

The Filson

A Publication of The Filson Historical Society, Kentucky's Oldest and Largest Independent Historical Society



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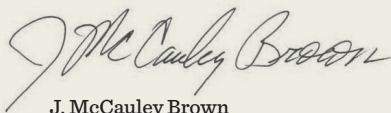
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FROM THE PRESIDENT

Five years ago, The Filson Board and Management team established the key planks of the strategic plan that today have continued the growth of the organization and the support of its members. Most notably is the tremendous success of the Capital Campaign and the Groundbreaking for our new building and campus. Symbolically, this building represents a new era for The Filson and the community is feeling the excitement. Membership is growing unlike many other organizations and the programming continues to be provocative and drawing record attendance. Today we are reaching more audiences not only in person but electronically. Over the past couple of years we have reached out to new segments of the community, creating interest in The Filson and greater engagement. Specifically, African Americans and audiences from Southern Indiana have rediscovered The Filson Historical Society and are showing their interest in the lectures and making contributions to our collections. Needless to say, The Filson is strong and continues its dedication to our mission to *collect, preserve and tell the significant stories of Kentucky and Ohio Valley history and culture.*

Looking to the future, The Filson as a leader among historical institutions can lend its hand to important areas of study and development. Continuing the growth and access of our collection is a primary goal especially in underrepresented areas that are of interest to the community. Expansion of Ohio Valley history as a key field of study would not only establish our region as having a critical role in the development of the United States, it will establish a tremendous sense of pride by all constituents. Finally, by continuing to find ways to present relevant history to our communities, The Filson will remain a key player in generating thought on important issues of the day.

It is an exciting time to be part of The Filson Historical Society and I would like to thank the Board and the staff for the tremendous work they are doing in creating increased opportunities for membership engagement. Further, I want to thank all our members for their continuing support as we transition to the future.



J. McCauley Brown
President

FROM THE DIRECTOR

Our block of Old Louisville is changing daily. If you have visited us at The Filson recently, you may have noticed our ongoing construction at Fourth and Ormsby, where the foundation for our new Owsley Brown II History Center is being poured.

Here are some things to keep in mind as we continue our exciting Campus Expansion: The Carriage House is closed. The museum collections and Civil War exhibit have been removed and are now in storage. On November 1, fencing will go up separating the rear of the Ferguson mansion from the Carriage House as work begins in the Carriage House. That means we will lose some parking and you will no longer be able to drive behind the mansion.

Please keep in mind that The Filson owns the parking lot at Third and Ormsby, next to the Kling Center. It has almost forty parking spaces in addition to those remaining on each side of the Ferguson mansion and these spaces more than make up for those lost.

Of course, we will continue educational programming at The Filson until the end of the year, and beyond. Moreover, our exhibit "Steamboating on the Western Waters", commemorating the 100th Birthday of the *Belle of Louisville*, opened on October 1 in our second floor program room. It is free, open to the public, and will be up until late December.

After New Year's Day, we will begin to hold more lectures and public programs at Oxmoor and at other partner institutions. Of course, the "Our Shared History" series will continue in Southern Indiana. We also plan to continue making our research collections available until March 1, 2015, and possibly longer, depending on the pace of construction.

Please keep checking the monthly programming calendar and research room schedule on our website www.filsonhistorical.org for updates of our programming locations and the progress we are making in our Campus Expansion Project.

Here is how you can help. Please join all those who have given so generously to the Campus Expansion Project by becoming a donor during our Public Phase, which began with our Groundbreaking on May 8. The amount is not as important as your participation at some level. Donor recognition begins at \$100. More information on how you can become a supporter of the Campus Expansion Project appears on page eight.

Thank you for your generosity and support!



Mark V. Wetherington, Ph.D.
Director

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OUR MISSION:

To collect, preserve, and
tell the significant stories of
Kentucky and Ohio
Valley history and culture.

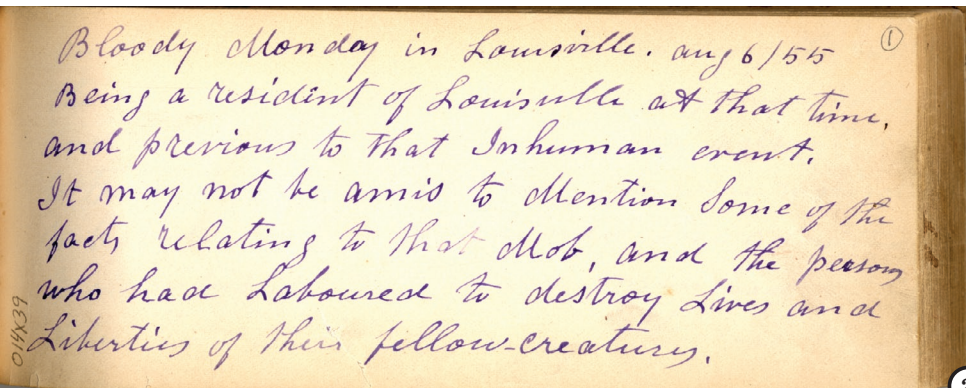
Recent Acquisitions



1

The Filson continues to acquire excellent additions to its collection. In the past few months, books, manuscripts, photographs, and other collection area items have been acquired spanning the late 18th century to the late 20th century. A few of the items are highlighted here.

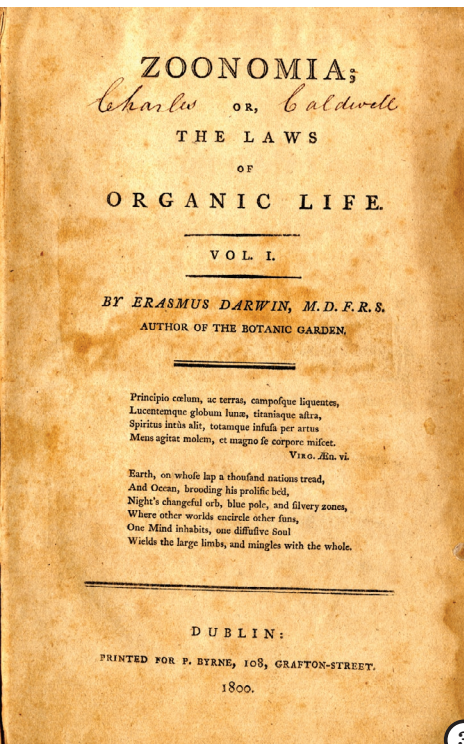
1. The Sternau children of Louisville: L to R - Stella, Minnie, Louis, Lottie, and Percy, ca. 1880. Gift of Henri Jo Barth.



