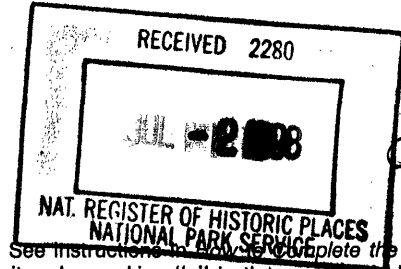


United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions on the back of the form. Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Carson's Landing

other names/site number Annis Ferry Farm/BT-1

2. Location

street & number 1086 Annis Ferry Road N/A  not for publication

city or town Morgantown  vicinity

state Kentucky code KY county Butler code 031 zip code 42261

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

David L. Morgan, SHPO and Executive Director 6-3-98  
Signature of certifying official/Title Date  
Kentucky Heritage Council/State Historic Preservation Office

State of Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

Signature of commenting official/Title Date

State or Federal agency and bureau

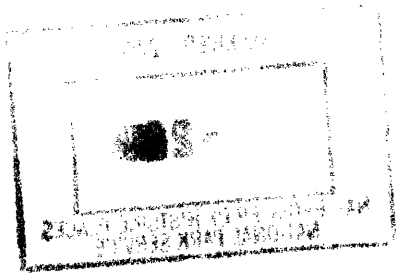
4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.  See continuation sheet.
- determined eligible for the National Register  See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Edson H. Beall  
Signature of the Keeper

Date of Action 7.31.98



Carson's Landing (BT-1)  
Name of Property

Butler County, Kentucky  
County and State

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

**Category of Property**  
(Check only one box)

- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	3	buildings
1		sites
		structures
		objects
2	3	Total

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

**Number of contributing resources previously listed in the National Register**

None

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

- Domestic/Single Dwelling
- Commerce/Trade/Warehouse
- Commerce/Trade/Department Store
- Transportation/Water-Related

**Current Functions**  
(Enter categories from instructions)

- Domestic/Single Dwelling

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

Mid-19th Century/Greek Revival

**Materials**  
(Enter categories from instructions)

foundation Stone/Sandstone & Concrete/Block

walls Original Section: Metal/Aluminum

Rear Ell Addition: Wood/Weatherboard

roof Other/Composition Shingles

other

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Commerce \_\_\_\_\_

Transportation \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Period of Significance

1853-1924 \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Significant Dates

1853 \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Significant Person

(Complete if Criterion B is marked above)

N/A \_\_\_\_\_

Cultural Affiliation

N/A \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Architect/Builder

Unknown \_\_\_\_\_

\_\_\_\_\_

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Kentucky Library, Western Kentucky University

Carson's Landing (BT-1)  
Name of Property

Butler County, Kentucky  
County and State

**10. Geographical Data**

Acreage of Property 2.2 +/- acres

**UTM References**

(Place additional UTM references on a continuation sheet.)

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See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

name/title Janet L. Johnston

organization \_\_\_\_\_ date 3/16/98

street & number 308 North Mantle Avenue telephone (502) 763-0090

city or town Elizabethtown state Kentucky zip code 42701

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional Items**

(Check with the SHPO or FPO for any additional items)

**Property Owner**

(Complete this item at the request of SHPO or FPO.)

name Carroll & Doris A. Tichenor

street & number 1086 Annis Ferry Road telephone (502) 728-2561

city or town Morgantown state Kentucky zip code 42261

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior  
National Park Service

## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 1

Carson's Landing (BT-1)  
Butler County, Kentucky

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### 7. Narrative Description

#### Narrative Description

Carson's Landing (BT-1) is situated on approximately 301 acres located within the Big Bend of the Green River and one mile north of Logansport in Butler County, Kentucky. Carson's Landing was strategically located on the banks of the Green River, and the landing, ferry, owners, and operators played a significant role in the development and growth of commerce and transportation along the Green River in Butler County between 1853 and 1924. The nominated property includes approximately 2.2 acres, one contributing building, one contributing site, and three noncontributing buildings.

#### Carson-Annis Residence (circa 1853-1854)

The Carson-Annis residence is a two-story, frame building situated on the easternmost portion of the farmstead and approximately two hundred feet from the Green River. Its design is simple in its use of natural materials, such as poplar and ash wood, and its workmanship. It also exhibits the Greek Revival style by its applied ornamentation and the two-story front portico. This house incorporates the simple detail and construction with the high style ornamentation of the Greek Revival style of architecture.

