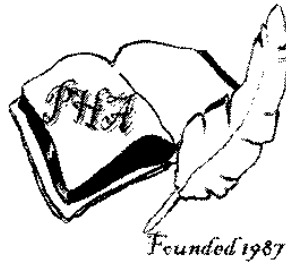


PINTLALA HISTORICAL ASSOCIATION

Next Meeting:
July, 17th—2:30 p.m.
 Pintlala Baptist Church Fellowship Hall



*c/o Pintlala Public Library
 255 Federal Road
 Hope Hull, Alabama 36043*

Volume XIX, Number 3

July 2005

Can you identify this photograph?



2005 OFFICERS

President	Gary Burton	(334)288-7414
Vice President	Lee Barnes	(334)288-4855
Secretary	Karon Bailey	(334)281-6239
Treasurer	Thomas Ray	(334)288-3368
Parliamentarian	Jack Hornady	(334)396-2130
Program Chairperson	Alice T. Carter	(334)281-3708
Members at Large		
Place 1	Jean Dean	(334)548-2167
Place 2	Mary Ann Venable	(334)288-3234
Place 3	Rene Barnett	(334)288-0231
Place 4	Judy Burton	(334)272-8959

Styles Hopping Murrell (instructor); Daisy Rae Reynolds (Suggs), 2nd row, 2 right; Maude Eva Reynolds (Murrell), 2nd row, 3 right; Emilie Reynolds (Reynolds), front, right

- ◆ Can you help us identify the site of this photograph?
- ◆ Was this the Alliance Hall School on Tabernacle Road?
- ◆ Can you identify the remaining persons in this photograph as well as the date?

Thanks to Wiley Cutts for the photo.

Contact Gary Burton (288-7414) with information.

President's Message

Our organization has been blessed with willing persons who have donated time, talents, and energy to the basic tasks necessary for our effectiveness. We continue to be grateful to **Julianne Hataway** and **Sandra Lassiter** for their hard work with our newsletter over the greater part of the last decade. They brought to the newsletter the kind of information which was always devoured by history lovers connected with our area.

Angelique Pugh has now come on board to help with the lay-out and design of our newsletter. She is a gift to us. Angelique is a graduate of Hooper Academy and Auburn University. In addition to managing the Hooper Academy website, she is also very involved with the children's ministry of the Hope Hull United Methodist Church and serves as the design editor of the church's newsletter. Angelique enjoys working with computers and spending time with her nieces. She is currently employed with the Meadowbrook Insurance Group. We are thrilled that Angelique will bring her special skills to our cause. You may email Angelique: apugh@htcnet.net.

The importance of our task cannot be overestimated. Now that the Hyundai Automotive facility is fully operational, there should be a sense of urgency about the recovery of our heritage. The Pintlala area is truly a place where tradition meets tomorrow. We live in a fast, superficial culture without deep roots provided by an appreciation of our history.

David Boorstin, historian and Librarian of Congress, said that trying to plan for the future without a sense of the past is like trying to plant cut flowers. Regrettably, we are populated with an abundance of cut flowers which can never successfully be planted.

So our task is a necessary and noble one. Thanks for your support of the PHA.

Gary Burton, President

July's PHA Program

PHA members Pat Moseley, who is a civil engineer with many years of experience surveying in Montgomery County, and Gary Burton will present a program on surveying in early Alabama. We will get an overview of the men charged with surveying the Alabama territory in 1817. Two of the early surveyors working in our area were Thomas Freeman and John Coffee. The methods used by early surveyors will be compared to today's methodologies.

Pat has been working on a map project of great interest to our organization. He is using an 1817 map of the Federal Road in Montgomery County and superimposing it on a current map of the county. He plans to have this available for PHA members to view and study.

Come hear these two enthusiastic students of the Federal Road !

Highway 31 Maps

Thanks to Pat Moseley for his gift to PHA of two maps used by surveyors from the State of Alabama Highway Department when U.S. Highway 31 was originally paved. One map shows the road from Highland Home to Davenport and is dated 1937. The other map shows the road from Highway 80 to Davenport and is undated. After talking with Davis Henry we have put a circa date of 1930-1933 on this map. Davis was born in 1933 and he remembers his family talking about boarders in their home who came to work on the road around the time of his birth.