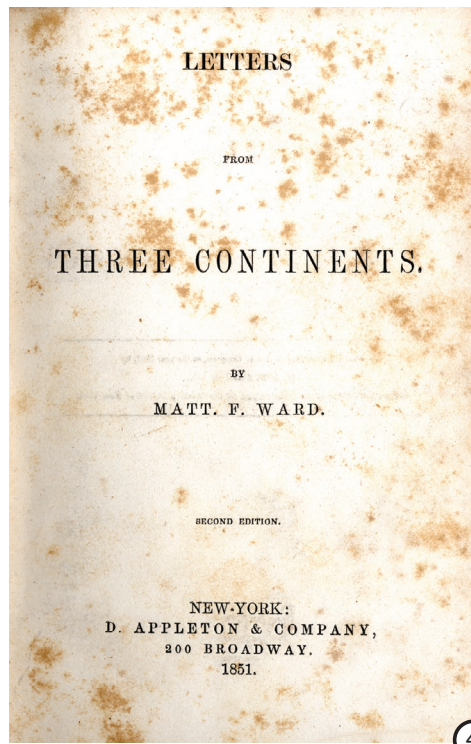
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2. First page of Michael Heffernan's memoir of Louisville's infamous Bloody Monday, August 6, 1855. A native of Ireland, Heffernan recorded his recollections of that tragic day years later. Undated, ca. 1880s. Gift of Barbara Heffernan.

3. *Zoonomia* by Erasmus Darwin, Dublin, 1800. This scientific/medical work (in two volumes) belonged to Dr. Charles Caldwell of Louisville and is signed by him on the title page of both volumes.



3



4

4. *Letters from Three Continents* by Matt F. Ward, New York, 1851. Prior to his killing William H. G. Butler and the trial that resulted in a not guilty verdict but banishment from Louisville. Matt Ward reported on his foreign travels in letters to the *Louisville Journal* and subsequently published them as a book.

Browsing in Our Archives

Track(ing) History: The Louisville and Nashville Railroad Company Architectural Records

BY JOHNA PICCO | H.F. BOEHL INTERN

Although the Louisville and Nashville Railroad Company ceased functioning in Louisville in the 1980s, its presence and stories remain.

Walk west on Broadway, for example, and you'd be hard-pressed to miss the red, neon-lit 'L&N' atop what was once the L&N headquarters. Just behind it you'll find Union Station, today's TARC headquarters. Turn around and move northeast toward Baxter Avenue and you'll see the elevated platform that remains of what was once the L&N's Baxter Avenue elevated train station, a prime example of the Art Deco style once widely-popular for public transportation stations (e.g. the now gone Greyhound bus station, once located on Broadway). Drive under that same platform's underpass (operated today by CSX) and you're sure to see the letters 'L&N' cast

into the concrete as you drive beneath. And while it's difficult to miss those neon letters eleven stories high, other signposts like the vacant elevated platform make it difficult to discern, especially for Louisville transplants like myself, just how vibrant and far-reaching the buildings—and operations—of the L&N once were.

With the recent removal of 22 silos near the University of Louisville's Cardinal Stadium, long-time Louisville residents may have been reminded of a similar scene that took place just across the street some 20 years prior, when what was once the site of L&N's South Yard Shops were demolished in order to construct UofL's football stadium. Opened in 1905 at a cost of \$2,396,645—the L&N's South Yards saw their end in 1994. In their heyday, these shops were a powerful force; by 1915 the employees of these shops could boast incredible construction and production metrics: 282 locomotives, 400 boxcars, 200 refrigerator cars, and 451 cabooses—to name just a few! At its peak these shops spanned 70 acres and 35 buildings and employed 5,600 people.

The changing of our cityscape is an undeniable constant that must be done thoughtfully and with proper homage to what once was. With these changing landscapes in mind, The Filson Historical Society is excited to announce its preservation to Louisville's industrial heritage



“Drawings that detail the construction and finishes of long-gone depots help us piece together not only the structures and their functions but also remind us of the people who designed, constructed, worked, and utilized these spaces.”

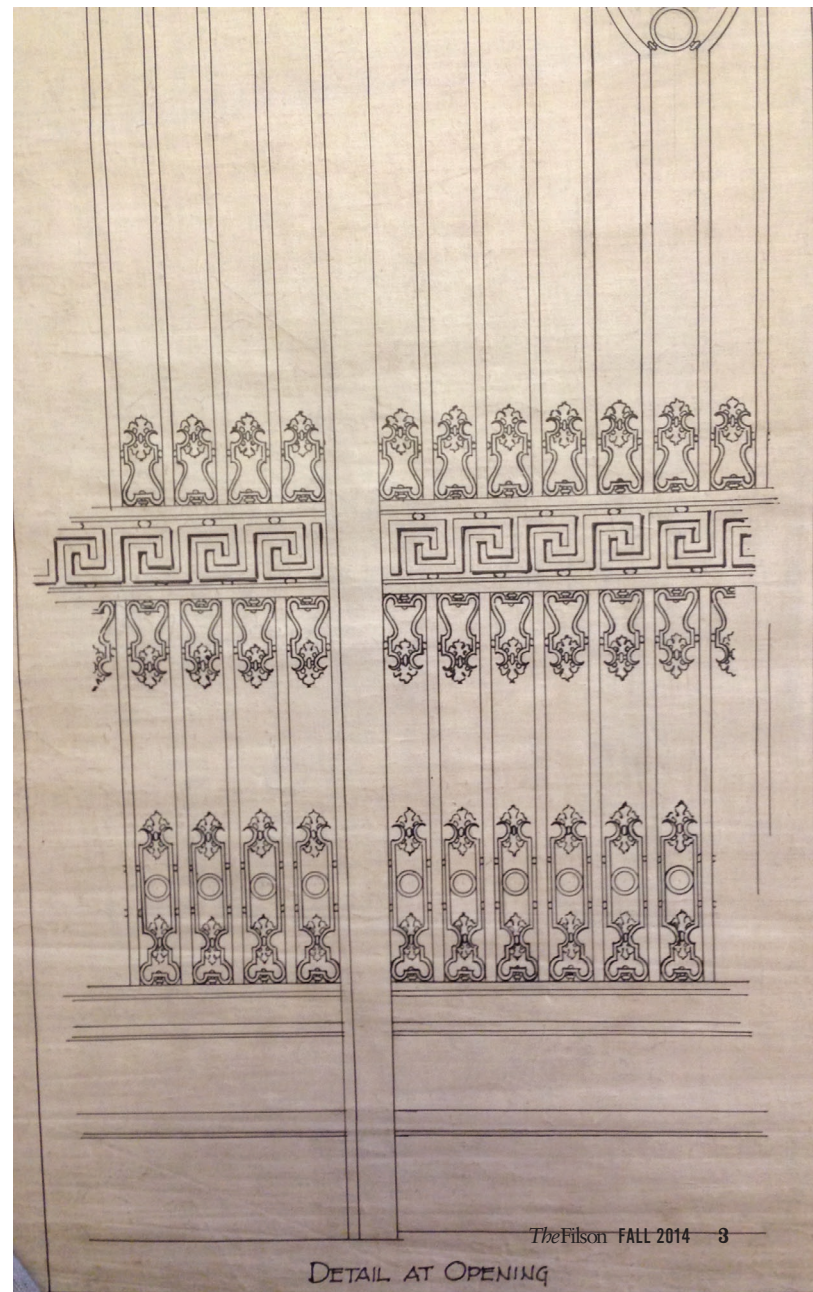
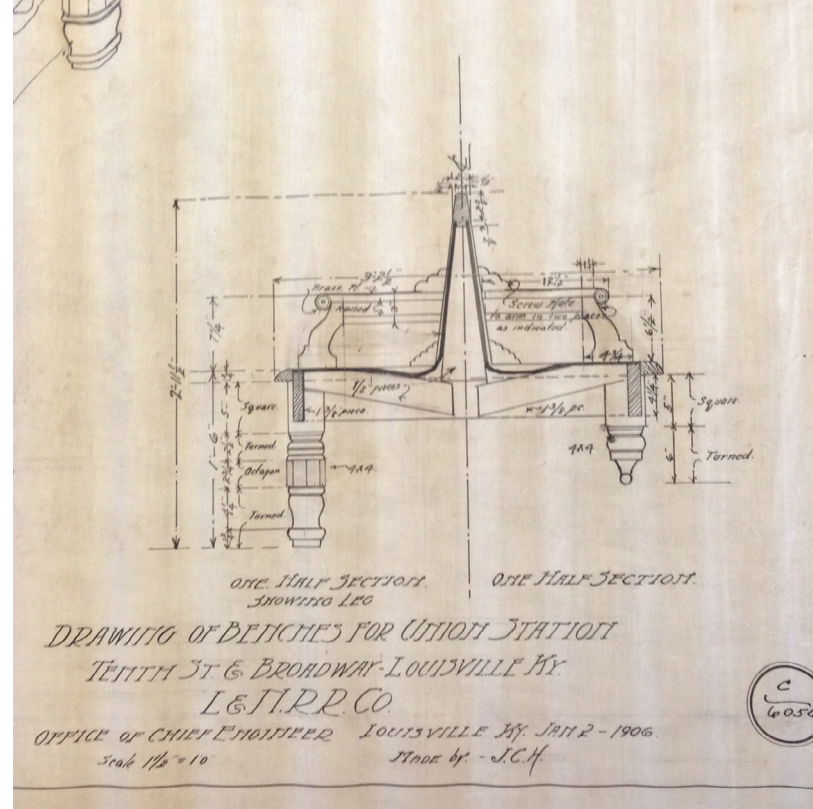
“Whether it’s L&N history or building materials and shop drawings of the late 19th and early 20th century that has your interest, this newly available Filson collection is bound to impress and should not be missed.”