The Carson-Annis residence is a typical I-house in its configuration and features the rectangular plan (18' 7" x 48' 7 1/2") with a one-story, rear ell addition (36' 7" x 24' 4 1/2"). The original I-house has a side-gabled roof covered with composition shingles. The balloon framing of the Carson-Annis residence is poplar wood and was originally covered with hand-planed, poplar weatherboarding. To reduce maintenance costs and improve energy efficiency, previous owner, Lena Grey Annis, installed aluminum siding on the original section of the house. The rear addition still has the original poplar weatherboarding. Although the original section has aluminum siding, it matches the reveal and profile of the original weatherboarding. This alteration to the integrity of materials does not destroy the integrity of association, which is critical for the home's eligibility. In 1991, the current owners removed the aluminum siding from the fascia and eaves of the original section.

The foundation of the Carson-Annis residence originally was hand-shaped sandstone piers. In the 1960s, the house was underpinned with concrete blocks between the sandstone piers. The original section of the Carson-Annis residence also features two exterior, gable-end chimneys constructed of common bond brick. Due to floodwater damage and general deterioration, the northwest chimney was rebuilt using the original materials, and the southeast chimney was repointed.

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**NATIONAL REGISTER OF HISTORIC PLACES  
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Section 7 Page 2

Carson's Landing (BT-1)  
Butler County, Kentucky

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The northeast façade of the Carson-Annis residence faces the Green River and features a two-story, full-height entry porch. Constructed circa 1879, this Greek Revival porch has square columns and railings and tongue and groove flooring. The first floor entry door (40 ½" x 83") is a four-paneled, poplar door and features a Greek Revival rectangular glazed transom and sidelights encased in a larger decorative wood enframingent. The second floor porch door (37" x 79 ¼") originally was a window and was installed with the construction of the entry porch circa 1879.

The windows of the original section are six-over-six, double-hung windows with beaded facings. In 1905, a "sewing window" was installed in the second floor, northwest bedroom for greater light and ventilation. This window is a four-over-four window without beaded facings. The window facings today are encased in aluminum siding installed in the late 1960s, and all thirty-one windows in the Carson-Annis residence have aluminum storm windows.

The interior of the original Carson-Annis residence features a "socially-locked plan." The large hall and open stairway are flanked by large rooms on the northwest and southeast sides and create a "social lock" from the remainder of the house. The vertical bay on the south side of the residence originally was utilized as a parlor and today is used as the master bedroom. This bedroom has 5"-wide ash floors, and the walls and ceilings are plastered. The interior walls feature a 34"-high wainscot. The master bedroom contains four windows (35" x 63") with 5"-wide facings and has two, two-paneled, grained doors (51" x 77 ½"). The door to the first floor bathroom was installed in 1987 and is a reproduction. The fireplace in the master bedroom features a Neoclassical mantel and surrounds.

The north vertical bay today is utilized as a living room and features a partially enclosed, U-shaped staircase to the second floor bedroom. This room also has plastered walls with a 34"-high wainscot and 10' 2"-high, plastered ceilings. This room also has 5"-wide ash flooring. The fireplace features a mantel with Neoclassical surrounds with simple pilasters and square panels. The windows in the living room feature simple wood surrounds with 5"-wide facings.

The main hall on the first floor features an open, U-shaped staircase with a landing. The staircase has a starting, landing, and two ending newels that are simple and waisted poplar posts with newel caps. The baluster features 30 ¼"-high and 2-3"-wide simple, square poplar posts. The stair treads are poplar and 10" wide, and the risers are poplar and 7" high. The staircase landing is illuminated by a 35" x 63" six-over-six, double-hung window with 5"-wide facing. The interior doors of the main hall are two-paneled, grained doors with decorative surrounds and 5"-wide facings. The walls are plastered and feature a 34"-high, hand-hewn wainscot. The ceilings are 10' 2" high. The first floor hall also contains a bathroom located in the space under the staircase. Originally this space

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**NATIONAL REGISTER OF HISTORIC PLACES  
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Carson's Landing (BT-1)  
Butler County, Kentucky

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served as a closet and was reconfigured as a half bathroom in 1987.

