annual Report of the Department of Workshop and Factory Inspection, For the Fiscal Year Beginning December 1, 1914, and Ending December 1, 1915, State of Tennessee, pages 37 – 38, available online at: <https://hdl.handle.net/2027/uc1.b3030563>.

¹⁹⁷ Public Acts of the State of Tennessee, Passed by the Sixty-First General Assembly, 1919, page 937, available online at: <https://books.google.com/books?id=liIAQAAMAAJ>.

¹⁹⁸ The New York Lumber Trade Journal, 1 October 1914 (Volume LVII), page 49, available online at: https://books.google.com/books?id=J_4xQAAMAAJ, which includes: “Brooklyn, N.Y., Sept. 8th, 1914. Wm. B. Mershon & Company, Saginaw, Michigan. Dear Sirs: The two Ideal Band Resaws which we had from you are doing their work in a perfectly satisfactory manner. We find them better adapted to our work than any other. Yours very truly, Uptegrove Cigar Box Lumber Company, W.E. Uptegrove, Pres.”

¹⁹⁹ The St. Louis Lumberman, 15 October 1916 (Volume LVIII, No. 8), page “58 – 70”, available online at: <https://books.google.com/books?id=h-EwAQAMAAJ>.

²⁰⁰ The Blue Ridge Stemwinder, An Illustrated History of the East Tennessee & Western North Carolina Railroad and the Linville River Railway, by John R Waite and Chris H. Ford, 2003, pages 60 – 61, and 94. It is difficult to reconcile the position shown for the Clinchfield Products Corporation, on page 93, with figures 48 – 50. Also, information from the period indicates that the “Johnson City Lumber & Manufacturing Co.” just east across Summer Street from the Tennessee Lumber & Veneer Company, was actually part of the Tennessee Lumber & Veneer Company, see maps 10 and 15.

²⁰¹ “Manufacturing District, Johnson City,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12193>. In reference to the Clinchfield Products Corporation, The American Fertilizer, 21 August 1915 (Volume XLIII, No. 4), page 44, available online at: <https://books.google.com/books?id=aGAUAQAAMAAJ>, included: “Tennessee Feldspar Plant – Work on the new plant of the Clinchfield products plant, Johnson City, Tenn., which is estimated to cost \$500,000, has commenced.

This is a chemical concern and its products are to be manufactured from feldspar, which is found in western North Carolina in vast deposits. This plant will be erected in the western part of Johnson City.” The Johnson City Comet, on 23 December 1915, carried an article entitled: “Clinchfield Products Co. Increases Capital Stock to Provide Funds for Completion and Operation of Plant – Will Employ Hundreds of Workmen and 250 Skilled Chemists.” Sixth Annual Report – Carolina, Clinchfield and Ohio Railway – For the Fiscal Year Ended June 30, 1916, page 32, available online at: <https://books.google.com/books?id=vMk7AQAAMAAJ>, included: “List of New Industries Established during Year Ended June 30, 1916... “Johnson City... Clinchfield Products Corporation... Barium, salts, chemicals, acids, etc.” Interestingly, the Clinchfield Products Corporation does not appear on the “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920. In particular, see Image 1 (Index) and Image 29, perhaps indicating that this company was not in business for long. However, the presence of the Rollin Chemical Corporation (Image 31 of the 1920 Sanborn Fire Insurance Company map, listed above) in the location labelled “Clinchfield Products Corporation” in The Blue Ridge Stemwinder, An Illustrated History of the East Tennessee & Western North Carolina Railroad and the Linville River Railway, by John R. Waite, 2003, page 93, is, perhaps, noteworthy. Greater Johnson City, A Pictorial History, by Ray Stahl, 1983, page 192, captioned the photograph in Figure 54: “This is Miller Brothers Lumber Company on Tennessee Street, Johnson City. The plant started in 1924 and was sold in 1954 to Harris Manufacturing Company. Miller Brothers also owned and operated plants at Knoxville, Tennessee, and Summerville, South Carolina. At its peak operation the Johnson City plant employed 300 to 400 persons. Photo courtesy of Watt Miller, Jr.”, perhaps indicating that this was the plant of “Keystone Table Company propr’s leased to Johnson City Lumber Co.”, at Tennessee and West Walnut, depicted in “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 30, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920. This plant is labeled “Johnson City Foundry & Machine Co.” on Map 12. Also of note, the author has been unable to reconcile the appearance of the buildings of the Tennessee Lumber and Veneer Company, shown in figures 48 to 50 (see also figures 54 to 57) with maps 8, 11, and 16.

²⁰² Available online at: <http://www.stateoffranklin.net/johnsons/images/postcards/post1/clinchproduct.jpg>.

