

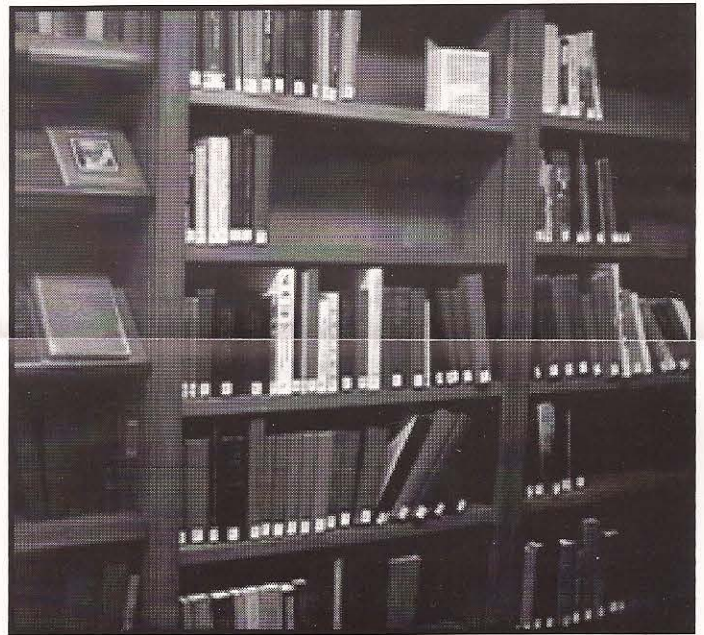
ETOWAH VALLEY HISTORICAL SOCIETY

Volume 31, 1999

P.O. Box 1886, Cartersville, Georgia 30120, Phone (770) 606-8862

Book Fund Reaches \$5,000

Donations continue as the Book Fund reaches the halfway point of \$5,000. Our goal of \$10,000 is within reach thanks to so many. New donors include: Marion D. & Candace P. Antonio; Tom Barnes; Rini A. Bazelmans, Elizabeth J. Jones and Gail G. McDaniel in memory of Katherine C. Baird; Steve Bowie; Janet W. Cook in memory of Dr. Harold Cook; James R. Dellinger, Jr. in memory of Evelyn Satterfield Dellinger and J. Ray Dellinger, Sr.; Julia Quigg Dodd in memory of Annie May Bass Quigg; Elizabeth M. Garrison in memory of Ernest Garrison; Emily T. Gilreath; Lucy Y. Herring; Katherine B. Schubert in honor of Cassandra Schubert and Ashley Schubert; Claire P. Steed in memory of Katherine C. Baird; Linda Trentham; Mr. and Mrs. Leverett Ward in memory of Lee Wesley Jolly. Additional books purchased through the fund can be found inside.



Cartersville: The Stories Behind the Name

by Amy Daniels

Nestled at the base of the Appalachian mountain range along the teeming Etowah River, is Cartersville, a beautiful North Georgia town located approximately 45 miles northwest of Atlanta. Like many cities throughout Georgia and the United States, Cartersville was named for a particular individual. However, there are at least two distinct individuals for whom Cartersville may have been named. Furthermore, there are numerous variations of the story concerning the man most commonly considered to be the person for whom Cartersville was named. The popular story of how Cartersville acquired its name has been



passed down through generations of Cartersville's inhabitants and has centered on a man named Farish Carter. Farish Carter was an interesting figure who was larger than life, and his story may help to shed light on the origins of how Cartersville got its name.

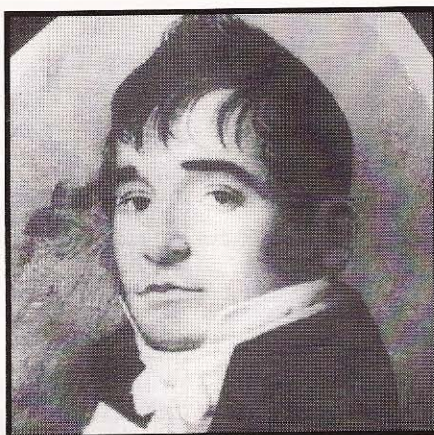
Farish Carter was one of the wealthiest men in Georgia during the 19th century. He was born in South Carolina in November, 1780. His father, Maj. James Carter, died during the siege of Augusta just two months before Farish was born. Farish's mother remarried a man whom Farish would come to detest. When the discord between Farish and his stepfather became unbearable, Farish was sent away to school. Farish found school stifling and less than conducive for obtaining his goal of wealth and power. Therefore, Farish ran away from school and set out to make his way in the world.