The second floor of the original Carson-Annis residence is identical to the first floor layout. It has a large central hall flanked by a large bedroom on each side. The hall features access to the second floor porch overlooking the Green River. The walls are plastered with simple baseboards, and the ceilings are 8' 4" high and plastered. The doors have been grained and exhibit simple surrounds. The door to the northwest bedroom was installed in the late 1960s.

The second floor bedrooms have poplar flooring and plastered walls and ceilings. The fireplaces feature simple, Neoclassical mantels and surrounds. The windows and doors have 4 ½"-wide facings, and the doors are two-paneled, grained doors. The second floor, northwest bedroom also features the 1905 "sewing window".

The one-story, rear ell addition is located on the rear (southwest side) of the original Carson-Annis residence. Originally a one-story, log kitchen was situated on this site and adjacent to the door of the first-floor, northwest living room. About 1879, John Carson moved the log kitchen to the southwest corner of the property and constructed a frame addition. This ell addition features balloon framing covered by the original poplar weatherboarding and has a side-gabled shingle roof.

Today the rear addition consists of a dining room, kitchen, bathroom, utility porch, and a long porch. The dining room features plastered walls with a 34"-high wainscot. The windows and doors feature 5"-wide facings. The dining room also features a double chimney which extends to the adjoining kitchen. The chimney is constructed of hewed sandstones to the roofline and brick above the roofline. The fireplace surrounds are simple square panels and pilasters. The dining room also has a closet constructed between 1905 and the 1930s.

The kitchen has plastered walls with simple baseboards and a 9' 10 ½"-high plastered ceiling. The double chimney has a simple fireplace mantel and surround, and the fireplace grate has been enclosed. The kitchen doors are two-paneled, grained doors with simple surrounds. On the northwest side of the kitchen is a 7' x 13' 6" utility porch. Constructed between 1905 and the 1930s, this porch was enclosed in the late 1960s and now features four windows and one interior door. On the southeast side of the kitchen, the pantry was reconfigured as a bathroom in the late 1960s. This bathroom was again remodeled in 1987.

The long porch on the south side of the rear addition originally was constructed as an open porch circa 1879. Between 1905 and the 1930s, the owners extended the width of the porch by two feet and underpinned the porch with brick. The porch was also boxed to the railing height and screened. In the late 1960s, Lena Grey Annis enclosed the porch with seven; 32" x 46", six-over-six, double-hung windows and one six-paneled door. In 1994, the current owners constructed a 2' x 6' stoop with a railing on the southeast side of



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## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

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Carson's Landing (BT-1)  
Butler County, Kentucky

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this long porch.

The Carson-Annis residence has undergone significant restoration and rehabilitation since its construction in 1853-1854. Due to flooding damages and general deterioration, significant repairs have occurred. During the 1960s, Lena Grey Annis undertook considerable work, including new roofing, aluminum siding, and storm windows. In 1986, Doris Tichenor, the granddaughter of W.T. Annis, acquired Carson's Landing, and since that time, Carroll and Doris Tichenor have undertaken extensive restoration and preservation of the Carson-Annis residence. The Tichenors have attempted to restore and maintain the historic integrity of Carson's Landing through the careful study and use of historic materials and workmanship on the restoration of the residence and outbuildings. The Tichenors have replaced many of the original components of the residence and have utilized reproductions to enhance the overall integrity of the structure.

### **Steamboat Landing and Ferry Site (1854-1924)**

The site of the steamboat landing and ferry is a contributing site. Located on the northeast side of the nominated property, this site is marked by a visible depression in the river bank and landscape. This contributing site was designated as a ferry site in August 1854 and later became a popular steamboat landing along the Green River. This site continued operations as a steamboat landing and ferry until the construction of the new road bypassing Big Bend and Carson's Landing in 1924. At that time, the Annis family discontinued the ferry operations.

### **Garden House (Former Smokehouse) (circa 1938-1939)**

The garden house is located on the northwest side of the nominated property. Constructed circa 1938-1939, this outbuilding served as the smokehouse for the Annis family. This structure was constructed following the 1937 flood which destroyed the original log smokehouse on the site. This agricultural outbuilding is a noncontributing structure. It was built by Sherman Borah, a local carpenter and member of the prominent Borah family in the Big Bend community. In 1994, the current owners undertook considerable repairs of the former smokehouse. The repairs included the installation of two windows that were removed from another residence on the farm.