²⁰³ “Tennessee Lumber and Veneer Company; West Walnut and Tennessee Streets; looking toward Jenny (Reservoir) Hill behind East Tennessee State University,” Burr Harrison (1894 – 1978) Collection, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/180>. See also: “Factories,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/11691>, and “Tennessee Lumber and Veneer, near present site of Harris-Tarkett, Gordon Furniture, and Volunteer Natural Gas Company, near West Walnut and Tennessee Streets, looking south toward Reservoir Hill,” Burr Harrison Collection (1894 – 1978), Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/154>.

²⁰⁴ Fourth Annual Report of the Department of Workshop and Factory Inspection, For the Fiscal Year Beginning December 1, 1915, and Ending December 1, 1916, State of Tennessee, page 45, available online at: <https://hdl.handle.net/2027/uc1.b3030564>.

²⁰⁵ Department of Workshop and Factory Inspection, Fifth Annual Report, December 1st, 1916 to December 31st, 1917, State of Tennessee, page 39, available online at: <https://hdl.handle.net/2027/uc1.b3030565>.

²⁰⁶ Department of Workshop and Factory Inspection, Sixth Annual Report, January 1, 1918 to December 31, 1918, State of Tennessee, page 52, available online at: <https://hdl.handle.net/2027/uc1.b3030566>.

²⁰⁷ Bureau of Workshop and Factory Inspection, Seventh Annual Report, January 1st, 1919 to December 31st, 1919, State of Tennessee, pages 27 and 30, available online at: <https://hdl.handle.net/2027/uc1.b3030567>.

²⁰⁸ The Lumber Trade Journal, 1 January 1917 (Volume 71, No. 1), page 45, available online at: <https://books.google.com/books?id=MPQxAQAAMAAJ>.

²⁰⁹ Manufacturers Record, 4 January 1917 (Volume LXXI, No. 1), pages 75 and 82, available online at: <https://books.google.com/books?id=d3U9AQAAMAAJ>.

²¹⁰ Rough Notes, 4 January 1917 (Volume LIX, No. 10), page 222, available online at: https://books.google.com/books?id=GRWjOda_rS8C.

²¹¹ The Iron Age, 4 January 1917 (Volume 99, No. 1), page 131, available online at: <https://books.google.com/books?id=nO0cAQAAMAAJ>.

²¹² Lumber World Review, 10 January 1917 (Volume XXXII, Number 1), page 39, available online at: <https://books.google.com/books?id=B-MoAQAAMAAJ>.

²¹³ The Iron Age, 11 January 1917 (Volume 99, No. 2), page 182, available online at: <https://books.google.com/books?id=nO0cAQAAMAAJ>.

²¹⁴ Southern Lumberman, 27 January 1917 (Volume 83, No. 1114), page 40, available online at: <https://books.google.com/books?id=ZyZHAQAAMAAJ>.

²¹⁵ Barrel and Box, January 1917 (Volume XXI, No. 11), page 38, available online at: <https://books.google.com/books?id=nhtaAAAAYAAJ>.

²¹⁶ “Autobiography of William E. Uptegrove,” available online at: <https://uptegrove.tripod.com/webiopgs/webiol.htm>. Also available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.

²¹⁷ From the timeline given in “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>, which continues: “With the need to prove one’s products ‘essential’ to be able to obtain a license to ship goods, Jerome P. Uptegrove’s exotic hardwood lumber importing business [with John Beckwith] was doomed as it would be hard to argue the ‘mahogany, teaks and other hardwoods’ were essential to the war effort. Thus I am sure that this [is] what ended his business, although we have no documentation of it.” However, it should be noted that Uptegrove & Beckwith was still in business in 1923.

²¹⁸ Available online at: https://www.johnsoncitypress.com/living/today-in-johnson-city-history-sept-6/article_4af28d44-0cfb-11ec-bfa5-a76e798d0376.html.

²¹⁹ Manufacturers Record, 10 October 1918 (Volume LXXIV, No. 15), page 97, available online at: <https://books.google.com/books?id=oDPgu1hu9XMC>.

²²⁰ Packages, February 1919 (Volume XXII, No. 2), page 21, available online at: <https://books.google.com/books?id=Dec1AQAAMAAJ>.

²²¹ “C.C. & O. R.R., Map of Buildings, Tracks & Property South of Buffalo Street, Johnson City, Tennessee,” Office of Engineer M. of W., original scale 1” = 50’, 29 August 1919, available online at: http://www.stateoffranklin.net/johnsons/maps/clinch_map.pdf.

²²² “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, February 1920, image 13, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920. Image 1 at http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920 states that Johnson City had a population of 16,000 in 1920. Sanborn published another set of maps covering Johnson City in 1927; however, the Library of Congress has not made these available at the time this document was drafted. For map legend, see Appendix F. For map scale, please refer to the link above.

²²³ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, February 1920, image 29, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920. Sanborn published another set of maps covering Johnson City in 1927; however, the Library of Congress has not made these available at the time this document was drafted. For map legend, see Appendix F. For map scale, please refer to the link above.

