

ATLANTA.

ITS HISTORY AND ADVANTAGES.

BY

COLONEL J. W. AVERY.

CHAPTER I.

ATLANTA AS THE "TERMINUS."

ATLANTA has had, perhaps, as dramatic a record as any city in the broad limits of this Union.

In 1836 Mr. Hardy Ivy built a log cabin in the woods here, which was the first house erected upon the site of this flourishing city.

To-day Atlanta is a Gate City, the only passway between the mighty West and the South-Atlantic. It is the pivot of a vast Southern railway system. It is Georgia's leader in wealth, trade, manufactories, and population—a city with every potential element for interior metropolitan supremacy. It is a fine transportation and commercial center, and the State's Capital. It is the hub of an immense wheel of magnificent and thriving suburbs, which feed and populate it. It teems with educational facilities, and is a hive of prosperous industries. It is a city affluent in libraries, and law and medical and scientific seminaries. It has the finest electric street-car system in the South. It is the abode of eloquent divines, and the home of great churches. Its real estate is constantly advancing in value, and its homes and streets are beautiful. It has

a citizenship cultured and distinguished, a business guild enterprising, progressive and renowned for solvency and integrity, and a great press and famous literateurs.

This country was in 1836 peopled by the Indians, who did not remove until two years later. The Cherokee Indians were practically in possession of the land. Decatur, in DeKalb county, six miles from Atlanta, was a thriving place and had the promise, then, of being the great city of this section, and little dreamed of the successful rival for metropolitan honors so near to her.

In 1833 the Central, Georgia, and Monroe railroads had been chartered, and in 1835 the Western and Atlantic railroad had received its charter from the Legislature.

In 1837 Mr. Stephen H. Long, the engineer of the Western and Atlantic railroad (known as the State Road, because the State built it, and which it still owns), selected the woods upon which the log shanty of Hardy Ivy was built in 1836 as the terminus of this railroad, and in consequence of

this selection the name of "Terminus" was given to this embryo city. It held this name until 1844.

Ivy's shanty was the only house in Terminus, the future Atlanta, until 1839, when the second house was erected by John Thrasher; and the first business firm, Johnson & Thrasher, began its commerce. Up to 1842 Terminus had grown to six dwellings, and in that year a number of interesting matters happened: The first baby, a daughter of W. Carlisle, afterwards Mrs. W. S. Withers, was born; the first train on the State road from Terminus to Marietta was dispatched on the 24th day of December; the first real estate auction sale of the Mitchell lot, opposite the great Kimball House, took place; and the first two-story house was constructed, standing as the Kries Dye House.

A curious incident of this Terminus part of Atlanta's history was that in settling this town the neighboring cows were in the habit of wending their way to the central spring for water. These cow-paths broadened into roads and finally chrysalized into streets