Through cunning and intelligence, Farish eventually found himself in the lucrative position of supplying arms and munitions to the Georgia militia during the War of 1812. For his service to the State of Georgia, he not only acquired the rank of colonel, he also made a sizable fortune. For example, in one incident, Mr. Carter presented a bill to and received payment from the Department of War for \$30,000. From profits made through his arms deals, he was able to buy Gen. John Scott's house and plantation in the town of Scottsboro, which was a few miles from the Georgia capital city of Milledgeville.

His fortunes grew, and, before his death in 1861, he had accumulated a huge fortune not only in money but in land and industry. His various land holdings included extensive properties in Georgia, Louisiana, Mississippi, Alabama and Florida. Farish's business interests included a sugar plantation, marble quarries, a grist mill, ferry services, a cigar mill and toll bridges. At one time, his numerous steamboats could be found on the Oconee, Ocmulgee and Altamaha Rivers.

Farish Carter also brokered in humans. He would hire out his slaves for various construction projects throughout the state. For example, in 1837 he loaned 12 slaves for the clearing out of obstructions in and along the Oconee River. For a summer's worth of his slaves' labor, Farish was paid \$758. Farish also lent his slaves to friends and family, but always at a price. Thomas Grimes, a relative of Farish through Farish's marriage to Eliza McDonald, expressed in a letter to Farish his interest in retaining the services of a

slave Farish had loaned to him. However, the terms laid out by Farish proved to be too steep for Mr. Grimes. Farish wanted \$.75 to \$1.00 a day for the slave Epeso. Mr. Grimes was forced to keep the slave under such conditions until he could locate another slave to do the same work at a more agreeable rate. Mr. Grimes ended his letter to Farish by writing, "Men situated as I am must do as they can and not as they please".



Farish Carter
Photo taken from
History of Bartow County.

In addition to money making ventures, Farish sat on the board of directors of banks and colleges. Farish also engaged in philanthropic endeavors, as he often donated his land to be used for the building of churches and schools throughout the State of Georgia. In 1828, Farish founded the first academy in Georgia for young women, the Scottsboro Female Institute. Farish donated some of his land for the Institute and was a prominent sponsor of the school throughout his life. However, Farish not only had wealth, he had political influence.

Among the influential men Farish knew was his wife's brother, Charles McDonald. Mr. McDonald served in the Georgia House of Representatives in 1830, the Georgia Senate in 1834 and 1837, and was Governor of Georgia from 1839 to 1843. After Mr. McDonald left politics, he served on the Georgia Supreme Court from 1855 to 1859. Other politically influential people Farish called friends included Dr. N. B. Powell, a senator from Talbot County and James S. Calhoun, a senator from Muscogee County. Given his diverse interest and land holdings, Farish spent a considerable amount of time traveling throughout the state. It was supposedly during one of his journeys between his main residence in Scottsboro and his summer plantation, Coosawattee in Murray County, that Cartersville acquired its name.

A story printed in the August 11, 1904 edition of Cartersville's newspaper, The News and Courier, recounted a conversation Nathaniel Derry Lewis reportedly had with Farish Carter. One day Col. Farish Carter stopped in the small hamlet of Birmingham and passed the time talking to his friend, Mr. Lewis. Mr. Lewis' story went as follows:

"Col. Farish Carter, of Carter's Quarter, on the Coosawattee River, owned considerable land all around here, secured in what was known as the Cherokee purchase. He was a great friend of mine, and tried to get me to name the little settlement we had Cartersville, for him. I told him we

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had our town already named Birmingham, and didn't want to change it. I told him it looked like there might be a town growing up a half a mile north. I meant the present site of Cartersville; this was now, mind you, a number of years after I first came, and when the state road was a project on foot, and they were fixing for a station here. You see the road was built very slowly. They didn't have the methods and facilities that they do now."