The maps have been placed in tubes which are marked and are at the Pintlala Branch Library, Ethel Tankersley Todd history section. They are very delicate and need two people to manage them when viewing. You are urged to treat them very carefully. Thanks Pat!

PHA Future Program

The article in this newsletter on the Teague Road is designed to inform and prepare members and others for a future event. In October we plan to have the placement and unveiling of historic markers noting the name change for County Road 42. We hope you will all join us for that presentation. Details will appear in the October newsletter.

PHA Dues

If you have not already done so, please mail or give your 2005 dues of \$10.00 to

Thomas Ray, Treasurer.

Address: 2995 Pettus Road
Hope Hull, Alabama 36043

Bonham's Tavern

A Review of Leon Southerland's Presentation in His Book *The Federal Road*

—Dr. William Craig Mann

The name Bonham (by one spelling or another) has long been associated with south Montgomery County. Bonhams were among the early settlers of the Pintlala area, and a cemetery in the community bears their name. A Bonham was, at one time, the postmaster at Pintlala. And somewhere on the Federal Road in southwest Montgomery County stood Bonham's Tavern.

In his book, *The Old Federal Road*, Leon Southerland made the following statement about Bonham's Tavern:

*Ten miles south of Montgomery, after the Federal Road crossed Hunter Road and Catoma Creek, was Snowdoun, where Bonham's (sometimes Bonum's or Bonam's) was located . . . The tavern, erected in 1820, had one room to hold family, guests, the stagecoach driver, and Mrs. Bonham's fury.*¹

Southerland also noted two travelers' experiences related to Bonham's Tavern: Adam Hodgson (1820) and James Stuart (1830). Of Hodgson, Southerland wrote,

*Adam Hodgson traveled from Evans's Tavern to Bonham's over a "wretchedly bad road" through thick clay in which his horses got stuck, through entangling trees and vines, and through several swamps.*²

Of Stuart, Southerland wrote,

*When James Stuart was traveling to Bonham's seeking a breakfast, his driver preferred a ford to a bridge, and the result was a flooded, almost swamped, carriage. They met a whiskey wagon, and the driver offered them a free drink, but it was too early in the day for the journal keeper. Stuart had to demand a breakfast from the reluctant Mrs. Bonham, whom he described as "the worst-tempered American female" he had encountered in his three years of travel.*³

Southerland placed Bonham's Tavern at Snowdoun, Alabama. His evidence for this location was not presented, and left questions in the minds of other researchers. An examination of the travelers' accounts shed new light on the question of where the Bonhams operated their establishment.

Adam Hodgson traveled through Alabama in March 1820.⁴ His account never mentioned Evans's, Bonham's, or Snowdoun. He certainly traveled this section of the Federal Road, but he used no specific names, except to name Point Comfort, a cotton plantation apparently near present Mt. Meigs.

James Stuart traveled through Alabama, entering from Georgia, in March 1830. He traveled the Federal Road, noting a lunch he had at Lucas's Tavern. His next noted stop after Lucas's was Montgomery. Here is where the problem with Southerland's geography began. The Federal Road did not come to Montgomery. Stuart actually entered Montgomery by way of a branch road which left the main road at Mt. Meigs, probably the route covered today by Ware's Ferry Road and Mt. Meigs Road. Stuart related a few small adventures in Montgomery, then began his account of the passage to the south:

*On the following morning, I started by the stage for Mobile, on the Gulf of Mexico. There is steam-navigation from Montgomery to Mobile by the Alabama River; but the steam-vessels are more for the conveyance of cotton than of passengers; and the distance by the river, about 400 miles, is more than twice as long as by land . . . the driver had got us into a scrape, by preferring the ford to the bridge over the river, on our way to the south of Montgomery.*⁵

Stuart did not depart from Montgomery by way of the Federal Road (since he did not enter the city by the Road) unless he backtracked all the way to Mt. Meigs to get back on the road. His actual route "to the south of Montgomery" was down the Mobile Branch Road, which roughly followed the route of present Hwy. 31 south from Montgomery toward Pintlala. This road was constructed to carry travelers from downtown Mont-

(Continued on page 4)

(Continued from page 3)

gomery to the Federal Road, and ran into that road at Pintlala. The river that Stuart's stage coach forded was Catoma Creek, only a stream where the Federal Road crossed it, but much wider to the northwest, where the branch road crossed.