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Carson's Landing (BT-1)  
Butler County, Kentucky

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**Wellhouse (circa 1930s)**

The wellhouse is located on the north side of the nominated property. The actual date of construction of the wellhouse is unknown; however, it is assumed that it was constructed after the 1937 flood. This agricultural outbuilding is also a noncontributing structure.

**Garage (circa 1960s)**

The garage located on the east side of the nominated property is a metal building constructed in the late 1960s. This noncontributing building is situated to the rear of the Carson-Annis residence and does not detract from the historic integrity of the site.

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**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section 8 Page 6

Carson's Landing (BT-1)  
Butler County, Kentucky

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## 8. Statement of Significance

Carson's Landing (BT-1) meets National Register Criterion A and is historically significant within the context of evaluation, "Commerce and Transportation along the Green River in Butler County, 1853-1924." The nominated property is significant for its contributions to the development and growth of commerce and transportation along the Green River in Butler County between 1853 and 1924. During the period of significance, the nominated property was one of many steamboat landings and ferry sites along the Green River in Butler County and Kentucky. Its development paralleled the improvements of the Green River as a navigable waterway and the development and growth of commerce and transportation along the Green River in Butler County and Kentucky. Carson's Landing served the needs of the local community and was the site of stores, warehouses, two post offices, livestock scales, ferry, and steamboat landing. Today Carson's Landing is one of the few sites in Butler County that represents the commerce and transportation along the Green River and is a material reminder of the importance of the Green River as an artery for transportation, commerce, and communication for Logansport, Butler County, and Kentucky.

The period of significance, 1853-1924, is the time in which Carson's Landing grew to its present-day form. The beginning date 1853 constitutes the construction of the existing residence and the opening of the Logansport Post Office at Carson's Landing. The ending date 1924 signifies the closing of the Annis Ferry at Carson's Landing and the decline of the transportation on the Green River.

### **Commerce and Transportation Along the Green River in Butler County, 1854-1931**

To evaluate the historic significance of Carson's Landing and to begin to understand its role in the development and growth of transportation along the Green River in Butler County, historical documentation was reviewed. Source materials, such as the *Pennyrile Cultural Landscape, Butler County, Kentucky: A History of Butler County, Kentucky and Its People*, *Green River Steamboating: A Cultural History, 1828-1931*, and *Steamboats on the Green and the Colorful Men Who Operated Them*, provided detailed information on the development and growth of commerce and transportation along the Green River in Butler County and Kentucky. The archival and literature review included the seventy-one years of the existence of the steamboat landing and ferry at Carson's Landing and showed that the survival of the structure and site is a significant reminder of the importance of the Green River as a means for commerce and transportation.

"The Green River was the life-line of Butler County, as evidenced by the profitable business ventures and the export and import businesses. It brought life, beauty and

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NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8 Page 7

Carson's Landing (BT-1)  
Butler County, Kentucky

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productivity to the county" (Butler 18). Originating in the foothills of the Appalachian Mountains, the Green River flows 370 miles west and north to the Ohio River. During the 19<sup>th</sup> and early 20<sup>th</sup> century, this waterway served as a significant artery for commercial shipping for southcentral Kentucky communities. Beginning in the early 19<sup>th</sup> century, the Green River served as a primary route for shipping goods via flatboat to the Ohio River and ultimately to New Orleans.

As the demands for commercial routes and navigable waterways increased, the Kentucky legislature responded by the enactment of legislation for improvements to the Green River throughout the 19<sup>th</sup> century. In 1808, the Kentucky legislature enacted the first act providing for Green River improvements. Between 1811 and 1815, steamboats began plying the Ohio River, and southcentral Kentucky citizens recognized the economic gains of year-round navigation. "By the end of the 1820s many valley residents had contracted serious cases of steamboat fever" (Crocker 13). During the next century, Butler County residents witnessed two eras of river improvements and steamboat navigation on the Green River. The first era, 1828-1888, began with the arrival of the first steamboat, the *United States*, on the Green River in January 1828 and ended with the termination of private control of the Green River locks and dams.

The arrival of the *United States* in 1828 stimulated the demand for river improvements and year-round navigation on the Green River. As a response, the Kentucky legislature initiated a slackwater navigation system. It authorized a private company, the Green and Barren River Navigation Company, to construct channels and build locks and dams on the Green River and its tributaries on January 29, 1830. In 1835, the Kentucky legislature enhanced its slackwater navigation system with the creation of the Board of Internal Improvements. This independent board provided for projects to enhance the year-round navigation of the Green River. By October 1842, the efforts of the Navigation Company and Board of Internal Improvements resulted in the construction of four locks and dams, including lock and dams at Rochester (No. 3) and Woodbury (No. 4) in Butler County (Crocker 14; Gannaway 1).