Mr. Lewis went on to imply that Farish Carter did journey to the new settlement, that he put forth his proposal of naming the town for himself, and that the settlers agreed to the proposal. However, Mr. Lewis was not present during the conversation Colonel Carter had with the settlers if, in fact, it even took place.

Nonetheless, Mr. Lewis' story has been passed down in Cartersville through the generations, regardless of the fact that there has been no concrete proof to its validity. Further undermining the validity of the story has been the fact that through the generations the story has mutated into new versions.

In the early part of this century, the State of Georgia requested that each county write its history. Mrs. Lucy Josephine Cunyas recounted the proud history of Bartow County, its towns, and many of its most prominent citizens in her book, The History of Bartow County, Georgia: Formerly Cass. Ms. Cunyas' relating of the story of Cartersville was very similar to Mr. Lewis' with one exception. Mr. Lewis implied as to what might have occurred; yet, he made it very clear that he was not present when the settlers agreed to name their town Cartersville. Ms. Cunyas told the story with much more conviction:

"One day Col. Farish Carter, who lived at Carter's Quarters on the Tennessee road and traveled from there to Milledgeville frequently, stopped to see Mr. Lewis and jestingly suggested that he change the name of Birmingham to Cartersville for him. Mr. Lewis told Col. Carter he thought the town would grow further up the road and told him to tell the few settlers that were there about it. Col. Carter, still jesting, did so, and Cartersville became the name of the town....". While Ms. Cunyas was researching her book, she did encounter a slightly different version of the story. In Ms. Cunyas' private papers was a note which stated that Col. Farish Carter asked Nathan Owings Howard to name the town for him. According to Ms. Cunyas' notes, Mr. Howard was a merchant, and at one

time, served Cass County in the Georgia Legislature. Since Ms. Cunyas probably was unable to find proof supporting the different version, she went with the familiar, often recounted story.

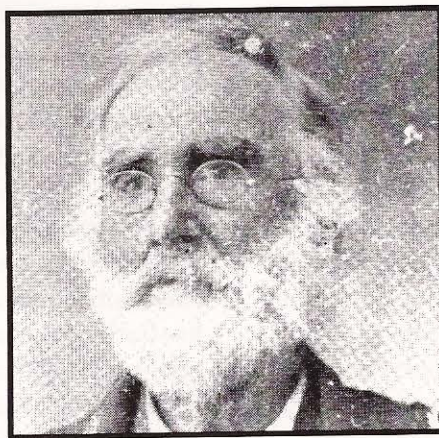
In yet another version of the same story, the cast of characters remained the same, however, their roles were much different. In a Cartersville newspaper, *The Bartow Tribune*, dated April 13, 1916, there was an obituary for a woman named Mrs. Malinda Hicks. Mrs. Hicks had spent most of her life in Cartersville and had shared with her family the story of how Cartersville acquired its name. A member of her family repeated the tale for the newspaper.

She could recall plainly the time when Cartersville was mere woods, there being only a few families in the whole neighborhood. Near the present site of Rhyne Lumber Co., a settlement sprang up about a blacksmith shop run by her brother-in-law, Nathaniel D. Lewis and others, and was called Birmingham, but after the W & A (Western & Atlantic) Railroad was completed the town was laid out, and at Mr. Lewis' suggestion named for Col. Farish Carter, of "Carter's Quarters".

In Mr. Lewis' story, he referred to the state road, or railroad, as a "project on foot", meaning it was still in the process of being built when his conversation with Colonel Carter occurred. According to Mrs. Hicks, the railroad had been completed before the town was named Cartersville. Furthermore, Mrs. Hicks' version stated that Mr. Lewis made the suggestion for the name change to the settlers, a view which is completely opposite of Mr. Lewis' version. Another interesting aspect of Mrs. Hicks' story was that Nathaniel Lewis was her brother-in-law; and, since he died only a few years prior to her own death, they spent most of their lives

living in the same small town. Mr. Lewis even referred to Mrs. Hicks in his interview. Mr. Lewis' interviewer asked: "Are there any of the earlier settlers here now besides you?" Mr. Lewis replied: "I can only recall three. They are John Gladden, John Callahan and Mrs. Hicks, Seab Hicks' mother." Since they knew each other, Mrs. Hicks would probably have heard Mr. Lewis' version from Mr. Lewis, yet the story Mrs. Hicks told was profoundly different than that of Mr. Lewis. An aspect of Mrs. Hicks' story which readers should bear in mind is that the story recounted for the obituary was told by a descendant. Mrs. Hicks' version may well have been closer to Mr. Lewis' story, yet it was changed into a new form by