²²⁴ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, February 1920, image 29, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920. Sanborn published another set of maps covering Johnson City in 1927; however, the Library of Congress has not made these

available at the time this document was drafted. For map legend, see Appendix F. For map scale, please refer to the link above.

²²⁵ “American Cigar Box Co.,” 1905, in “The Cy Crumley Scrapbook, ET&WNC Railroad, Tour 2: Early Years of Railroad,” available online at: <http://www.stateoffranklin.net/johnsons/crumley/images/tour2/amcigar1.jpg>. The presence of the cyclone supports this being a photograph of the American Cigar Box Lumber Company that was taken after the 1906 fire and subsequent rebuild. Thus, the date of 1905 for this photograph, given by “The Cy Crumley Scrapbook,” is unlikely. Perhaps the building in the center behind the two flatcars is the “additional warehouse at plant, 35 x 150 ft., Sawtooth type, 1 and 2 story” that was mentioned in the Manufacturers Record on 1 September 1927 (below). However, the presence of three smokestacks would appear to indicate that this photo predates that in Figure 58, which has been dated to 1926. Thus, the date of this photograph is very uncertain. The author was unable to identify the tower behind the warehouse on the right. It does not appear to belong to either the Columbus Powell School or the East Park Methodist Church. If this structure could be identified, it might help date this photograph. See also “American Cigar Box Lumber Company,” Burr Harrison (1894 – 1978) Collection, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/181>. Also “Industrial Plant in Carnegie,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/11679>. The author found no support for locating this photograph in Carnegie.

²²⁶ “Group Photo of Factory Workers Outdoors,” Clifford A. Maxwell Photographs (1940 – 1986), Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12242>. Of note is the presence of a cyclone above the plant, which appears to be the same as that shown in figures 31, 51, and 58.

²²⁷ “Group Photo of Factory Workers,” Clifford A. Maxwell Photographs (1940 – 1986), Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12241>.

²²⁸ Safety Engineering, September 1921 (Volume 42, No. 3), page 150, available online at: <https://books.google.com/books?id=hzw6AQAAMAAJ>.

²²⁹ American Lumberman, 22 May 1920 (Whole Number 2349), page 81, available online at: <https://books.google.com/books?id=L1pAAQAAMAAJ>.

²³⁰ Lumber World Review, 10 June 1920 (Volume XXXIX, Number 11), page 47, available online at: <https://books.google.com/books?id=Y-8wAQAAMAAJ>.

²³¹ Fire and Water Engineering, 7 July 1920 (Volume LXVIII, Number 1), page 21, available online at: <https://books.google.com/books?id=sOw9AQAAMAAJ>.

²³² Brooklyn Chamber of Commerce Bulletin, 29 January 1921 (Volume II, No. 20), page ten, available online at: <https://books.google.com/books?id=FSgwAQAAMAAJ>.

²³³ Barrel and Box, January 1921 (Volume XXV, No. 11), page 59, available online at: <https://books.google.com/books?id=hxxaAAAAYAAJ>.

²³⁴ “Autobiography of William E. Uptegrove,” available online at: <https://uptegrove.tripod.com/webiopgs/webio1.htm>. Also available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.

²³⁵ Manufacturers Record, 1 November 1923 (Volume LXXXIV, No. 18), page 123, available online at: <https://books.google.com/books?id=DdAaAQAAMAAJ>.

²³⁶ The Iron Age, 8 November 1923 (Volume 112, No. 19), page 1294, available online at: <https://books.google.com/books?id=yBLmAAAAMAAJ>.

²³⁷ Bureau of Workshop and Factory Inspection, Eighth Annual Report, January 1st, 1920 to December 31st, 1920, State of Tennessee, pages 38 – 39, available online at: <https://hdl.handle.net/2027/uc1.b3030568>.

²³⁸ Bureau of Workshop and Factory Inspection, Tenth Annual Report, January 1st, 1922 to December 31st, 1922, State of Tennessee, page 46, available online at: <https://hdl.handle.net/2027/uc1.b3030569>.

²³⁹ Third Annual Report, Department of Labor, State of Tennessee, 25 February 1926, page 68, available online at: <https://hdl.handle.net/2027/umn.31951d03021441k>. The 1923 edition of this report is available online, but only contains a summary of the data at the county level. The author did not find a copy of the 1924 edition of this report online.

²⁴⁰ Fourth Annual Report, Department of Labor, State of Tennessee, 25 February 1927, page 73, available online at: <https://hdl.handle.net/2027/uc1.b2991541>.

²⁴¹ American Lumberman, 8 December 1923 (Whole Number 2534), page 93, available online at: <https://books.google.com/books?id=SEAcAQAAAJ>.

²⁴² The Lumber Manufacturer & Dealer, 3 August 1924 (Volume LXXIII, No. 31), page 65, available online at: <https://books.google.com/books?id=uIHIAAAAJ>.