With the completion of this slackwater navigation system, the Green River valley witnessed and prospered from the first boom in river improvements and steamboat navigation. Numerous landings and river communities developed along the banks of the Green River.

Logansport, Butler County, Kentucky was one community that evolved as a response to the development and growth of year-round navigation on the Green River. This rural community was located within the Big Bend of the Green River. The Big Bend consisted of approximately nine thousand acres surrounded by fifty miles of the Green River, and it derived its name from its "horse-shoe" shape formed by the winding river (Butler 29). Logansport derived its name from the steamboat, *Captain Logan*, which sunk downriver

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**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

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Carson's Landing (BT-1)  
Butler County, Kentucky

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from Carson's Landing. Carson's Landing played a significant role in the development and growth of the Big Bend community and Logansport. Its strategic location along the banks of the Green River and within Big Bend provided for the evolvement of a commercial center, steamboat landing, and ferry.

By a will dated September 21, 1852, Thomas C. Carson (1823-1897) received 400 acres situated on the Green River and in the Big Bend from his father, William Carson (Butler County Will Book A, page 329-329). About 1853, Thomas Carson began construction of a two-story, frame residence on the river-bottom farm and completed the house before his marriage to Sarah Wilson on February 6, 1854. His bride was the daughter of William Wilson, owner of the property and ferry located across the Green River. Thomas Carson was a prominent member of the Butler County community. He served as county judge (1870-1874), assisted in the organization of the Butler County Bank (later known as the Morgantown Deposit Bank) in 1881, and served as the bank's first president.

On May 5, 1854, Thomas Carson opened the first Logansport post office on his river-bottom farm. Carson was named Logansport's first postmaster and held the contract for the mail delivery from Bowling Green to Owensboro until 1858 (Logansport 10). In August 1854, Carson's father-in-law, William Wilson, received approval for the re-establishment of the ferry, and Thomas Carson posted a surety bond for the ferry's re-establishment. According to Butler County Court records, the Wilson ferry was to be ". . . a good substantial flatbottom boat, securely banistered, be at least two foot from the top of the gunwater, be manned at all times by one able-bodied person, and be propelled by oars or otherwise worked by human strength." Thomas Carson also recognized the demands and opportunities created by the enhanced commercial and passenger shipping on the Green River. He constructed a large barn to accommodate loading and unloading of freight and livestock and opened a store to provide for the needs of local residents and passengers. With the development of this complex of structures, this site became a popular location along the Green River for the steamboats and its passengers and became known as Carson's Landing.

By 1879, Thomas Carson and his wife moved to Morgantown, and their only son, John M. Carson (1856-1937), came into possession of Carson's Landing and farm. John M. Carson was also a prominent Butler County resident. He was elected county court clerk in 1882 and was a founder of the Butler County Bank. John M. Carson and his new bride, Lulie Guffy, resided at Carson's Landing for approximately two years and made several changes to the residence during their residency. According to descendents of the Carson family, Carson's Landing was then occupied and operated by Alonzo Forsythe (1844-1895) between 1883 and 1894.

In the late 19<sup>th</sup> century, many southcentral Kentucky communities were more dependent on rail transportation for the transporting of goods and passengers. However, Butler County

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was not served by the railroad, and its communities continued to depend on the Green River for commerce and transportation.

A new source of control over Green River traffic ushered in a second era of river transportation between 1888 and 1931. On December 11, 1888, the U.S. Corps of Engineers took control of the locks and dams on the Green River. This governmental control provided for enhanced year-round navigation of the waterway. Although the Green and Barren River Navigation Company no longer provided packet service on the Green River, private companies, such as the Evansville and Bowling Green Packet Company, formed to provide for the transporting of passengers and goods to and from Bowling Green and Evansville. Small river communities and steamboat landings continued to flourish along the banks of the Green River during the second era of steamboat navigation.