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Nathaniel Derry Lewis
(5-22-1818 / 2-5-1905)
Photo taken from "Cartersville
Centennial 1872-1972"

her surviving family members, who would be unable to remember a time when the railroad was not a part of Cartersville. To make up for a lack of first hand knowledge, they would assume that the Western & Atlantic had been built and that the town had been laid out prior to the town's naming.

Regardless of what version seems the most plausible, there has been no definitive proof uncovered in regard to any of the stories being the true story. Farish Carter was extremely wealthy and influential and eventually amassed a considerable amount of land in Cass County. However, his numerous attributes cannot serve as proof of nor give credence to the story. Therefore, one must consider alternative possibilities.

One such possibility was put forth in an editorial which was written in the 1873 edition of *The Standard and Express* but has recently emerged to present an alternative and more plausible accounting of how Cartersville may have acquired its name. The editorial focused on the Western & Atlantic Railroad coming to Cartersville. During the 19th century, a railroad stop in a small town could mean the difference between flourishing success or eventual extinction. Cartersville owes a lot of its growth to the fact that there was a Western & Atlantic depot in the town.

The editorial's version of how Cartersville actually acquired its name centered on a man named Reverend Mr. Carter and went as follows:

"Cartersville, on the Western and Atlanta(sic) railroad, is the County Site of Bartow. Thirty odd years ago the question of internal improvements by the state in connection with the building of the Western and Atlanta(sic) Railroad, to connect Atlanta with Chattanooga, and thus furnish the grand trunk over which western supplies were to be transported and distributed east, south and west, from Atlanta over Georgia, South Carolina, Florida and Alabama, was the fruitful theme of discussion and entered largely into Georgia politics. Dr. N. B. Powell, who died at Chunnenugee in 1862, was at that time Senator from Talbot County, and chairman of the Senate Committee on Internal Improvements. As such chairman he reported the bill for building that road. It passed the Senate. When it came up for consideration in the House that body was found to be nearly equally divided upon it. The opposition to it was strong and determined. It was finally carried by the casting vote of one member. That member was Rev. Mr. Carter..."

The decidedly different version of how Cartersville acquired its name has merit. There was a senator from Talbot County by the name of Norborn B. Powell who served in the Georgia Senate in 1835, 1836 and 1837. Mr. Powell

was chairman of the Committee on Internal Improvements. Thus, as chairman, Mr. Powell did introduce a bill to authorize the allocation of funds for and the construction of a railroad connecting the Chattahoochee and Tennessee Rivers, a bill to authorize the construction of a railroad from the Tennessee line, near the Tennessee River, to the point on the southeastern bank of the Chattahoochee River, most eligible for the running of branch roads thence to Athens or Madison, Milledgeville, Forsyth and Columbus, and to appropriate monies therefore.

The Georgia Senate passed the bill by a margin of 37 yeas to 34 nays on December 13, 1836. The bill then went to the House of Representatives where the House passed it and Governor Schley signed the bill on December 21, 1836.

Unfortunately, the roll for the House of Representatives, during the years that Mr. Powell was a senator and that the Western & Atlantic legislation was passed, does not contain the name Carter. Furthermore, when the bill passed the House on December 19, 1836, it was by a wide margin of 113 yeas to 30 nays.