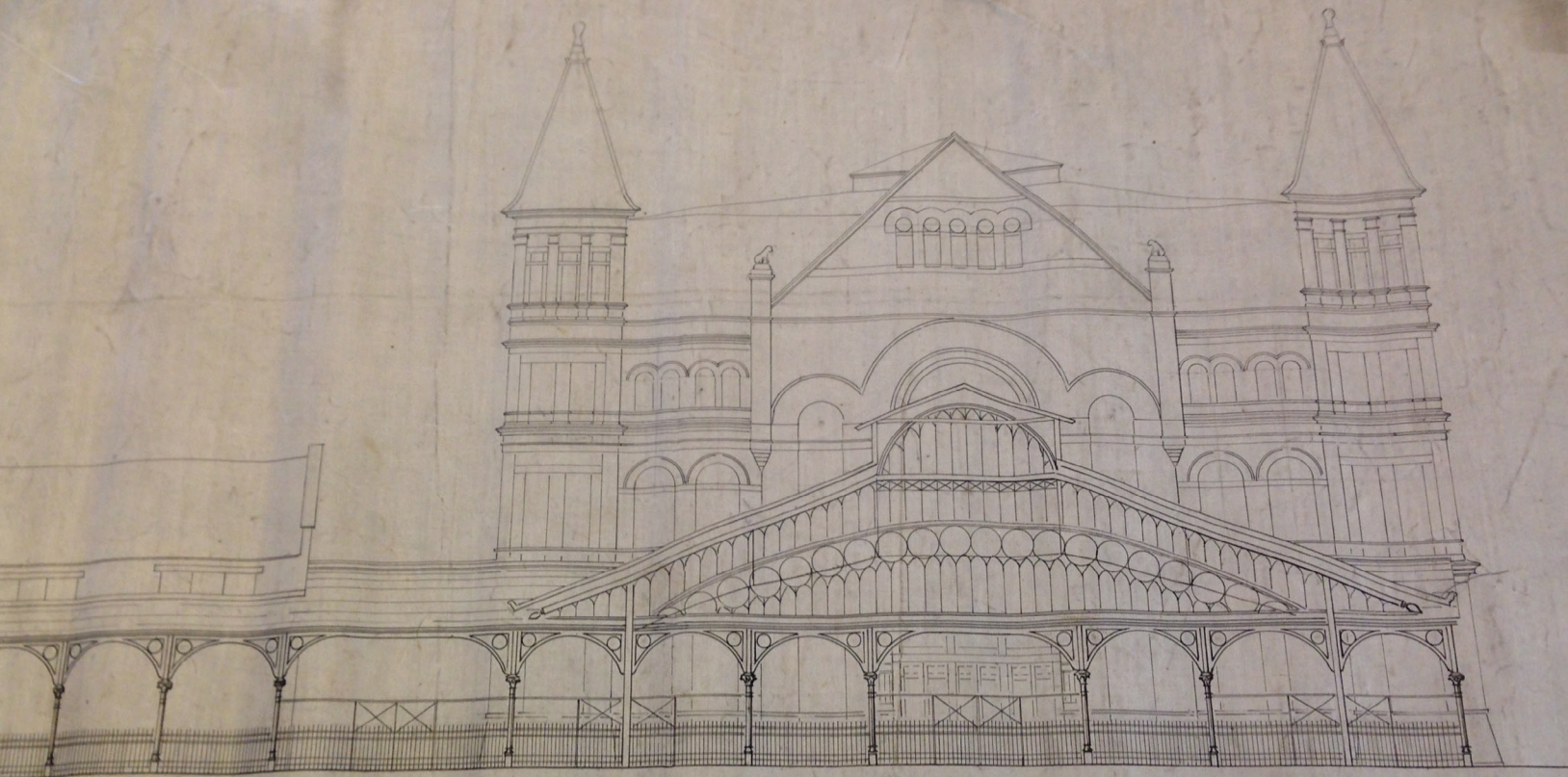
and urban memory with its recent acquisition of 217 Louisville and Nashville Railroad Company architectural plans. The collection includes numerous drawings of structures and details from the very yards mentioned above. The collection contains plans between the years of 1879-1961 within Louisville as well as other Kentucky, Alabama, and Tennessee cities.

This collection, which is fully processed and ready for use, features drawings that illustrate a wide variety of structures including, but not limited to: combination stations, passenger stations, freight depots, offices, telegraph stations, and watchmen houses. This collection also contains a small selection of drawings that cannot be defined as architectural plans, but rather fall under the category of maps, finished drawings, and signage. Remaining drawings include details of interior finishes.