²⁴³ “Elbert Haynes Miller Family Collection, 1985,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/11646>, which includes: “Miller Brothers Company whose officials are all native Johnson Citizens have been identified with the development of Johnson City and this vicinity for nearly a quarter of a century... The concern was organized in 1907 by E.H. [Elbert Haynes] Miller and W.W. Miller, have remained president and secretary – treasurer, respectively, throughout the career of the concern. D.T. Miller, another brother, joined the concern one year later. In 1925 the company, still expanding, procured an additional plant on West Walnut street [apparently that of the former Standard Oak Veneer Company and the Allen Panel Company], which has been devoted to the manufacture of hardwood flooring, for which Johnson City is one of the principal world centers. This branch of the operation will be continued...”

²⁴⁴ “Harris Manufacturing Company,” available online at: <https://snaccooperative.org/view/13151274>.

²⁴⁵ Manufacturers Record, 22 April 1926 (Volume LXXXIX, No. 16), pages 117 and 121, available online at: <https://books.google.com/books?id=kpQ2gKVLsnEC>.

²⁴⁶ Tobacco, 30 September 1926 (Volume LXXXII, No. 23), page 21, available online at: <https://books.google.com/books?id=UpvQmprmfEC>.

²⁴⁷ “Miller Brothers Company,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12183>. Hardwood Record, 25 August 1911 (Volume XXXII, No. 9), page 43, available online at: <https://books.google.com/books?id=3wQ3AQAAAJ>, included: “The Miller Lumber Company has been incorporated at Johnson City, Tenn., with a capital stock of \$10,000. The incorporators are E.H. Miller, W.H. Miller, Dave Miller, S.E. Miller, J.G. Grant, R.G. Bachmon and W.B. Miller.” Greater Johnson City, A Pictorial History, by Ray Stahl, 1983, page 192, captioned this photograph: “This is Miller Brothers Lumber Company on Tennessee Street, Johnson City. The plant started in 1924 and was sold in 1954 to Harris Manufacturing Company. Miller Brothers also owned and operated plants at Knoxville, Tennessee, and Summerville, South Carolina. At its peak operation the Johnson City plant employed 300 to 400 persons. Photo courtesy of Watt Miller, Jr.” Other photographs of the Miller Brothers business are available, see “Delivery Trucks, Miller Brothers Lumber and Building Materials,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12182>, and “Roofed with Gal-va-nite 350 Squares Miller Bros Co.,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/2243>. Note the dual-gauge trackage in both of these photographs. However, these last two photographs appear to be of their building that was just west of the American Cigar Lumber Company near downtown Johnson City, see “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, Image 19, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920. These two photographs were not included in this document.

²⁴⁸ “Miller Brothers Company,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12183>.

²⁴⁹ “Miller Brothers Company,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12183>.

²⁵⁰ “Home of ‘Miller Brand’ Oak Flooring Manufactured from Appalachian Soft Textured Oak by Miller Brothers Company,” Archives of Appalachia, available online at <https://archivesofappalachia.omeka.net/items/show/2217>. See also: <http://www.stateoffranklin.net/johnsons/crumley/tour4a.htm>, which dates this postcard to 1918, but that appears to be too early, since the Miller Brothers did not acquire this property until 1925.

²⁵¹ “Lumberyard, south Johnson City, looking north toward downtown,” Burr Harrison (1894 – 1978) Collection, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/84>. Also: “Lumber,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/11736>. See also <http://www.stateoffranklin.net/johnsons/crumley/tour4a.htm>, which identifies this photograph as “Harris Hardwood Lumber Yards... Date: 1926”. A date of 1926 seems reasonable for this photograph, since the Sevier Hotel, visible in the left, was constructed in 1924. However, the “Harris Hardwood Lumber Yards” were located further east and would not have had such a view of the Sevier Hotel and the Franklin Apartments (formerly the Hotel Carlisle/Hotel Franklin). For images of the Hotel Sevier, see: “Hotel John Sevier,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/2211>. The presence of two, not three, smokestacks is interesting. After the American Cigar Box Lumber Company moved its plant to Astoria, Oregon, in 1933, Highway 181 was built through this area, see Map 12.

²⁵² The Iron Age, 20 January 1927 (Volume 119, No. 3), page 266, available online at: <https://books.google.com/books?id=a11LAQAIAAJ>. Interestingly, the E.T. & W.N.C. owned a narrow gauge clamshell crane by 1942. Perhaps the E.T. & W.N.C. acquired this as the standard gauge locomotive crane from the American Cigar Box Lumber Company before their move to Astoria, Oregon, in 1933 and converted it to narrow gauge. The author has not found any information on the origins of the crane owned by the E.T. & W.N.C. See Tweetsie Country, The East Tennessee & Western North Carolina Railroad, by Mallory Hope Ferrell, 1976, page 205, and The Blue Ridge Stemwinder, An Illustrated History of the East Tennessee & Western North Carolina Railroad and the Linville River Railway, by John R Waite and Chris H. Ford, 2003, page 330.