On October 2, 1894, Thomas C. and John M. Carson transferred the farm and Carson's Landing to a local entrepreneur, John Quincy Davenport (1860-1909) (Butler County Deed Book 7, page 135). Davenport and his family operated the steamboat landing, store, ferry, and warehouse at Carson's Landing between 1894 and 1904. According to an unpublished manuscript written by a Davenport descendent, "[s]ince he had a large farm to look after, together with a blacksmith shop, and the ferry across to the north side of the river, not to mention the warehouse at the river, where the up and down packet steamboats brought in and unloaded freight and supplies for the storehouse, and took aboard shipments of cattle, hogs and coops of chickens destined for the markets down at Evansville, Ind. on the Ohio river . . . ." (Davenport 29). In addition to the commercial enterprises, Davenport established and was the postmaster of the second post office at Carson's Landing in June 1903. Davenport named the Noka Post Office in honor of the birth of his friend's daughter Noka and operated the post office at Carson's Landing until July 1906 (30).

On October 5, 1904, John Quincy Davenport sold Carson's Landing and farm to William Thomas Annis (1858-1919) (Butler County Deed Book 14, page 287). Lena Grey Annis (1897-1996), daughter of W.T. Annis, wrote in her personal notes: "At that time my father bought the farm, a store built by Mr. Davenport was standing across the road from the house. It enclosed a post office named Noka. My father wanted to give his attention to the farm rather than to the store and post office so the store was rented to Mr. Dave Kelley of Morgantown who attended to it for one year and boarded in our home. After that time the store and post office were no more." Annis continued the operations of the steamboat landing, livestock scales, warehouse, ferry, and farm until his death on February 22, 1919. At that time, Carson's Landing and Annis Ferry Farm were bequeathed to his five children, and his heirs continued the ferry and landing operations. In 1924, a new road was constructed through the Big Bend community and thereby bypassing Carson's Landing. Subsequently the Annis family ceased the ferry and landing operations. The closing of the Annis Ferry at Carson's Landing paralleled the conclusion of steamboat navigation on the

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Green River. The last steamboat packet, the *Evansville*, to ply the Green River burned in 1931, and "[t]hough steam-towed barges of asphalt and coal continued to use it, Green River ceased carrying life's necessities" (Crocker 133).

**Integrity Considerations**

Today Carson's Landing exhibits the spatial organizations, physical components, and historic associations originally affiliated with the steamboat landing and ferry. Although the Carson-Annis residence has been renovated and many of the original outbuildings and commercial structures have been destroyed and demolished, the historic integrity of the nominated site and components has been retained. Changes to the property exemplify the continual use of the nominated property as a residence and farmstead. The feeling and the character of Carson's Landing are maintained. To fully assess the historic integrity of Carson's Landing, all seven integrity factors – location, setting, design, materials, workmanship, feeling, and association -- were examined.

The location and setting of Carson's Landing remain intact and represent the development of steamboat landings and ferries on the Green River in the 19<sup>th</sup> century. The location and setting of steamboat landings and ferries were often determined by the topography, accessibility, and proximity of communities. Carson's Landing was strategically located on the banks of the Green River and within the Big Bend community. Its proximity to Logansport supported the development of the landing, ferry, and commercial operations. Since 1904, the Annis family has maintained ownership of the farmstead. Therefore, Carson's Landing still reflects its visual and functional relationships. The primary land uses of adjoining tracts remain agricultural and single-family residential. While the owners have removed original structures damaged by floodwaters or deteriorated beyond repair, Carson's Landing has retained its integrity of location and setting.

The design of Carson's Landing evolved over time and in response to the demands created by enhanced transportation on the Green River between 1853 and 1924. Although many of the original commercial structures and outbuildings have been removed, the existence of the Carson-Annis residence and its proximity to the Green River exhibit the importance of the Green River to its inhabitants. Its proximity to the Green River has disadvantaged the retention of the property's original design. Most of the structures were damaged by floodwaters throughout the period of significance.

Although the Carson-Annis residence has been altered, enough of its historic materials, design, and workmanship are still evident. This contributing building can be recognized as a product of the 1850s, and its alterations were made during and are representations of the changing preferences and attitudes of the period of significance. Its simple plan, detail, and use of natural materials exhibit the typical workmanship and relationships of the rural

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community.