Plans from Kentucky highlight the expansion of rail in directions both eastward and westward of Louisville, as well as plans for Louisville proper. Louisville drawings of particular interest include Union Station drawings for both pre- and post-fire construction (for more on the Union Station fire, see my recent blog post: <http://filsonhistorical.org/all-was-not-lost-architectural-plans-of-the-louisville-and-nashville-railroad/>). Notable also are drawings for a train shed and platform erected specifically for use during the Southern Exposition, South Louisville shop buildings, and interior details of ornate detailing found within both Union Station and the 9th Street office. Also of significant importance are the plans for the carriage porch and train sheds of Union Station. Like the station itself, some sources attribute these sheds to Architect Henry Wolters, though this attribution is difficult to discern, as there is little information available on the sheds themselves as compared with the main station. Regardless of architect, these sheds represent a typical, though not unremarkable, American train shed style of the 1880s. Its style of truss is known as “bent girder” and Louisville’s station featured a total span of 100 ft., a maximum height of 50 ft. and a length of 400 ft.

Drawings of Alabama and Tennessee plans are also included in this collection and highlight the L&N’s southbound movement of the late 19th and early 20th centuries. Many of Tennessee’s records represent the cities of Nashville, Ridgetop, and Portland.



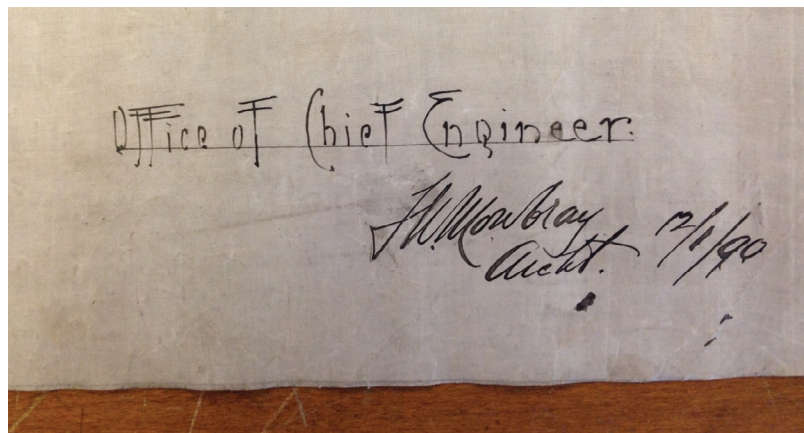


South Side Elevation and Section through Train Shed showing Gable.

Other notable aspects of this collection include the signatures of various L&N employees, including F.W. Mowbray, Chief Architect and designer of Louisville's Union Station, as well as Superintendent of Machinery Frederick R. De Funiak. In total, approximately 70 plans contain initials or signatures of either their creator and/or approver.

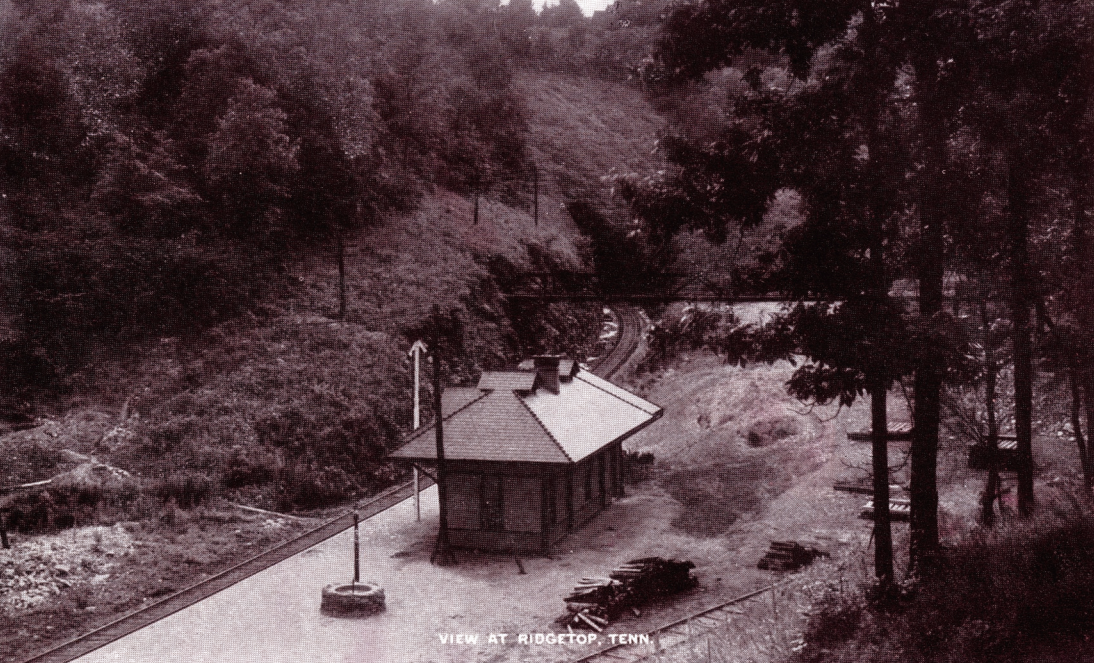
Drawings that detail the construction and finishes of long-gone depots help us piece together not only the structures and their functions but also remind us of the people who designed, constructed, worked and utilized these spaces. Like most historic buildings, the function of many L&N buildings was not always its last—nor its first.

Situated at the foot of the Second Street Bridge quietly stands the L&N's first headquarters; known today as Whiskey Row Lofts, this three-story building was constructed in 1877 by Henry Whitestone in the style of Renaissance Revival, a style that can be seen throughout much of Louisville due to Whitestone's influence. This structure wasn't Whitestone's only connection and collaboration with the L&N. Whitestone, who was a skilled residential architect, designed multiple homes occupied at one time or another by L&N executives, both of which were located on the once-fashionable Broadway. And while these residences, like most of their contemporaries, are no longer standing, their stories remain.