²⁵³ Tobacco, 26 May 1927 (Volume LXXXIV, No. 5), page 2, available online at: <https://books.google.com/books?id=RP2Y9Kx-hkcC>, which included: “Cigars need wooden boxes – Cedar veneered boxes made of yellow poplar covered with genuine Spanish cedar veneer combine lightness – strength – finest appearance – The ideal package – use cedar veneered boxes – Your box maker can supply them – American Cigar Box Lumber Co. Mills: Johnson City, Tenn. Main office: 130 Clin ton St., Brooklyn, N.Y.”

²⁵⁴ Tobacco, 1 September 1927 (Volume LXXXIV, No. 19), page 23, available online at: <https://books.google.com/books?id=RP2Y9Kx-hkcC>. The uncertain text is the result of that portion of the page being cut-off in the image online.

²⁵⁵ Sixth Annual Report, Department of Labor, State of Tennessee, 1 April 1929, pages 123 – 124, available online at: <https://hdl.handle.net/2027/uc1.b2991542>. The author did not find a copy of the 1927 edition of this report online.

²⁵⁶ Labor Review of U.S. Bureau of Labor Statistics, June 1929 (Volume 28, No. 6), page 179, available online at: <https://books.google.com/books?id=bfHOSzVFgA8C>.

²⁵⁷ Seventh Annual Report, Department of Labor, State of Tennessee, 1929, pages 223 – 224, available online at: <https://hdl.handle.net/2027/uc1.b2991543>.

²⁵⁸ Annual Report of the Department of Labor for the Year 1933, State of Tennessee, page 128, available online at: <https://hdl.handle.net/2027/uc1.b2991545>. The author did not find copies of the 1931 and 1932 editions of this report online.

²⁵⁹ Annual Report of the Department of Labor for the Year 1935, State of Tennessee, pages 130 – 131, available online at: <https://hdl.handle.net/2027/mdp.35112104245289>. The author did not find a copy of the 1934 edition of this report online, nor of any subsequent reports.

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- ²⁶⁰ Manufacturers Record, 1 September 1927 (Volume XCII, No. 9), page 110, available online at: <https://books.google.com/books?id=j7UaAQAAMAAJ>.
- ²⁶¹ Available online at: https://www.johnsoncitypress.com/living/today-in-johnson-city-history-april-24/article_c1ca3e98-a47e-11eb-a867-b72ade1e4329.html.
- ²⁶² Available online at: https://www.johnsoncitypress.com/living/today-in-johnson-city-history-may-1/article_4f2edcd6-a9f1-11eb-9ac0-f7d60cde8a4b.html.
- ²⁶³ The Commercial and Financial Chronicle (Volume 128), 1929, page 3106.
- ²⁶⁴ The Traffic World, 24 October 1931 (Volume XLVIII, No. 17), page 875, available online at: <https://books.google.com/books?id=705DAQAIAAJ>. See “No. 24353, American Cigar Box Lumber Company v. Norfolk & Western Railway Company et. Al.,” submitted January 28, 1932. Decided March 15, 1932, in Decisions of the Interstate Commerce Commission of the United States, February – March 1932, Interstate Commerce Commission Reports, Volume 182, 1932, pages 619 – 622, available online at: <https://books.google.com/books?id=OkgjAQAIAAJ>.
- ²⁶⁵ “Autobiography of William E. Uptegrove,” available online at: <https://uptegrove.tripod.com/webiopgs/webio1.htm>. Also available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.
- ²⁶⁶ “Uptegrove update,” by John R. Waite, in The Blue Ridge Stemwinder, January, February, March 2000 (Volume 12, Number 3), pages 15 – 16.
- ²⁶⁷ Timeline in “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>. See also Available online at: <https://www.ancientfaces.com/person/gifford-uptegrove-birth-1883-death-1977/18017041>.
- ²⁶⁸ “Veneer Cutting Machine,” by Edwin F. Smith, issued U.S. Patent Number 419,975 on 21 January 1890, available online at: <https://patents.google.com/patent/US419975A/en?q=us419975>.
- ²⁶⁹ “Autobiography of William E. Uptegrove,” available online at: <https://uptegrove.tripod.com/webiopgs/webio1.htm>. Also available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.
- ²⁷⁰ Hardwood, A Journal of the Hardwood Lumber Trade, 10 January 1895 (Volume VI, No. 12), pages 446 – 447, available online at: <https://hdl.handle.net/2027/hvd.32044103119343>.
- ²⁷¹ “Autobiography of William E. Uptegrove,” available online at: <https://uptegrove.tripod.com/webiopgs/webio1.htm>. Also available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.
- ²⁷² History of the Lumber Industry of America, Volume 2, by James Elliott Defebaugh, 1907, pages 347 – 348, available online at: <https://books.google.com/books?id=MxILAAAAIAAJ>.
- ²⁷³ “Autobiography of William E. Uptegrove,” available online at: <https://uptegrove.tripod.com/webiopgs/webio1.htm>. Also available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>. During the Civil War, Rodman and Hepburn had served together as officers in Company K, Fourth Regiment N.Y.S.V., see Third Annual Report of the Bureau of Military Record of the State of New York, 1866, page 77, available online at: <https://books.google.com/books?id=jm9MAAAAYAAJ>. “Cigar Boxes, Incline Railways, and the Narrow Gauge,” by John R. Waite, in The Blue Ridge Stemwinder, October, November, December 1999 (Volume 12, Number 2), pages 3 – 11, included: “In 1871, William E. Uptegrove arrived in New York City from up-state New York. He found employment at the six-year-old firm of Rodman & Hepburn. They were importers of logs and operated