The Mobile Branch Road traveled by Stuart came almost due south from Montgomery, joining the Federal Road somewhere near the present intersection of Hwy. 31 and Federal Road in Pintlala. This is the crux of the problem with Southerland's geography: Snowdown lies up the Road to the northeast of Pintlala, well above its intersection with the branch road. The simple fact is: *Stuart did not stop at Bonham's Tavern at Snowdown because Stuart never went through Snowdown.* That Stuart stopped at Bonham's is, in fact, proof that Bonham's could *not* have been in Snowdown. The more likely location, allowing for the amount of travel Stuart described between Montgomery and Bonham's, would have been on the Road at Pintlala or on the branch road just north of Pintlala. While its exact location could not be pinpointed, Bonham's Tavern appears to have been, at least functionally, successor to Samuel Moniac's establishment at Pintlala.

¹ Southerland and Brown, *The Federal Road through Georgia, the Creek Nation, and Alabama, 1806-1836* (University of Alabama Press, 1989), p. 94. The location of the tavern was Southerland's conclusion; the description and date of construction Southerland attributed to James Stuart's journal.

² *Ibid.* For this information, Southerland cited Hodgson's *Letters from North America*.

³ *Ibid.* For this information, Southerland cited Stuart's *Three Years in North America*.

⁴ Adam Hodgson, *Letters from North America Written During a Tour in the United States and Canada* (Hurst, Robinson, and Company, 1824), pp. 121-140. A transcript of this passage was included in Jeffrey Benton, *The Very Worst Road* (Historic Chattahoochee Commission, 1998), pp. 5-15.

⁵ James Stuart, *Three Years in North America by James Stuart, esq.* (J. & J. Harper, 1833), p. 111. Excerpts from Stuart's journal entries were included in Jeffrey Benton, *The Very Worst Road*, pp. 53-56.

Was Mrs. Bonham in Snowdown or Pintlala? -Gary Burton

Those familiar with early Pintlala history would naturally question a reference to James Stuart's 1830 travels through Alabama. The questionable reference is found in [The Federal Road through Georgia, The Creek Nation, 1806-1936](#) by Henry DeLeon Southerland, Jr., and Jerry Elijah Brown. The authors state that James Stuart, while traveling through Alabama in 1830 on the Federal Road, stopped in Snowdown and encountered a Mrs. Bonum (Bonham) who reluctantly served them breakfast. This is the Southerland-Brown citation on p. 94:

Ten miles south of Montgomery, after the Federal Road crossed Hunter Road and Catoma Creek, was Snowdown, where Bonham's (sometimes Bonum's or Bonam's) was located. Although the road through this prairie land was generally good, it offered rough going along low ground. Adam Hodgson traveled from Evans's Tavern to Bonham's over a "wretchedly bad road" through thick clay in which his horses got stuck, through entangling trees and vines, and through several swamps. When James Stuart was traveling to Bonham's seeking a breakfast, his driver preferred a ford to a bridge, and the result was a flooded, almost swamped, carriage. They met a whiskey wagon, and the driver offered them a free drink, but it was too early in the day for the journal keeper. Stuart had to demand a breakfast from the reluctant Mrs. Bonham, whom he described as "the worst-tempered American female" he had encountered in his three years of travel. The tavern, erected in 1820, had one room to hold family, guests, the stagecoach driver, and Mrs. Bonham's fury.

James Stuart (1775-1849) was a Scottish author and newspaperman whose three years of traveling in North America were carefully chronicled and later published. According to Walter Brownlow Posey who includes Stuart's notes in [Alabama in the 1830s: As Recorded by British Travelers](#), Stuart arrived in Montgomery on March 16. Instead of traveling to Mobile by the Alabama River, the most popular route, he traveled by stage which also delivered the mail.