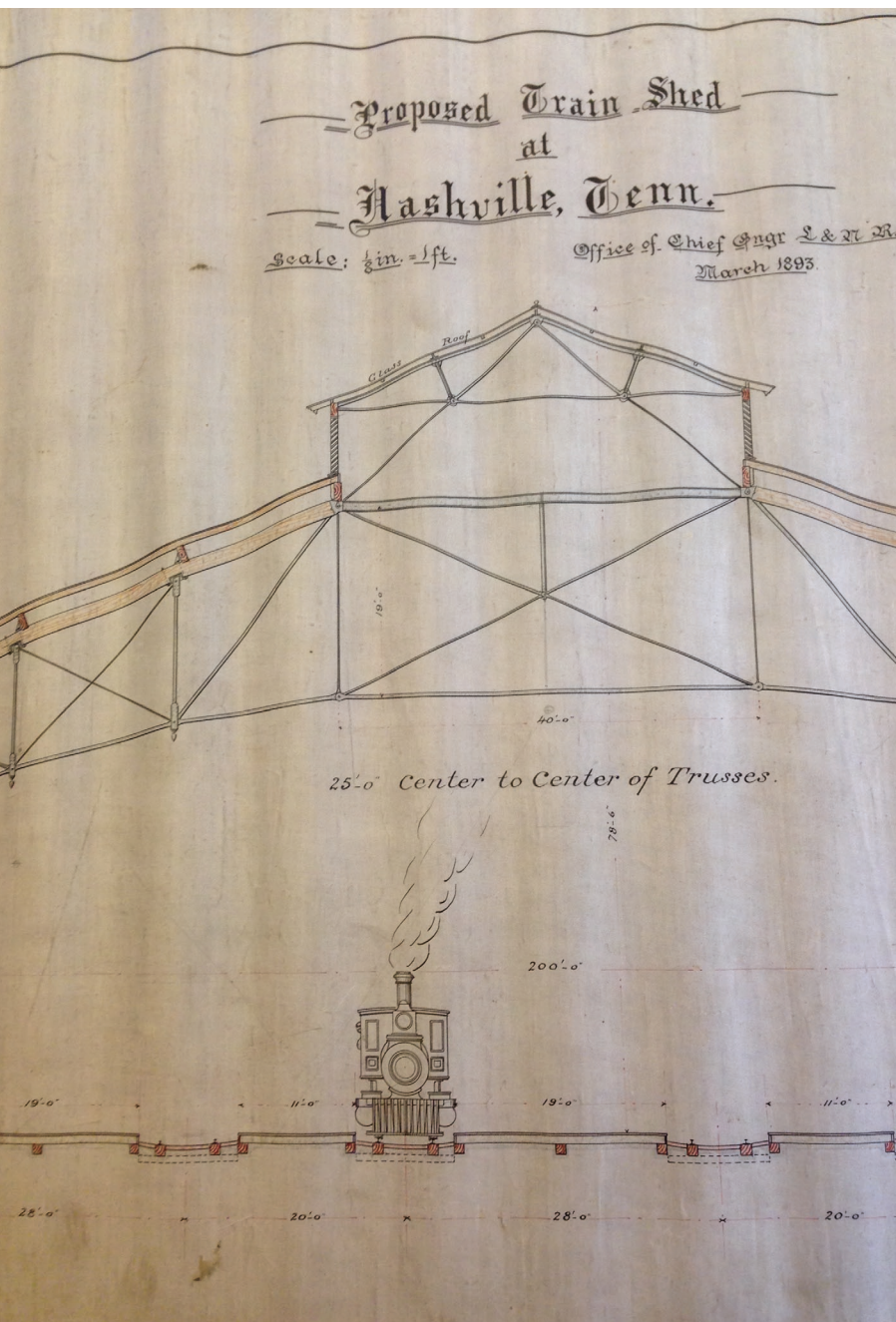


Located at 118 W. Broadway and constructed in 1859 once stood the residence of Horatio (H.D.) Newcomb who would go on to serve as President of the L&N (1868-1874), as would his son, Victor (1880). In 1890 the Xaverian Brothers purchased the house for the use as St. Xavier High School and the building would remain under this function until 1961, when St. X moved to its present-day location at Poplar Level Road.

Whether it's L&N history or building materials and shop drawings of the late 19th and early 20th century that has your interest, this newly available Filson collection is bound to impress and should not be missed.



A special thank you to my go-to L&N experts: Charlie Castner and Charles Buccola, both long-time volunteers of the University of Louisville's Archives and Special Collections. UofL's L&N collection, including an incredible photographic archive, is also a must-see.



Page 2

Postcard image of Louisville's Union Station (ca 1915-1930) printed by The Kyle Co. in Louisville, Kentucky.

Page 3 - Top

Drawing of benches to be used within the post-fire (1905) Union Station. Drawing is dated January 2, 1906.

Page 3 - Bottom

Elevator grate detail (1906) for the interior of the Louisville and Nashville's 9th and Broadway headquarters office building. This grate would have appeared on doors on the second through attic floors.

Page 4 - Top

Drawn in 1889, this sketch looks to the south side of Union Station offering a view of the train shed and the Station's own impressive structure. The arched windows of the station are typical of its Romanesque style. This shed is a commonly-used American train shed style of the 1880s, with a truss style known as "bent girder".

Page 4 - Bottom

Signature of Union Station architect F.W. Mowbray, as it appeared on this December 1890 drawing of fireplace detail inside the ladies' waiting room of Louisville's Union Station.

Page 5 - Bottom

A proposed train shed drawing for a Nashville station from 1893. Drawing includes truss and roof detail; glass at the apex and slate leading up.

Page 5 - Top

Elevation and longitudinal drawings made in 1897 for this passenger depot at Ridgetop, Tennessee exist at The Filson. This image and many other "as-seen-from" the Louisville and Nashville Railroad can be found at The Filson Historical Society.

THE FILSON
HISTORICAL SOCIETY

CORNERSTONE
CAMPAIGN

CAMPUS EXPANSION REPORT: OLD WALLS FALL, NEW WALLS RISE



MAY 8TH GROUNDBREAKING

OLD WALLS FALL

Since the May 8th Groundbreaking on The Filson Historical Society's Campus Expansion, our contractors have been hard at work on this exciting Project that will completely transform The Filson. The new **Owsley Brown II History Center** is rising at the corner of Fourth Street and Ormsby Avenue, and Project renovations to the Ferguson Mansion and Carriage House will begin soon. The Filson's Cornerstone Campaign fundraising team has also been hard at work since the groundbreaking, reaching **\$10.3 million** against our total goal and Project budget of **\$11.75 million**.



THE OWSLEY BROWN II HISTORY CENTER RISES AT THE CORNER OF FOURTH AND ORMSBY

HELP US RAISE NEW WALLS

Thanks to the support of our Campaign donors, we were able to tear down an old wall at our “groundbreaking” to make room for the new home of our region’s history. Now you can help us build a new wall that will be a crucial part of that new home and enable us to reach our full \$11.75 million Campaign goal and cover the entire Project budget.

The Filson is pleased to announce that it is now accepting orders for a limited number of specially-crafted, personalized, engraved wooden panels that will be part of the interior walls of the beautiful, new Event Hall in the **Owsley Brown II History Center**.