a custom sawmill near the foot of East Tenth Street. By 1875, Uptegrove and a partner had acquired the company and reorganized it as Uptegrove & Gedney Company. Four years later Mr. [Alfred] Gedney retired.” This differs in detail from the given by William E. Uptegrove. William E. Uptegrove states that his brother joined him in 1880.

²⁷⁴ “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.

²⁷⁵ American Machinist, 10 November 1879 (Volume 2, No. 26), page 10, available online at: <https://books.google.com/books?id=As9BAQAIAAJ>.

²⁷⁶ “Autobiography of William E. Uptegrove,” available online at: <https://uptegrove.tripod.com/webiopgs/webio1.htm>. Also available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.

²⁷⁷ The American Architect and Building News, 23 April 1881 (Volume IX, No. 278), page 204, available online at: <https://books.google.com/books?id=JZ0wAQAIAAJ>.

²⁷⁸ The Real Estate Record, 9 August 1884 (Volume XXXIV), page 849, available online at: <https://books.google.com/books?id=AevFLAEIuDAC>.

²⁷⁹ The Wood-Worker, 15 March 1886 (Volume V, No. 1), page 18, available online at: <https://books.google.com/books?id=q0dBAQAAMAAJ>.

²⁸⁰ “Autobiography of William E. Uptegrove,” available online at: <https://uptegrove.tripod.com/webiopgs/webio1.htm>. Also available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.

²⁸¹ The Wood-Worker, May 1893 (Volume XII, No. 3), page 31, available online at: <https://books.google.com/books?id=v0tBAQAAMAAJ>.

²⁸² Hardwood, A Journal of the Hardwood Lumber Trade, 25 September 1894 (Volume VI, No. 5), page 161, available online at: <https://hdl.handle.net/2027/hvd.32044103119343>.

²⁸³ Hardwood, A Journal of the Hardwood Lumber Trade, 10 January 1895 (Volume VI, No. 12), pages 446 – 447, available online at: <https://hdl.handle.net/2027/hvd.32044103119343>.

²⁸⁴ Carpentry and Building, January 1898 (Volume XX, No. 1), page xviii, available online at: <https://books.google.com/books?id=7yVPAAAAYAAJ>.

²⁸⁵ Railroad Men, September 1898 (Volume XI, Number 12), page vi, available online at: <https://books.google.com/books?id=4Cc1AQAAMAAJ>.

²⁸⁶ “Autobiography of William E. Uptegrove,” available online at: <https://uptegrove.tripod.com/webiopgs/webio1.htm>. Also available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>. The New York City newspapers, available through the Library of Congress’s website “Chronicling America,” make no mention of a Thanksgiving Day fire at the Uptegrove plant in New York in 1903, but do provide coverage of one on Thanksgiving Day 1901 that fits the description given by this source. See the New York Tribune, 30 November 1901, available online at: <https://chroniclingamerica.loc.gov/lccn/sn83030214/1901-11-30/ed-1/seq-11/>, and The New York Sun, 30 November 1901, available online at: <https://chroniclingamerica.loc.gov/lccn/sn83030272/1901-11-30/ed-1/seq-3/>.

²⁸⁷ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, pages 93 – 94.

