

lished on Oct. 24th, said that a railroad about a mile long had been constructed "a few miles below the Yellow Banks to the coal mines of Triplett & Burnley. The coal is of the first quality and abundant."¹⁹

The mines on the South Fork of Cumberland River were between the mouths of Rockcastle and Laurel Rivers, and an act of Feb. 25, 1835, appropriated 10,000 acres of land in Pulaski County to open a road from Somerset to "coal mines on or near Cumberland River."²⁰

The mining of coal along the Kentucky River in 1801 and 1805 has been mentioned. By 1835, the shipments had increased to 3,000 tons a year, and grew steadily, but slowly, for many years. There were some openings on Middle Fork about this time, but shipments were small. The Board of Internal Improvements, in its report for 1835-1836, said of the coal mines,

"the principal veins that are now mined and which but ineffectually supply the markets of Lexington and Frankfort are near the mouth of South Fork (Beattyville); near the mouth of Troublesome Creek, sixty miles up North Fork where it is found in better quality than in any other part of the United States; and near Perry Court House (Hazard), fifty miles higher up the same fork."

In 1834, 3,000 tons were boated down. The more important mines on South Fork were on Goose Creek and its branches and coal from here was also used for the salt works south of Manchester and for domestic purposes. The salt made in this vicinity amounted to 250,000 bushels in 1834, requiring the same amount of coal, or 10,000 tons.²¹ In 1837 a report mentions mines on the main river three miles below South Fork and a number at the mouth of South Fork on both sides of the river. There were 12 to 14 on North Fork between Middle Fork and Hazard, and several on Troublesome and Quicksand Creeks.²²

In 1836 the Cook mine was opened on the Tradewater River, in Union County, near Caseyville, by Charles H. Cook of New Orleans.²³

In November 1836, the scarcity of fuel in Louisville caused the papers to urge the advisability of bringing coal up the river from Bon Harbor and Hawesville, instead of depending upon up-river mines, and a boatload was delivered at Louisville in December.²⁴ Nothing came of this, and the up-river mines soon delivered enough coal for everybody.

In Feb. 1837, the legislature appointed a select committee "to investigate the present state of the Coal Trade and Iron business . . . and to report to

¹⁹ Ref. 865: Oct. 24, 1829.

²⁰ Ref. 1230: p. 133.

²¹ Ref. 654: Jan. 22, 1836, p. 39.

²² Ref. 1230: pp. 173-174.

²³ Ref. 874.

²⁴ Louisville *Public Advertiser*: Nov. 26, 1836; *Daily Journal*: Dec. 19, 1836.