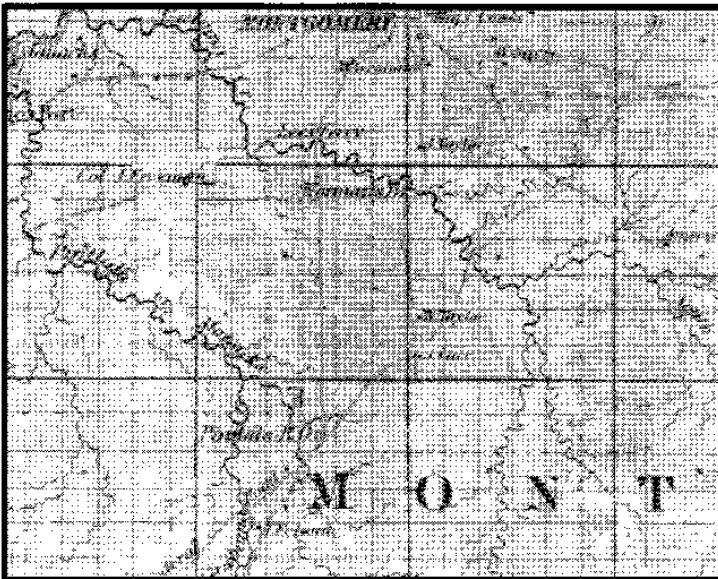
While Mrs. Bonum's attitude left much to be desired, it is possible that her waystation was located in Pintlala, not Snowdown. The contention cannot be proved conclusively, but the following facts should not be ignored because they illustrate a strong affinity between the Bonham family and Pintlala:

(Continued on page 5)

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- Of primary consideration is the absence of any mention of Snowdown in the source material. Hodgson's Letters from North America, Written During a Tour of the United States and Canada, originally published in 1824, and Stuart's Three Years in North America, published in 1833 make no reference to Snowdown. This is an interpretive construction employed by Southerland and Brown.
- Dr. Craig Mann's strong contention that James Stuart would not have traveled through Snowdown, having made his way into Montgomery is compelling. Instead Stuart would have traveled more directly south on the Mobile Branch Road (see Dr. Mann's article elsewhere in this edition).
- Postal Service was well established in Pintlala as early as 1818 with the mail being delivered to Manac's; Maxmillian C. Armstrong was the postmaster and stops along the route are described in the Territorial Papers, June 20, 1818.
 - ◆ An 1837 map indicates a post office at the juncture of Federal Road and the Mobile Branch Road.
 - ◆ The research of Laurie Sanders, PHA member, indicates that Postal Service was not provided through Snowdown until 1859. The stage on which James Stuart traveled in 1830 also delivered the mail. "...but this road passes through a country, a very small portion of which is yet settled, and where there are no other hotels than those at which the mail-stage stops."
 - ◆ By 1831 John Rives was the postmaster. He was succeeded in 1838 by John Bonham, who is mentioned by W.G. Robertson in Recollections of Early Settlers of Montgomery County, 1892.
 - ◆ By the 1880s Pintlala was known as Bonham's Crossroads. Indeed, by this time the postal service operated from a "special office" named the Bonham Post Office.
- John Bonham possessed an original land patent in the heart of today's Pintlala.
- The Bonham cemetery is located in the Pintlala community.

Conclusion: The preponderance of evidence seems to indicate that James Stuart stopped at a tavern in Pintlala, not Snowdown as indicated by Brown and Southerland. This would mean that Col. Wood's, the next stop on the Federal Road, was located somewhere between Pintlala and Greenville. Brown and Southerland, in their path-clearing book, have created much popular and scholarly interest in the Federal Road. We are indebted to them.



1837 John LaTourrette Map (detail)

Teague Road: Milk Cans to Automobiles—Alice T. Carter

As of May 2005 there is one functioning dairy farm in Montgomery County which is owned and operated by Martin C. Faulkner on Butler Mill Road. This contrasts sharply to about 65 years ago when there were more than 200 active dairy farms in Montgomery County. These statistics could not be made more evident than by taking a ride down County Road 42. Today on the north side of this road, which connects U.S. Highways 31 and 331, 1700 acres of once fertile farm land is now the site of a sprawling industrial complex that is expected to crank out 300,000 Hyundai automobiles per year. This mass of concrete, steel and asphalt is a dichotomy to the homes, fish pond, feed lot, crumbling silos and sagging walls of no longer used dairy barns dotting the land on the south side of County Road 42. This road once home to three dairy farms (belonging first to Teague Dairies, then to J.P. Henry, Jr., Ben Hitch and Joe L. Hall) was named Teague Road after the original owners of much of the farmland. This rural farm-to-market connector road had a name change in 2004 with the beginning development of the Hyundai Automotive plant. Today state road signs and soon-to-be erected historic markers proclaim Teague Road as Hyundai Boulevard.