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- ²⁸⁸ “Fierce \$1,000,000 Fire on East Tenth Street – Uptegrove & Bro.’s Big Cigar Box Factory Destroyed...” in New York Times, 29 November 1901, as transcribed in: “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.
- ²⁸⁹ “Chief Croker Accuses the Standard Oil Co. Blames the Trust for Extent of the Tenth Street Fire,” in New York Times, 30 November 1901, as transcribed in: “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.
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- ²⁹⁵ Real Estate Record and Builders’ Guide, 8 February 1902 (Volume LXIX, No. 1769), page 256, available online at: <https://hdl.handle.net/2027/uiug.30112061683873>.
- ²⁹⁶ Engineering News, Supplement – 13 February 1902 (XLVII, No. 7), page 58, available online at: <https://books.google.com/books?id=VeQ2AQAAMAAJ>.
- ²⁹⁷ Real Estate Record and Builders’ Guide, 1 March 1902 (Volume LXIX, No. 1772), page XI, available online at: <https://hdl.handle.net/2027/uiug.30112061683873>.
- ²⁹⁸ The Wood-Worker, July 1902 (Volume XXI, No. 5), page 46, available online at: <https://books.google.com/books?id=ER9aAAAAYAAJ>.
- ²⁹⁹ Wood-Worker, January 1903 (Volume XXI, No. 11) page 24, available online at: <https://books.google.com/books?id=ER9aAAAAYAAJ>.
- ³⁰⁰ “Cigar Boxes, Incline Railways, and the Narrow Gauge,” by John R. Waite, in The Blue Ridge Stemwinder, October, November, December 1999 (Volume 12, Number 2), pages 3 – 11. Available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.
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- ³¹² The Craftsman, July 1903 (Volume IV, Number 4), unpaginated, available online at: <https://hdl.handle.net/2027/mdp.39015014541307>. See also Architectural Record, July 1904 (Volume XVI, No. 1), pages 79 – 82, available online at: <https://books.google.com/books?id=UGUXAQAIAAJ>.
- ³¹³ Packages, February 1905 (Volume VIII, No. 2), page 41, available online at: <https://books.google.com/books?id=dARZAAAAYAAJ>.
- ³¹⁴ Barrel and Box, May 1905 (Volume X, No. 3), page 57, available online at: <https://books.google.com/books?id=9h1aAAAAYAAJ>.
- ³¹⁵ American Lumberman, 11 March 1899 (Whole Number 1242), page 38, available online at: <https://books.google.com/books?id=wVSLluqLynQC>.
- ³¹⁶ American Lumberman, 30 September 1899 (Whole Number 1271), page 26, available online at:

<https://books.google.com/books?id=2NQj2rDLFDkC>.

³¹⁷ Ghost Railroads of Tennessee, by Elmer Griffith Sulzer, 1975, page 125.

³¹⁸ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 93. However, this source indicates that after dismantling his operation on White Rock Mountain, “Uptegrove then began to look for another good source of poplar in the area.” This is not supported by the available information. It appears that the operation on White Rock Mountain and the construction of the railroad in Unicoi County occurred at about the same time.

³¹⁹ Ghost Railroads of Tennessee, by Elmer Griffith Sulzer, 1975, page 125.

³²⁰ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 94. Regrettably, the author was not able to locate a copy of this advertisement.

³²¹ Ghost Railroads of Tennessee, by Elmer Griffith Sulzer, 1975, page 125.

³²² Unicoi and Limestone Cove, by Janice Willis Barnett, 2009, page 73.

³²³ Unicoi and Limestone Cove, by Janice Willis Barnett, 2009, page 74.

³²⁴ Unicoi and Limestone Cove, by Janice Willis Barnett, 2009, page 74.

³²⁵ Unicoi and Limestone Cove, by Janice Willis Barnett, 2009, page 75.

³²⁶ Unicoi and Limestone Cove, by Janice Willis Barnett, 2009, page 75.

³²⁷ Unicoi and Limestone Cove, by Janice Willis Barnett, 2009, page 82.

³²⁸ Ghost Railroads of Tennessee, by Elmer Griffith Sulzer, 1975, page 125.

³²⁹ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 92.

³³⁰ Unicoi and Limestone Cove, by Janice Willis Barnett, 2009, page 7.

³³¹ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 94.

³³² The Railway and Engineering Review, 25 March 1905 (Volume XLV, No. 12), page 222, available online at: <https://books.google.com/books?id=YhRCAQAIAAJ>.

³³³ The Railroad Gazette, 31 March 1905 (Volume XXXVIII, No. 13), page 101, available online at: <https://books.google.com/books?id=QyA2AQAAMAAJ>.

³³⁴ The Railway Age, 31 March 1905 (Volume XXXIX, No. 13), page 549, available online at: <https://books.google.com/books?id=68Q6AQAAMAAJ>.

³³⁵ The Railway and Engineering Review, 15 April 1905 (Volume XLV, No. 15), page 270, available online at: <https://books.google.com/books?id=YhRCAQAIAAJ>.

³³⁶ The Railway and Engineering Review, 6 May 1905 (Volume XLV, No. 18), page 334, available online at: <https://books.google.com/books?id=YhRCAQAIAAJ>.

³³⁷ The Railway Age, 21 July 1905 (Volume XL, No. 3), page 89, available online at:

<https://hdl.handle.net/2027/uc1.d0003522133>.

