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## An Annotated Bibliography Concerning Facts of North Alabama, Huntsville and Madison County in The Tennessee Historical Quarterly, 1950-1975

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AN ANNOTATED BIBLIOGRAPHY CONCERNING FACTS OF  
Hudson: An Annotated Bibliography Concerning Facts of North Alabama, Hunt  
NORTH ALABAMA, HUNTSVILLE AND MADISON COUNTY  
IN THE TENNESSEE HISTORICAL QUARTERLY, 1950 - 1975

By Ronald W. Hudson

Volume IX, June 1950, No. 2

Four Decades of Nashville, Chattanooga, and St. Louis Railway, (1873-1916), by Jesse C. Burt, Jr., pp. 113-115.

Mention is made in this article of the rich timberlands of North Alabama that were exploited by the N.C. and St. L. Railroad that connected Nashville with Huntsville and Gadsden to Rome, Georgia.

Volume XXII, June 1953, No. 2

A Billy Yank's Impression of the South, by Carrol H. Quenzel, pp. 103-104.

Based on letters of a Union soldier, George H. Caldman, who, except for one furlough, served continuously from August, 1862, until his death in September of 1864.

In the fall of 1863, even he, being an enemy, enjoyed our countryside, stating that Nashville seemed "cold and dull"; however, the State Capitol impressed him so he stated it was "about the finest building of its size" he had ever seen.

At the end of his furlough he was to report to Athens, Alabama, where his regiment had moved during his absence. To him Athens was "as lovely as its namesake of old, and almost as ruinous." From Athens his regiment moved on to Decatur, Alabama, which Caldman described as being "a very nice" town that had "suffered more from the ravages of war" than any other place he had yet seen.

When his regiment moved from Decatur to Huntsville, Caldman was advised by a doctor not to go along since he was suffering from fatigue. However, he went on and apparently felt it was worth the trouble and fatigue,

because he wrote of the beauty of the South, with its trees, flowers, and fertile land, stating that while he was admiring the beauty he would "forget myself and plump would my foot go in a mud hole knee deep."

Volume XIV, March 1955, No. 1

The Civil War Reminiscences of John Johnston, 1861-1865,  
by William T. Alderson, pp. 44-45.

In this article mention is made where the Confederate soldiers were camping in and around Florence, Alabama, while on a march eastward toward Athens. A good selection on a few days in the life of Confederate soldiers. They had a skirmish with Union soldiers who were camped in Decatur.

VOLUME XVII, December 1958, No. 4

The Colberts and the Chickasaw Nation, by Guy B. Braden,  
pp. 333-335.

Provides a description of some Indian treaties and how Colbert County, Alabama, was so named for George and Levi Colbert.

Volume XVIII, May 1959, No. 1

Notes and Documents - Memoirs of Hyland B. Lyon, Brig. General, C.S.A. Edited by Howard Coffman, p. 50.

Pertains to General William Penn Lyon's command passing through Scottsboro, Alabama, where there was a skirmish. This occurred on January 9, 1865, while on a march to the Tennessee River at Claysville in North Alabama.

Volume XVIII, September 1959, No. 3

The Muscle Shoals Controversy, 1920-1932, by Preston J. Hubbard, pp. 195-206.

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This controversy grew out of the problem of disposal of the federal government's nitrate project at Muscle Shoals, Alabama during the post-World War I period. Under provisions of the National Defense Act of 1916, President Wilson ordered the construction of nitrate-producing facilities in the vicinity of Muscle Shoals in order to insure a dependable supply of munitions for the armed forces.

Soon after the war the Wilson administration recommended to Congress a policy of utilizing the Muscle Shoals properties for the manufacture of nitrogenous fertilizer for farmers. This created a battle in Congress over the issue of government entrance into the fertilizer business. Finally, Congress rejected the policy of public operation of Muscle Shoals, and it was leased to private interests.

In July, 1921, Henry Ford submitted a bid for the federal properties there, creating great concern and controversy. This brought about much publicity; David Lilienthal, one of the original members of the board of directors of the TVA, declared in 1934 that the "Trade Commission's investigation was an important factor in the creation of the Authority because the probe made the nation acutely aware of the need of a public power yardstick," which he said was the "chief function of the federal power development in the Tennessee Valley."

Volume XIX, September 1960, No. 3

Chattanooga and the War, by Robert S. Henry, p. 224.

Mention is made about the importance of Bridgeport, Alabama, during the Civil War. Union General Don Carlos was stationed at Bridgeport "poised for crossing the Tennessee and taking Chattanooga."

Volume XIX, September 1960, No. 3

Isham G. Harris in the Pre-War Years, by Stanley F. Horn, p. 203.

Mention is made of the fact that at one time Franklin Countians wanted to secede from Tennessee and become part of Alabama because the state did not want to secede from the Union. Some of the residents of the county raised a regiment of volunteers to fight in the Civil War. They left for Virginia where they fought until the surrender at Appomattox.

Volume XXIII, December 1964, No. 4

The Courthouse Burnin'est General, by B.L. Roberson, pp. 376-377.

Discussion of an interesting skirmish during the Civil War concerning Scottsboro, Alabama. The Union Army had two white officers and fifty-four Negroes fortified in the railroad depot protecting it from the Southern forces. Union General William Penn Lyon's raiders had "reached the wall of the depot and even tried to wrest the defender's rifles through the loopholes, but had to withdraw beyond rifle range and resort to the use of their howitzer to drive the Union forces from the depot." Lyon accomplished his mission and would have burned the depot but Union reinforcements prevented this.

Volume XXVIII, Fall 1969, No. 2

Engine and Iron: A Story of Branchline and Railroading in Middle Tennessee, by Thomas E. Bailey, pp. 252-265.

The Winchester and Alabama Railroad came into existence as an independent venture and was planned to connect Decherd, Tennessee, on the Nashville and Chattanooga Railroad with the Alabama state line.

The record shows that thirty-three miles of railroad were built in one hundred days. It rained thirty-five

of those days and the road at this point was complete but inoperable because of equipment being strained and work substandard and unsafe. Bonds financing the venture never sold because of failure to complete a functioning railroad within a specific time. Therefore, the result was complete destruction of the financial credit of the promoters of the railroad and with it, the collapse of the venture.

In 1893, the property of the road was sold to a New York syndicate and during its reorganization the name was changed to the Middle Tennessee and Alabama Railroad.