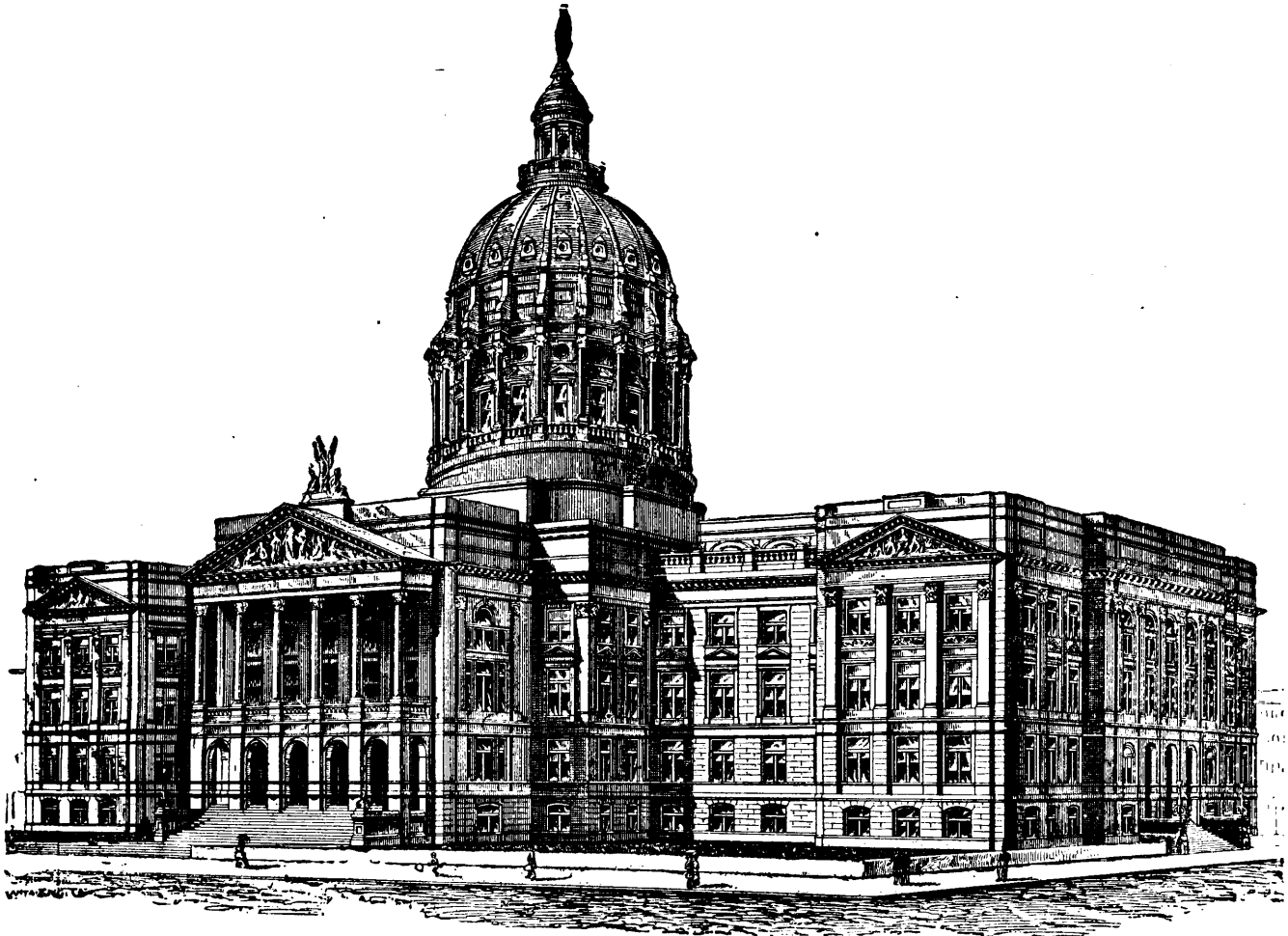
and we now have in Atlanta the main thoroughfares diverging from the center of the city in irregular directions and at unequal angles. Peachtree, Marietta, Whitehall, Decatur, and McDonough streets all branch off in this way.

And thus the cows were responsible for laying off the plan of Atlanta. But the place is none

was used for the purpose. Preachers were right scarce, and sometimes an accommodating layman exhorted.

The lot holding the center of Atlanta belonged to a Mr. Mitchell, who was unwilling to sell any considerable part of the land to the Government for a site of the railroad buildings; but he donated all that was necessary, and thus

surrounding neighborhood were poor people, living in log cabins with dirt floors, and having few of even the necessities of life. It will thus be seen that Atlanta had a very humble beginning. Some idea of the primitive character of the settlement in those days may be had from a statement of the fact that the first engine that was used over the State railroad be-



STATE CAPITOL OF GEORGIA.

the less attractive for that irregularity, and Peachtree street, which twists out, is probably one of the finest streets on the American continent, and deservedly celebrated for its beauty.

Terminus was not able to luxuriate in the distinction of a church, but the frame building used by the State road for headquarters

the depot for the railroads is in the very heart of the city. There was considerable litigation over Mitchell's land title. The original settlers of Terminus had little faith in its building into a representative town. John Thrasher moved away, and there was generally little hope of cosmopolitan growth. The inhabitants of the

tween Atlanta and Marietta was drawn all the way on a stout wagon by sixteen mules from Madison, some sixty miles off. And a crowd of several hundred spectators gathered to do honor to the occasion. Mr. W. F. Adair, the engineer, is said to be living now somewhere near New Holland Springs.