THE EVENT HALL IN THE OWSLEY BROWN II HISTORY CENTER, CONFIGURED FOR LECTURE-STYLE EVENT

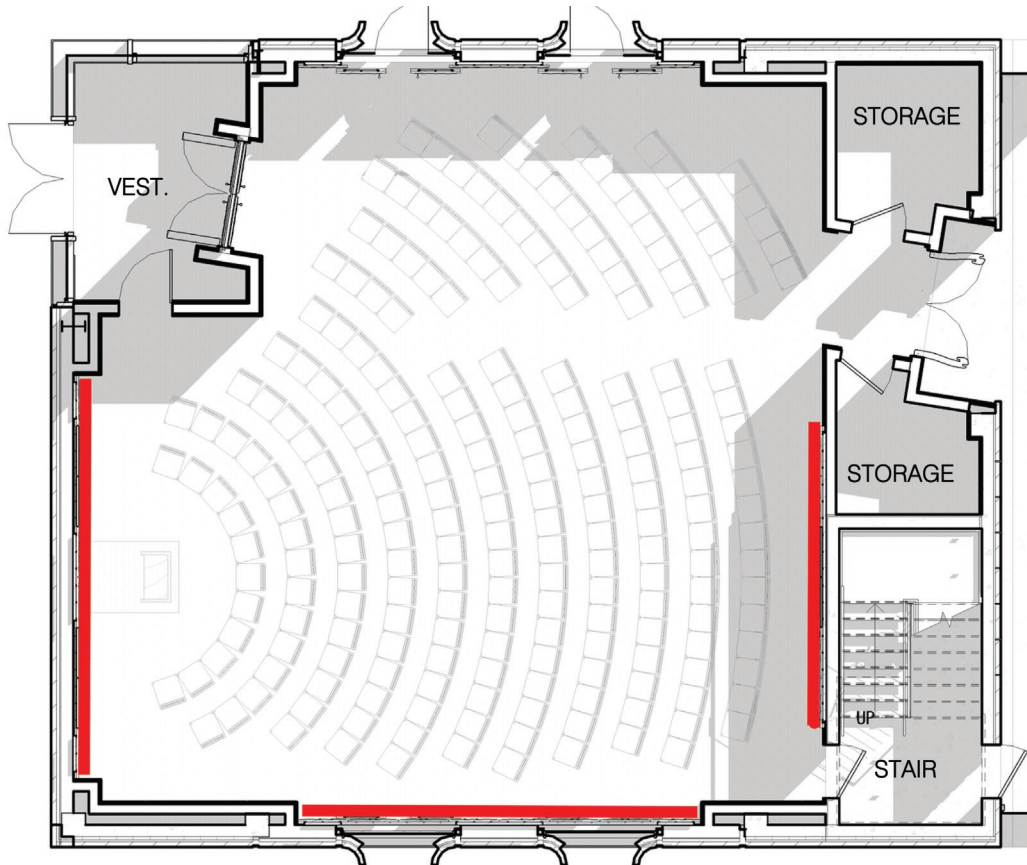
Each panel you order will be engraved with the name(s) of your choice. As permanent fixtures in this spacious, (capacity 250 plus) innovative facility, at the very heart of the “New Filson”, the panels and panel walls will be the ideal place to commemorate your support for The Filson, or honor someone with a special affection for The Filson and our region’s history. They will also make unique holiday, birthday, or anniversary gifts for the special “historian” in your life.



EVENT HALL ENGRAVED PANELS

HOW TO ORDER

Our commemorative panels are offered in three sizes, at three one-time contribution levels. Panels are available in limited quantities and will be produced when all available panels have been ordered. You can order your panel by completing the form on the attached postage-paid envelope and mailing it with your payment to The Filson. You may also order panels online at www.filsonhistorical.org/purchaseapanel or by calling Laura Kerr at (502)635-5083. Thank you for your support!



EVENT HALL FLOOR PLAN SHOWING LOCATION OF ENGRAVED PANELS INDICATED IN RED



THE OWSLEY BROWN II HISTORY CENTER VIEWED FROM ORMSBY AVE.

THE FILSON THANKS OUR CORNERSTONE CAMPAIGN DONORS:

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PROGRAMMING AT ALTERNATE SITES



Due to the renovation of the Ferguson Mansion as part of our Campus Expansion Project, Filson programming will be temporarily relocated to other locations in Louisville, starting in the spring of 2015. In addition to utilizing Oxmoor Farm, we are planning to host events in conjunction with other organizations in the area. Please keep an eye on your calendar for events at other locations!

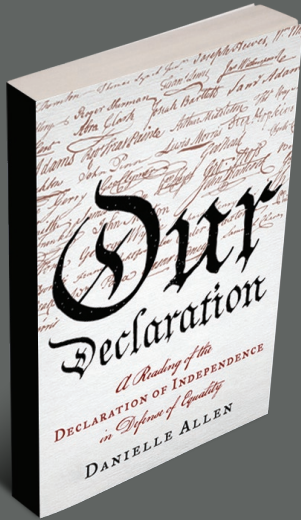
Walter Borneman spoke to a large crowd at the Gertrude Polk Brown Lecture at Second Presbyterian Church in May.



Mike Veach speaks about bourbon's role in the steamboating industry at The Galt House Hotel in October.

Our Declaration

by Danielle Allen



“*Our Declaration* is a primer on all that we have been missing... Not just an invaluable civics lesson but also a poignant personal memoir... Allen is an evangelist for this romantic moment in American history when men of uncommon vision and political deftness stated their case and listed their grievances against the most powerful nation on Earth.”

– Thane Rosenbaum,
The Washington Post

“At once simple, sharp and deftly executed.”

– *Kirkus Reviews*

In just 1,337 words, the Declaration of Independence altered the course of history. Written in 1776, it is the most profound document in the history of government since the Magna Carta, signed nearly 800 years ago in 1215. Yet despite its paramount importance, the Declaration, curiously, is rarely read from start to finish—much less understood.

Troubled by the fact that so few Americans actually know what it says, Danielle Allen, a political philosopher renowned for her work on justice and citizenship, set out to explore the arguments of the Declaration, reading it with both adult night students and University of Chicago undergraduates. Keenly aware that the Declaration is riddled with contradictions—liberating some while subjugating slaves and Native Americans—Allen and her students nonetheless came to see that the Declaration makes a coherent and riveting argument about equality.

In an “uncommonly elegant, incisive, and often poetic primer on America’s cardinal text,” *Our Declaration* now brings these insights to the general reader, illuminating the “three great themes of the Declaration: equality, liberty, and the abiding power of language” (David M. Kennedy).

Danielle Allen is UPS Foundation Professor of Social Science at the Institute for Advanced Study in Princeton, New Jersey. She is the author of *The World of Prometheus: the Politics of Punishing in Democratic Athens*, *Talking to Strangers: Anxieties of Citizenship since Brown vs. the Board of Education*, and *Why Plato Wrote*. In 2002 she was awarded a MacArthur Fellowship for her ability to combine the classicist’s careful attention to texts and language with the political theorist’s sophisticated and informed engagement. She is a Trustee of Amherst College and a member of the Pulitzer Prize Board and the Mellon Foundation.



December 2, 2014, 6:30 p.m.
Second Presbyterian Church
3701 Old Brownsboro Rd.



Tickets are \$10 for non-members.
Free for members of The Filson Historical Society.

Send ticket requests with a self-addressed, stamped envelope to:
GPBL Tickets, 1310 S. Third Street,
Louisville, KY 40208.

EXHIBIT AT THE FILSON HISTORICAL SOCIETY

STEAMBOATING ON WESTERN WATERS

With the arrival of steamboats two hundred years ago, the Ohio Valley Region was gradually transformed. The “Western Waters” as they were then called, included the Ohio and Mississippi River watersheds and consisted of 16,000 miles of river ways. People, freight, ideas, and news travelled faster and our region was linked to national networks of commerce, communication, migration, and popular culture.

This exhibit features steamboat related items drawn from The Filson’s collection, one that continues to grow thanks to donations and acquisitions. Items on display include the Belle of Louisville profile plan, an 1840s scale model of a steamboat, a newspaper published on a steamboat, and many other items.

“Steamboating on Western Waters” opened on October 1 with remarks from Mark Wetherington, Director of The Filson Historical Society, on October 14 as a part of The Centennial Festival of Riverboats. This exhibit will be available for public view at The Filson Historical Society from 9:00 a.m. to 5:00 p.m. on weekdays through December. For more information, please visit www.filsonhistorical.org.