Throughout its existence, the Carson-Annis residence has undergone numerous repairs and renovations. Moreover, this residence has sustained considerable damages from the 1913, 1937, and 1962 floods. For instance, in 1937 floodwaters rose to the ninth step of main staircase of the Carson-Annis residence. During the 1950s and 1960s, the Carson-Annis residence was often unoccupied and had deteriorated because of the lack of use and maintenance. Therefore, owner Lena Grey Annis undertook a significant renovation and stabilization project in the late 1960s and early 1970s. This project included site work and interior and exterior alterations, including the installation of aluminum siding on the original section of the residence. Although the original house was covered in aluminum siding, the structure's historic integrity was enhanced through the installation of aluminum siding that matched the reveal and profile of the original weatherboarding. Accordingly, the current owners have retained the integrity of historic materials and workmanship through the re-installation of original windows and doors and the integrity of design through the use of reproductions for missing or damaged components.

Because the location, setting, materials, and workmanship have been maintained, Carson's Landing still evokes a sense of past time and place. The residence's proximity to the river reflects the importance of the river to the lives of the past residents. The layout and construction of the noncontributing structures and the addition and demolition of buildings reflect the changing circumstances of the Green River and the residents of Carson's Landing. The nominated property has contributed to the development of a larger rural historic landscape and reflects the tradition of the river and culture.

The association of Carson's Landing and the development and growth of commerce and transportation along the Green River in Butler County still exists. The nominated property and adjoining acreage have been maintained and continually utilized as an agricultural complex by the Annis family. Carson's Landing is clearly associated with the transportation along the Green River. This site and its elements provide one of only two existing known links to steamboat navigation on the Green River in rural Butler County. Carson's Landing and the Finney Hotel (BT-W-7) in Woodbury, Kentucky exemplify the importance of the Green River to the development and growth of rural communities along its banks during the period of significance.

Carson's Landing has retained its historic integrity and clearly represents the importance of commerce and transportation on the Green River. Alterations in its design represent the changing circumstances of commerce and transportation along the Green River in the 19<sup>th</sup> and early 20<sup>th</sup> centuries. It is one of the remaining material reminders and a clear representation of a successful steamboat landing and ferry on the Green River in Butler County, Kentucky.



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**Summary**

Carson's Landing operated as a steamboat landing and ferry continuously for seventy-one years, and its development paralleled the existence of steamboat navigation on the Green River in Butler County during the period of significance. The nominated property includes only 2.2 acres of the 301-acre farm originally associated with the steamboat landing and ferry. However, the nominated property clearly exhibits the relationship of the site and river transportation and commerce. Due to floodwaters of the Green River, Carson's Landing is one of the only intact sites along the Green River representing the era of steamboat navigation on the Green River in Butler County. Carson's Landing and its owners played significant roles in the development and growth of Logansport, Big Bend, and Butler County. It is a physical reminder of the importance of the Green River as an artery for commerce and transportation.

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**10. Geographical Data**

**Verbal Boundary Description**

Beginning at a point on the southwest bank of the Green River, located near Logansport in Butler County, Kentucky, thence with the southwest bank of the Green River, N 48 deg. 09 min. W, 232.92 feet to a point; thence leaving the southwest bank of the Green River S 61 deg. 01 min. W, 401.72 feet to a point; thence S 28 deg. 59 min. E, 220.00 feet, crossing Annis Ferry Road to a point; thence N 61 deg. 01 min. E, 478.22 feet to the beginning, containing 2.2 acres more or less.

And being a portion of a tract conveyed to Carroll and Doris Tichenor by Deed Book 114, page 842 recorded in the Butler County Court Clerk's office.

**Verbal Boundary Justification**

The boundary for the nominated property includes the contributing Carson-Annis residence, three noncontributing outbuildings, and 2.2 acres. This portion of the 301-acre Annis Ferry Farm has historically been associated with the steamboat landing and ferry and maintains its historic integrity. The remainder (298.8 acres) of the Annis Ferry Farm has been excluded because the original buildings associated with the ferry and steamboat landing, including the warehouse, livestock scales, store, and post office, no longer exist. The remaining acreage and existing structures do not exhibit the associations with the steamboat landing and ferry.

The nominated property represents the late 19<sup>th</sup> and early 20<sup>th</sup> century steamboat landing and ferry and shows the visual and functional interrelationships of its components. The setting of the Carson-Annis residence is intact and maintains its historic integrity.