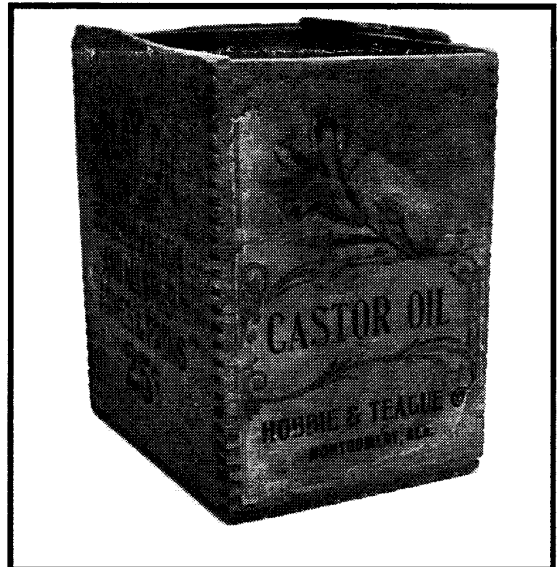
Teague Family History

Just who was the family for whom this once narrow dirt road would be named ?

The Montgomery patriarch of the Teague family, William Martin Teague, Sr., was born in Calhoun County, Alabama in 1843, served in the Confederate Army and was wounded and captured at the Battle of Gettysburg according to the *Memorial Record of Alabama*. After the war Teague settled in Greenville where he operated a successful mercantile business. In 1864 he married Eugenia Isabella Jackson, daughter of John W. A. Jackson. Teague would join his father-in-law and G. W. Barnett in a hardware business in Montgomery in 1875. The 1880-1881 *Montgomery City Directory* lists Teague, Barnett & Co. as a dealer in stoves, iron, steel, tinware and hardware. It lists Teague's residence as Greenville. In 1883 Teague, Sr. formed a partnership with Henry M. Hobbie, his brother-in-law, in a wholesale grocery business listed in the 1883-1884 *Montgomery City Directory* as Hobbie & Teague at 36-38 Commerce Street. By 1892 Teague had sold his interest in Teague, Barnett and Jackson and with his sons Robert Sterling, Abner J. and William Martin, Jr. established Teague & Sons at 205 Commerce Street. This business was a wholesale hardware establishment. In 1901 Teague & Sons bought out Teague, Barnett and Company.

The Story of Alabama: A History of the State, Vol. IV, 1949 describes Teague & Sons as occupying three stores and two warehouses for the distribution of hardware, mill supplies, building materials, plumbing, appliances and their parts. The company not only served Alabama, but parts of Georgia and Florida as well. Teague and Sons employed about one hundred people and remained open on Commerce Street (as Teague Hardware) serving the rural and urban citizens of Montgomery County until the mid-1970s.

William Martin Teague, Sr. proved to be quite prosperous in his multiple business ventures. He and his wife acquired a lovely Greek Revival home on Perry Street in 1889 where they reared their family of ten children. The house remained in the family until 1955 when it was purchased by the Alabama State Chamber of Commerce. It has remained a landmark known to all who live in this area of Montgomery County and has continued to be known as the Teague house. At the time of this article it is home to the Alabama Historical Commission. In the area of politics, Teague was elected Mayor of Montgomery on the Democratic ticket in 1905 and served until 1909.



**Antique Castor Oil Box
Featuring Hobbie & Teague Label**

(Continued on page 7)

(Continued from page 6)

Leadership in Montgomery business enterprises was continued by the sons of William Martin Teague, Sr. who died in 1915. As stated earlier William Martin Teague, Jr. (Will) became president of Teague & Sons and his influence in the agri-business arena included establishing and serving as first president of Union Stockyards. His interest in the real estate field led to the joint ownership with his brother-in-law of the Gay-Teague Hotel in Montgomery.