The editorial continued and provided some personal information on the life of Rev. Mr. Carter. After his service to the State of Georgia in the House of Representatives, Rev. Mr. Carter moved to Alabama, where he spent several years as an itinerant preacher in the Alabama Conference. He married the sister of Gen. N. D. Guerry and moved to Enon, Alabama. The Reverend Mr. Carter served the State of Alabama in its Senate, representing Macon County. Despite his advanced age, he raised a military company from Alabama to fight in the Civil War. However, his health began to fail him after just a few months, and he was forced to retire. He died in his home near Hurtsville (possibly Huntsville), Alabama in the County of Russell, either in the very late 1860's or early 1870's. Unfortunately, the personal information concerning Rev. Mr. Carter's life has been difficult to confirm.

Whether directly or indirectly, the Western & Atlantic Railroad has had a role in the story of Cartersville. Mr. Lewis' version of Cartersville's naming has the progress of the Western & Atlantic Railroad at the early construction stage. Mrs. Hicks' version has the Western & Atlantic finished before Cartersville was named. The editorial version has Cartersville named after the legislation was passed, but prior to the beginning of construction. The story of the Western & Atlantic Railroad coming to North Georgia may prove useful in determining which story has the potential for being most valid.

As earlier mentioned, the bill was introduced to the Georgia House and Senate and passed in December, 1836. Immediately after the law was created, Gov. William Schley

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began a correspondence with a Major McNeil. In the correspondence Schley asked Major McNeil to find a competent engineer to conduct the survey. However, Major McNeil experienced delays in finding a suitable engineer. After several months of searching, Col. Stephen H. Long was, on May 12, 1837, appointed Chief Engineer and placed in charge of determining the best route between the Chattahoochee River and the Tennessee state line.

Colonel Long immediately organized three brigades with one of his assistants at the head of each brigade. Mr. William S. Whitewell was the leader of Brigade No.2, which was charged with surveying the land between the Etowah River and the Tennessee state line. Apparently Colonel Long had a great deal of confidence in Mr. Whitewell's abilities, for Long viewed the land from the Etowah River to Tennessee as "very complicated". July 4, 1837 was the date the actual survey began, and by the end of July, Col. Stephen Long had a preliminary report of potential routes for Governor Gilmer.

On November 7, 1837, Colonel Long delivered his official report to Governor Gilmer and the General Assembly. In the report, Colonel Long made his recommendation for the route, the potential costs associated with the route, and a map of his recommendation. Though at the present time it has been difficult to locate the original report, excerpts have been located. Stephen Long was very clear in stating "that the gradations along the line of road should not exceed thirty feet per mile" and "that its curvatures should be limited to a radius of one thousand feet". Col. Stephen Long suggested the best place to cross the Etowah River was at the foot of the main rapids. Unfortunately, Colonel Long never mentioned Cartersville by name in the excerpts from his report. Stephen Long had an outstanding reputation as a competent engineer prior to his work with the Western & Atlantic. Though possibly exposed to outside pressure to submit a survey which would favor a certain part of North Georgia over other parts, Stephen Long would not have chosen a route he did not feel was the most appropriate. Colonel Long chose Cartersville, or the land that was to become Cartersville, because it was the most suitable location.

However, Stephen Long was not above temptation. After submitting his report to the General Assembly, Colonel Long took part in the land speculation deals along the Etowah and Chattahoochee River valleys. One of Col. Stephen Long's partners in his land dealings was Col. Farish Carter. During 1838, Colonel Long would locate potential property in Allatoona, Etowah and Decatur. Once suitable property was found, he would request the money from Colonel Carter to buy the land. One such property was the

Montgomery Plantation located along the Chattahoochee River. The plantation was comprised of 1,000 acres, its own ferry across the river, a saw mill and a grist mill. The terms of the purchase were \$5,000 down and \$5,000 one year from the date of purchase. However, it was the Etowah region which was of prime interest to both men. Stephen Long realized the potential of the property in the Etowah area and was very concerned about its worth becoming known to others. In closing a letter to Farish Carter, Stephen Long wrote: "Our consensus at the Etowah still remains a profound secret. As yet there is not a suspicion afloat in reference to these matters". Colonel Long and Colonel Carter developed and maintained a long and fruitful business relationship and they found their desired land in the Etowah valley. In 1847, the two men sold several lots they jointly owned in what is today Cartersville.