³³⁸ The Official Guide of the Railways and Steam Navigation Lines of the United States, Porto Rico, Canada, Mexico and Cuba, December 1906 (39th Year, No. 7), page 204, available online at:

<https://books.google.com/books?id=jpM1AQAAMAAJ>. The same basic information was in The Official Guide of the Railways and Steam Navigation Lines of the United States, Porto Rico, Canada, Mexico and Cuba, July 1907 (40th Year, No. 2), page 196, available online at: <https://hdl.handle.net/2027/chi.096493291>, The Official Guide of the Railways and Steam Navigation Lines of the United States, Porto Rico, Canada, Mexico and Cuba, July 1908 (41st Year, No. 2), page 283, available online at: <https://hdl.handle.net/2027/chi.37049173>, The Official Guide of the Railways and Steam Navigation Lines of the United States, Porto Rico, Canada, Mexico and Cuba, January 1909 (41st Year, No. 8), page 255, available online at: <https://hdl.handle.net/2027/chi.37049173>, and The Official Guide of the Railways and Steam Navigation Lines of the United States, Porto Rico, Canada, Mexico and Cuba, July 1910 (43^d Year, No. 2), page 849, available online at: <https://hdl.handle.net/2027/chi.19008249>, the last three with information dated March 1908.

³³⁹ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 94.

³⁴⁰ Poor's Directory of Railway Officials (Steam, Electric and Other), Containing Lists of the Officials of all the Railroads in Operation in the United States, Canada and Mexico, A Supplement to Poor's Manual of Railroads, February 1906 (Twenty-First Year), page 36, available online at:

<https://books.google.com/books?id=dyspAAAAYAAJ>.

³⁴¹ Moody's Manual of Railroads and Corporation Securities, Eighth Annual Number, 1907, page 562, available online at: <https://books.google.com/books?id=yjhDAQAAMAAJ>.

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³⁴³ Poor's Manual of the Railroads of the United States, Street Railway and Traction Companies, Industrial and Other Corporations, Forty Second Annual Number, 1909, page 331, available online at:

<https://books.google.com/books?id=qyQa3TFdcY4C>.

³⁴⁴ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 94.

³⁴⁵ Ghost Railroads of Tennessee, by Elmer Griffith Sulzer, 1975, page 125.

³⁴⁶ Available online at: <https://www.shaylocomotives.com/data/dataframe.htm>.

³⁴⁷ Ghost Railroads of Tennessee, by Elmer Griffith Sulzer, 1975, page 125.

³⁴⁸ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 94.

³⁴⁹ Poor's Manual of the Railroads of the United States, Street Railway and Traction Companies, Forty-Third Annual Number, 1910, page 674, available online at: <https://books.google.com/books?id=zeIhAQAAMAAJ>.

³⁵⁰ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 94.

³⁵¹ The Official Guide of the Railways and Steam Navigation Lines of the United States, Porto Rico, Canada, Mexico and Cuba, July 1911 (44th Year, No. 2), page 53, available online at: <https://hdl.handle.net/2027/chi.19749892>.

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³⁵³ Poor's Manual of Railroads of the Railroads of the United States – Street Railway and Traction Companies, 1911 (Forty-Fourth Annual Number), pages 679 – 680, available online at: <https://hdl.handle.net/2027/mdp.39015020064021>.

³⁵⁴ Poor's Manual of Railroads of the Railroads of the United States, Street Railway and Traction Companies, Industrial and Other Corporations and Statements of the Debts of the United States, the Several States, Municipalities, etc., 1912 (Forty-Fifth Annual Number), page 720, available online at: <https://hdl.handle.net/2027/uiug.30112124659068>.

³⁵⁵ Poor's Manual of the Railroads of the Railroads of the United States, 1913 (Forty-Sixth Annual Number), page 661, available online at: <https://hdl.handle.net/2027/mdp.39015039344224>.

³⁵⁶ Poor's Manual of the Railroads of the Railroads of the United States, 1914 (Forty-Seventh Annual Number), pages 938 – 939, available online at: <https://hdl.handle.net/2027/mdp.39015039344232>.

³⁵⁷ Poor's Manual of the Railroads of the Railroads of the United States, 1915 (Forty-Eighth Annual Number), pages 520 – 521, available online at: <https://hdl.handle.net/2027/mdp.39015039344240>.

³⁵⁸ Poor's Manual of the Railroads of the Railroads of the United States, 1916 (Forty-Ninth Annual Number), page 2172, available online at: <https://hdl.handle.net/2027/mdp.39015039344240>. Note, the online version of this document was poorly copied and thus difficult to read, transcription errors are possible.

³⁵⁹ Marvyn Scudder Manual of Extinct or Obsolete Companies, 1926 (Volume I), page 1241, available online at: <https://hdl.handle.net/2027/wu.89017616558>.

³⁶⁰ Ghost Railroads of Tennessee, by Elmer Griffith Sulzer, 1975, page 125.

³⁶¹ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 94.

³⁶² Railway Age, 2 January 1920 (Volume 68, No. 1), page 114, available online at: <https://hdl.handle.net/2027/uc1.c2632279>.

³⁶³ “Advance in Veneer Drying,” in The Packages, October 1906 (Volume IX, No. 10), page 77, available online at: <https://books.google.com/books?id=NQVZAAAAYAAJ>.