The Filson also offered the following lectures during The Centennial Festival of Riverboats, which are available online as podcasts on The Filson’s website.

The Great River Catastrophe: The Collision of the Steamboats *America* and *United States* on the Ohio River with Mark Wetherington

Steamboats introduced a powerful new technology to the region, changed river travel, and turned small landings into bustling towns. But steamboat disasters—boiler explosions, collisions, and fires—were not uncommon. This program examines the collision of the *America* and the *United States* in 1868 and what the disaster tells us about life and death along the Ohio River during the steamboat era.

Bourbon Whiskey: The Spirit of the Ohio River Steamboats with Mike Veach

The Ohio River played an important part in the development and delivery of bourbon. When steamboats came to the river, they changed this role in a multitude of ways, increasing not only the speed that bourbon made it to markets, but also the number of markets and the way the bourbon was sold. This program will examine in depth the role that steamboats played in the bourbon industry as well as the major role that independent operators on board the boats played in spreading the word about bourbon whiskey.

St. Boat Camp

Dear Mother

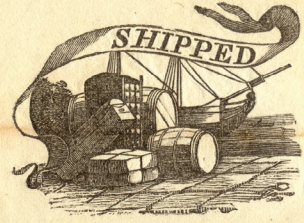
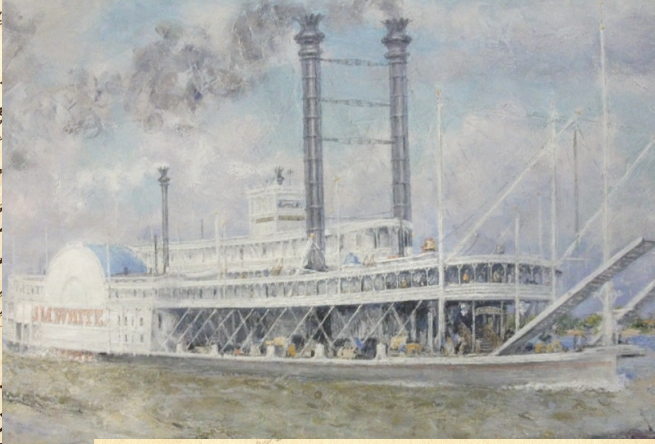
I have but little to say here on first stands hard and fast and no chance to get off until the and lets me off. I have now been here work and I cant say how much long be compelled to stay. But I hope not

I am in very good health low spirits it is hard but I supp is right and fair. but I thought I be enough, and lost enough in my days some good luck at this time. Still despair nor give up for I no I can a living if I should loose all I do I will bear it with a Christian

I embold my by looking all around me and seeing plenty of Boats in the Lane as there is some 6 or 8 of us here all together. But will say that is poor comfort.

I am at a loss what to write you as I have nothing new nor seeing anything here but Steam Boats, and them all hard as fast around. I will write again by I leave here.

Your Son
J. H. Hays

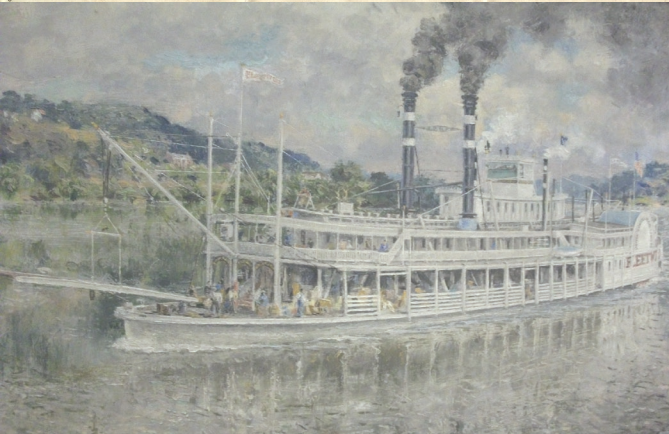


In order, and well conditioned, by Joseph Beckley
in and upon the good Steam Boat called the Genl. Pike
whereof is Master for the present voyage, P. Perry
now riding at anchor in the Ohio River, and bound for
To say,
Maysville

Nineteen (19) lbs Sugar
Four Boxes Shoes
One (1) lbs Molasses
One (1) Day Coffee
Weighing in all 67 1/2

Being marked and numbered as in the Margin, and are to be delivered, without delay, in the like good order, and well conditioned, at the aforesaid port of Maysville (the unavoidable dangers of the River only excepted) unto Joseph Beckley or to his assigns, he or they paying freight for the said goods, at the rate of

IN WITNESS WHEREOF, the Master of the said Steam Boat hath affirmed to two Bills of Lading, all of this tenor and date; the one of which being accomplished, the others stand void. Dated Louisville June 29th 1820 J. M. Hays



MAP No. 14.—OHIO RIVER.

to the left, and cross over near the left shore. About three miles below eighteen mile island is a large low bar in the middle of the river, called the meadow ground channel other side; if you take the left, when you are nearly up with the small run opposite the head of the bar on the left, keep close in the left shore; if you take the right, when you are about three quarters of a mile above, incline over to the right and keep near the right shore, passing the bar, until you are up with a large rock lying on the right shore, then steer obliquely across toward the left hand point below, between the lower point of the meadow ground bar, and a small bar on the right below.

Twelve Mile Island.
Channel right side, and near the right shore.

Six Mile Island.
Channel left side, and near the left shore.

Channel between them. Keep well to the left passing the bar at the head of the large island, on the right, then incline to the right.

Directions for Map No. 14.—Ohio River.

JEFFERSONVILLE, right side.
This is a very pleasant town of Clark county, Indiana. Good Pilot, over the falls reside here, and a pretty good landing at the upper part of the town, and if the stage of water will not admit of you passing the falls with a loaded boat, except round the falls, can be obtained here at a moderate expense. There is a large bar on the left, opposite to Jeffersonville. If you intend landing at Bourgois, incline over to the left, from the upper part of Jeffersonville, and land opposite Gray's Warehouse, just below the mouth of the creek.

LOUISVILLE, on the left.
This town is situated immediately below the mouth of Bourgois creek, and directly opposite the head of the falls of Ohio, in Jefferson county, Kentucky. Louisville, in a commercial point of view, is second to no town in the Western Country, if we may except Cincinnati. The legislature of Kentucky at their last session, passed an act to incorporate a company (consisting of a certain number of shares to the state,) to carry into effect the long contemplated canal around the falls. If it will commence the present season, and if we may judge from the character and enterprise of the stockholders, generally, it will, without doubt, be completed the next season. This canal, in consequence of the fall of water, will admit several vessels to pass the falls, and will add much to the importance of Louisville.