However, prior to Colonel Long's land speculation deals, Governor Gilmer submitted Long's recommendation to the General Assembly, and an act was passed on December 23, 1837 to approve the building of the railroad based on Colonel Long's report. Work on the Western & Atlantic Railroad began at the Tennessee state line in March, 1838 and continued until December, 1841. When the State Legislature passed an act in 1841 to suspend work, the railroad had reached a point two miles northwest of the Etowah River. The work was halted due to a lack of state funds to maintain the project.

For two years construction on the railroad was stopped. In the General Assembly, there was considerable debate as to whether to scrap the Western & Atlantic Railroad and consider the money already spent as a loss or to finish construction and finally establish relatively easy access to the Mississippi River. The question of the Western & Atlantic's fate was decided in December, 1843.

The Committee for Internal Improvements gave careful consideration to the issue of restarting construction of the Western & Atlantic. The committee decided to recommend that construction be completed with careful administration of the funds set aside for the project. The bill to authorize the completion of construction was introduced to the General Assembly on December 5, 1843. The bill passed the Senate and came before the House for its consideration. In reference to the editorial version of Cartersville's naming, the Reverend Mr. Carter could have been the deciding vote concerning the renewing of construction for the Western & Atlantic. On December 15, 1843, the House of Representatives voted on the bill and it was carried by 96 yeas to 95 nays. Upon examination of the House members, there was the name Carter among those who voted on the bill. Unfortunately, this Carter cast his

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vote on the nay side. Nonetheless, construction on the Western & Atlantic was continued, and on September 15, 1845, the railroad reached Marthasville.

Considering the story of the Western & Atlantic Railroad in context with the various versions of how Cartersville acquired its name gives one a great idea when each story supposedly occurred. Mr. Lewis' version has the "state road" as "a project on foot", thus meaning under construction. Construction began in March, 1838 and proceeded until December, 1841 when it stopped two miles northwest of the Etowah River, which would have been the general area of Cartersville. Construction restarted December, 1843 and finished September, 1845. Since construction occurred during two different times, Mr. Lewis' version could reasonably be applied to either time frame. Mrs. Hicks' story has the Western & Atlantic completed and the town "laid out" before the name Cartersville was suggested. Therefore, her story's time frame would be after September, 1845. The editorial's version has the town named for the man who supposedly helped pass the legislation for the Western & Atlantic. Since two legislative acts were passed, one in 1836 and the other in 1843 concerning the construction, or renewed construction, of the railroad, either of the aforementioned years might apply.

The story of Cartersville's naming has been an intriguing mystery. Examination into the numerous and varied stories has revealed plausible accountings of different stories. Mr. Lewis told the tale of Farish Carter as Cartersville's namesake. Considering Colonel Carter had some sort of connection with nearly everyone in the state of Georgia and that he traveled extensively throughout the state, Nathaniel Lewis and Farish Carter may well have had a conversation which led to Cartersville being named for the latter. Since Colonel Carter traveled often to his plantation in Murray County, he would have been in favor of a railroad cutting through North Georgia to the Tennessee state line, since such a railroad would have made his journey less strenuous. Therefore, Farish Carter may have used his political influence to help move the Western & Atlantic Railroad legislation through the General Assembly. However, Cartersville, which was fortunate enough, due to its ideal location, to have a train depot located there, may well have already been named when the legislation was passed. The naming of Cartersville remains just that at the present time, a mystery. The stories of the Western & Atlantic Railroad and Cartersville have been intertwined, for if the railroad had not come to Cartersville, the town might well have suffered the same fate as Cassville. Therefore, further research into the Western & Atlantic and the discovery of Col. Stephen Long's

original survey and map could reveal the final piece to the puzzle for whom Cartersville was named.

Editors Note: The subject for this article originated with the newsletter committee after discovering the article containing the "editorial version". Thanks to EVHS member and Kennesaw State University Professor, David Parker, for assigning the subject for this research paper to such a capable student as Amy Daniels.