Teague Dairies and the Teague Road

The Teague enterprise most closely identified with County Road 42 or Teague Road is Teague Dairies. The Teague family had extended their business interests to include dairy farming and processing. Brothers, William M., Jr. and Robert S. were co-owners of Teague Dairies. The main plant and pasture for the dairy was located on Highway 331 in Snowdoun. This dairy was on property currently owned by the family of Edward P., Sr. and Cornelia Young, with the plant being on the property of John Simmons. Pasture land and two smaller supply dairies were on property stretching between Highways 331 and 31. A dirt road which first appeared on Montgomery County road maps in 1928 provided access to either traffic artery, pasture land or to the two dairies. According to land records at the Montgomery County Court House, land for the road was deeded to Montgomery County in September 1926 by landowners from the Teague, Bellingrath and Matthews families. Around 1945-46 the Teagues sold acreage on the south side of the road to J.P. Henry, Sr. and Ben Hitch. Hitch used one of the existing Teague dairy barns to begin his own dairy business. Joe L. Hall, son-in-law of J. P. Henry, Sr., used the other existing Teague dairy as the site of his dairy business which he moved from Highway 31 (at a site which is currently near the Southlawn community). The gravel road was paved in 1953-54. William S. (Billy) Newell, Jr., who later became one of the leading roadbuilders in Alabama, put in the drainage system for the road. It is interesting to note that contractors for the enlargement of Teague Road to a four-lane-boulevard were Newell Roadbuilders of Pintlala (founded by brothers of William S. Newell, Jr.). J. P. Henry, Jr. returned from World War II and began a dairy business in 1951 (closed dairy in 1958) on the end of the road nearest Highway 331 thus making three operational dairies on the 2.8-mile-road.

The Teague Dairy in Snowdoun was purchased by the Young and Grant families in 1948 according to Margery Henry but retained the Teague name (see advertisement for Teague Dairy from the *Montgomery City Directory* of 1950). Papers belonging to Bernard Young show that the Teague Dairy went out of business on August 20, 1956.

Evolution and Progress


This gravel road has certainly changed over the years--first providing a means to haul many thousands of gallons of milk to a processing plant and now in 2005 a four-lane boulevard will provide a means of getting thousands of automobiles to dealers across the United States. What a heritage and history the Teague Road/Hyundai Boulevard has and will experience!

Thanks to Margery and Davis Henry and Jack Hornady for their help in preparing this article.

Teague Dairy Advertisement 1950

DAIRIES

ASK FOR TEAGUE'S MILK



CONVENIENT PAPER CONTAINERS OR
HANDY SPACE SAVING SQUARE BOTTLES

GRADE "A" MILK HOMOGENIZED

"Country Bottled"

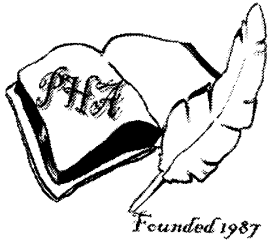
<ul style="list-style-type: none"> • Buttermilk • Greenspot Orangeade • Chocolate Drink • Coffee Cream 	<ul style="list-style-type: none"> • Table Cream • Whipping Cream • Cottage Cheese • Fresh Eggs
--	---

"A Call Today Brings Tomorrow's Milk"

TEAGUE DAIRIES

SNOWDOUN RD.
TEL. 3-1592

MONTGOMERY CITY DIRECTORY



**Pintlala Historical
Association**

c/o Pintlala Public Library
255 Federal Road
Hope Hull, AL 36043

NEXT MEETING

JULY 17, 2005

2:30 P.M.

**PINTLALA BAPTIST CHURCH
SPEAKERS: PAT MOSELEY &
GARY BURTON**

Join the Pintlala Historical Association

Please mail completed form, fee & dues to :

**Pintlala Historical Association
c/o Thomas Ray
2995 Pettus Road
Hope Hull, AL 36043**

Name _____

Address _____

City, State Zip _____

Phone (Home & Office) _____

E-Mail Address _____

Areas of Interest _____

If you are interested in genealogy, please indicate family surnames _____

\$5.00 Registration Fee (One Time) - \$10.00 Annual Dues