SHIPPINGPORT, left side.
At the foot of the falls, The rapid of Ohio is, politically, a very remarkable position. It is, in a great measure, the head of steam boat navigation, most part point in descending the Ohio when any serious impediment to the passage of its current occurs. At low water you must pass to the



Portrait Tours

AT THE FILSON

The Filson Historical Society continues to offer portrait tours in the Ferguson mansion as part of our mission to collect, preserve, and tell the significant stories of Kentucky and the Ohio Valley history and culture. These tours, which are offered on Wednesdays between 10:00 a.m. and 2:00 p.m., have brought in a diverse crowd, from church groups to homeschooled groups to groups who found us on the 2014 Cultural Pass Challenge.

At the beginning of this program, the tours focused on the portraits displayed in the Ferguson mansion and the stories of the people whose likenesses were cast. As time went on, the docents expanded their focus toward their individual interests. This resulted in a unique tour each week.

During The Centennial Festival of Riverboats in October, the docents offered guided tours of the “Steamboating on the Western Waters” exhibit (see page 14 for more information).

We would like to recognize our docents for the time and expertise they bring to The Filson on a weekly basis: Bill Ellison, Susan Norris, Margaret Tanguay, Denise Taylor, and Sandra Tucci.

Portrait tours will continue at The Filson during our renovation. These guided tours are free and open to the public. Make sure you take advantage of this excellent opportunity to tour a historic Beaux Art mansion and our portrait collection!

A mixed-age group from Our Angels Childcare visited The Filson in July. The group participated in a portrait tour from one of the docents at The Filson before doing a scavenger hunt in the Civil War Exhibit.

GIFTS

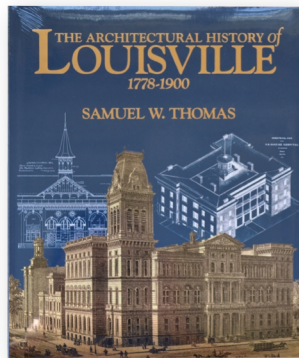
The Holidays are right around the corner! Let The Filson help you out with your shopping list.

For the history lover:

Give the gift of an annual membership!

For a limited* time only, members have the option to receive 10% off the membership level of their choice when they purchase a gift membership. Please contact Sarah Strapp at (502) 634-7108 or by email at sstrapp@filsonhistorical.org to take advantage of this deal!

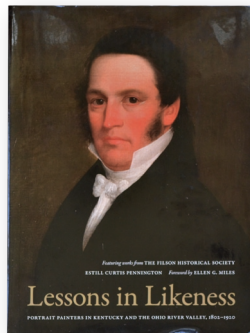
**Offer valid December 1, 2014 through December 31, 2014.*



For the Art/Architecture lover:

The Architectural History of Louisville, 1180-1900

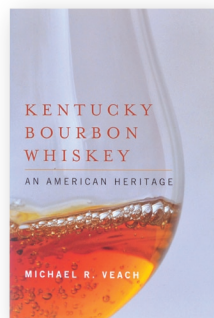
Samuel W. Thomas
\$60.00



For the Art/Architecture lover:

Lessons in Likeness: Portrait Painters in Kentucky and the Ohio River Valley, 1802-1920

Estill Curtis Pennington
\$35.00



For the bourbon lover:

Kentucky Bourbon Whiskey: An American Heritage

Mike Veach
\$24.00

This book can be signed by the author!

The Filson Historical Society is now offering Gift Certificates valid for any of our upcoming bourbon programming nationwide. Keep an eye on our website to see where the Bourbon Academy is going next!

The Filsonians

June - September 2014

How can you give a gift that will provide the greatest benefit to you and The Filson Historical Society? Through Planned Giving.

By informing us of your intent to include The Filson Historical Society in your estate, you are helping to ensure The Filson's ability to meet our mission of saving and sharing the significant stories of Kentucky and Ohio Valley history and culture. Your commitment allows us to remain a strong and vital educational resource for our community both today and tomorrow.

Planned gifts create opportunities for both you and The Filson Historical Society. Choosing the right type of commitment for you and your needs is just as important as making the gift. It could be something as simple as naming The Filson as a beneficiary to a more complex trust arrangement. In addition to the tangible benefits of planned giving, you will have the joy of knowing that your commitment helps The Filson continue to be a steward of the past and ensures our future as a resource for Kentucky and the Ohio Valley. To learn more about planned giving options, please contact Rick Anderson at 502-635-5083.

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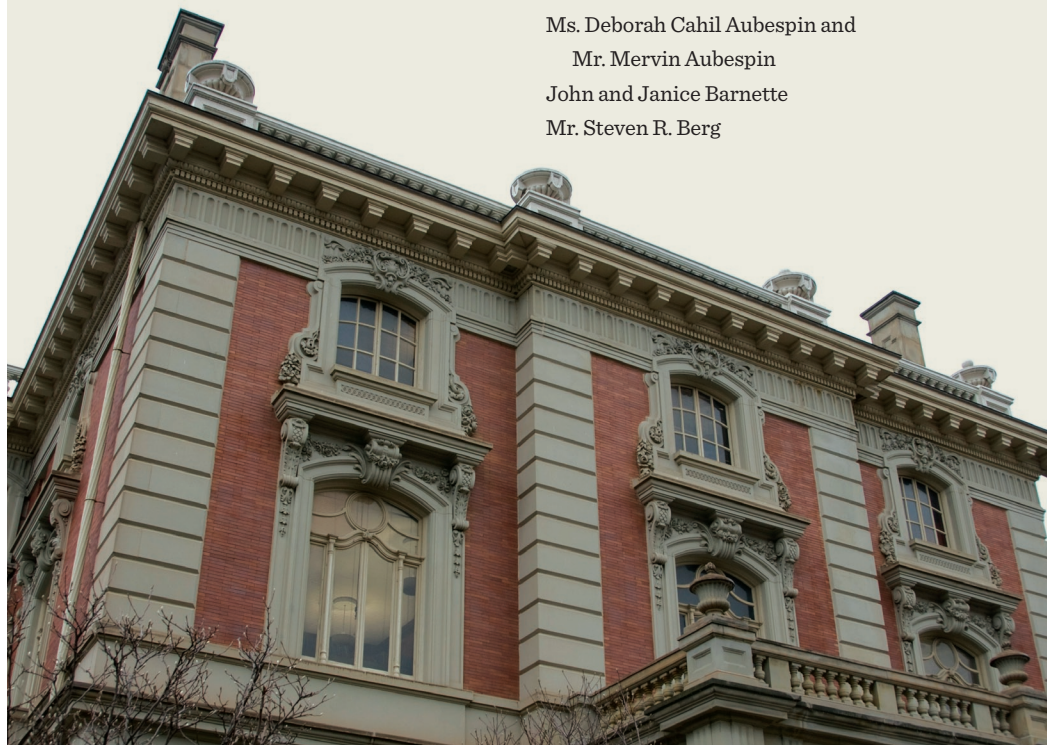
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You!

Since our founding in 1884 people like you have supported our unique mission of collecting, preserving, and telling the significant stories of Kentucky and the Ohio River Valley. As an independent historical society we receive no governmental support and, rely solely on the support of people like you.

Your gifts to the Annual Fund, in addition to membership dues, are vital to The Filson's continuing as a life-long learning center, helping our community understand the past, present, and future.

**Support The Filson's
2014 Annual Fund!**