More Books Purchased from Book Fund

- Catoosa County, Georgia, Cemeteries and Genealogy
- Cemeteries of Paulding County, Georgia
- Towns County, Georgia Cemeteries
- The Heritage of Whitfield County, Ga. 1851-1998
- The Cemeteries of Fayette County
- Pioneers of Wiregrass Georgia (7 Volumes)
- Cobb County Cemeteries-Vol. II
- Cobb County Cemeteries-Vol. III
- Cobb County Marriages
- History of Newton County
- History of Dekalb
- Cemeteries of Oglethorpe County, Ga
- Georgia Sketches of Some of The First Settlers
- 1800 Census of Pendleton District, South Carolina
- Georgia's Landmarks, Memorials and Legends-Vol. I
- The 1833 Land Lottery of Georgia
- Franklin County Georgia Marriages, Dec. 1805-Dec. 1850
- Abstracts of Georgia Land Plat Books A & B-Vol. I
- Jackson County, Georgia Superior Court Records 1796-1803
- Our Family's Book of Books (Jones Family)
- Georgia's Boundaries
- Georgia Marriages 1811-1820
- Roswell: A Pictorial History
- Marriage Book A-1804-1821, Clarke Co., Ga.
- The Story of Oglethorpe County
- Catoosa County, Georgia Cemeteries and Genealogy

10 More Books Donated

Not only do we accept cash and donations for the Book Fund, but we accept books for the EVHS Library as well. Approximately 376 donated books are included in our library.

Thanks to Barry Colbaugh for donating:

- Georgia Confederate Soldier Obituaries, Henry, Newton and Rockdale Counties 1879-1943
- Pedigrees-Ancestors Unlimited

Thanks to Wilma Cantrell for donating the following books in memory of Richard B. & Nancy Stepp Couch, Jessie and Nancy Stepp, Esq. Joseph and Adelene Echols Jones, and Joseph and Zilla Dickerson, all of whom settled in Cass County in the 1830's:

- Seventeenth Century, Isle of Write County, Virginia
- South Carolina Memorials: Abstracts of Land Titles-Vol. I, 1774-1776
- Colonial Bertie County, N. C. Deed Book A-H, 1720-1757
- Wills of Rappahannock County, Va. 1656-1692
- Guide to the Manuscript Collections of the Colonial Williamsburg Foundation

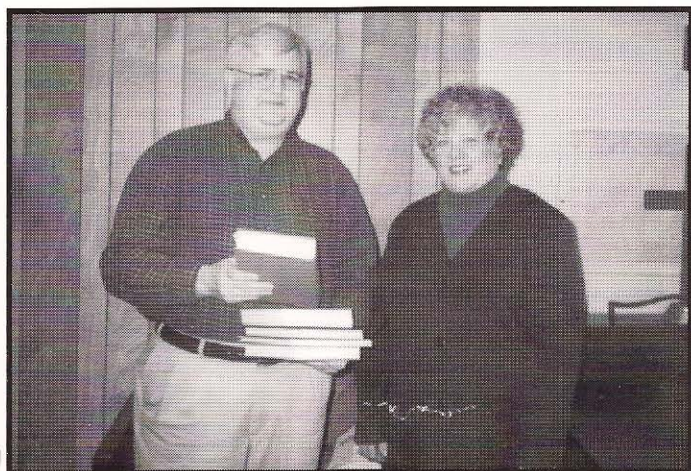
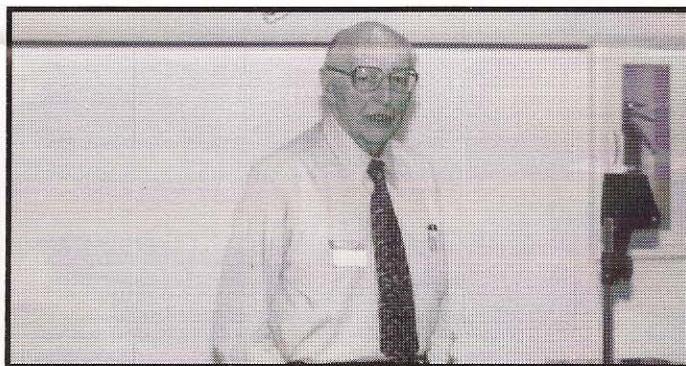
Thanks to David and Chantal Parker for donating:

- Her Own Way: The Story of Lottie Moon
- The Lottie Moon Story
- The Lottie Moon Cookbook

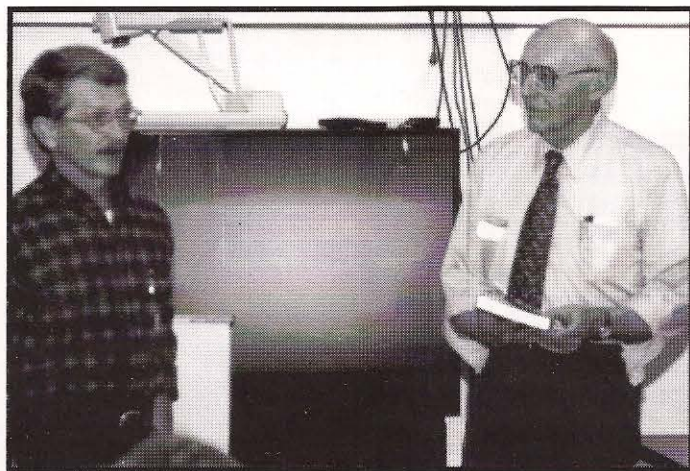
APRIL 20TH MEETING

Charles H. Geiger, a retired electrical engineer and current President of the Board of Trustees for the Georgia Battlefield's Association, Inc, spoke on Francis S. Bartow. Mr. Geiger is intrigued with the question of whether Francis Bartow was a Colonel or General at the time of his demise on the Manassas Battlefield, July, 1861. Was Colonel Bartow's rank elevated to Brigadier General just prior to the Battle? Mr. Geiger thinks so. Francis Bartow had been given command of a Brigade, customarily commanded by a Brigadier. A firm conclusion to this debate may never be reached. No orders can be found. Mr. Geiger holds out the belief that proof will one day be discovered, possibly in the Richmond newspapers.

Approximately 22 members and guests were on hand at the Bartow County Library for this meeting presided over by EVHS President, Carl Etheridge. EVHS member and Kennesaw State University Professor, David Parker, introduced our speaker.

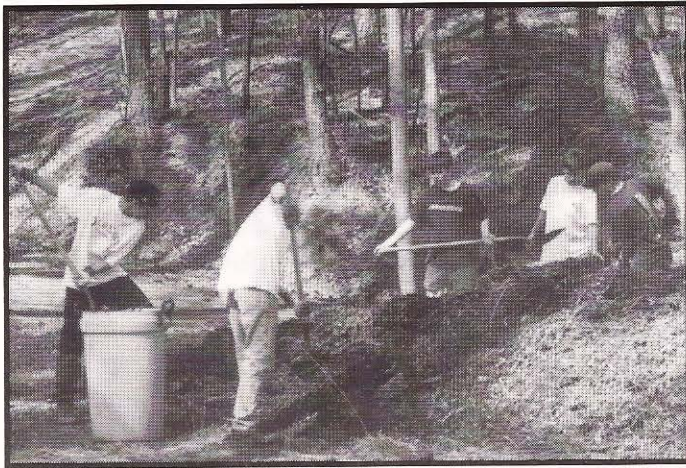


Guy Parmenter receives books from Wilma Cantrell at recent genealogy meeting.



President, Carl Etheridge gives token of appreciation to Mr. Geiger.

Scout Community Service



A beautiful April Saturday and Boy Scout Troop 1040 once again participates in our Allatoona Battlefield preservation project. For the past three years, this troop has performed its community service at the battlefield. Scouts participating this year are Nathan Fox, Ethan Foster, Andrew Parmenter, Clay Howell, Will Henderson, J.C. McAllister, and Kenny Asaro.

Opening Night In Duluth

The newly formed Duluth Historical Society held its first meeting April 21st at the Duluth City Hall. Several EVHS members were on hand to share their knowledge and expertise about the operation of a society.



Shown-back row (L-R) EVHS Members J. B. Tate, Guy Parmenter, Michael Garland. Front row (L-R) DHS Co-Chairpersons, Janice Yarbrough and Margery Gallow, Paul Boat.

Etowah Valley
Historical Society
P.O. Box 1886
Cartersville, Georgia 30120

INSIDE:

**Cartersville:
The Stories
Behind the Name**

Book Fund Reaches \$5000

and much more...