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Additional Documentation

Early Photograph of Carson's Landing, circa 1910-1918



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**Additional Documentation**

Early Photograph of Carson's Landing, circa 1910-1918





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**Additional Documentation**

Aerial Photograph of Carson's Landing, circa 1977



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**Additional Documentation**

Photograph of Carson's Landing and Flood of 1962, March 3, 1962



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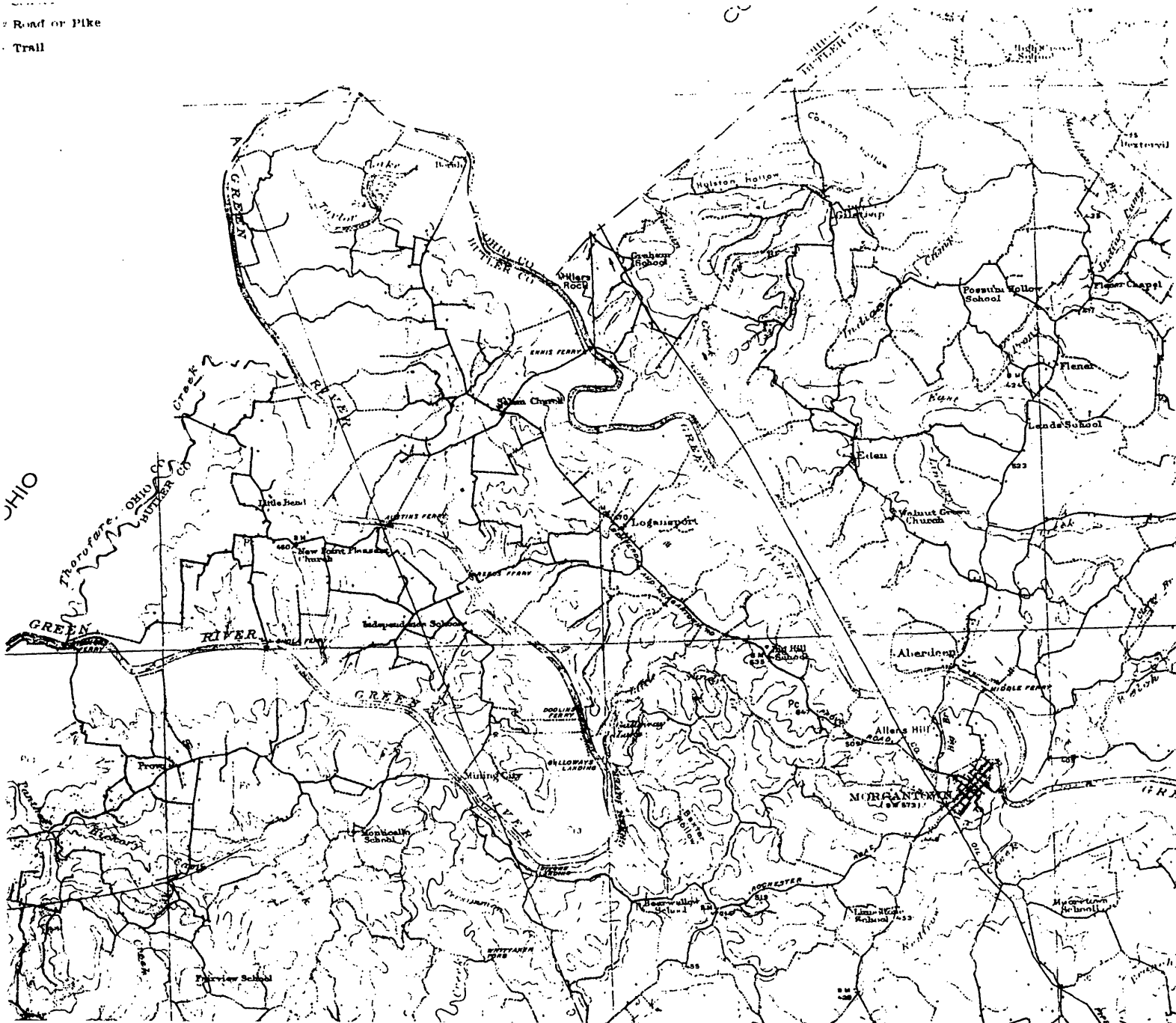
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Geological Map of Butler County, Kentucky, 1928 (Reduced. Not to scale.)  
Prepared by the Kentucky Geological Survey, Frankfort, Kentucky

— Road or Pike  
- - - - - Trail



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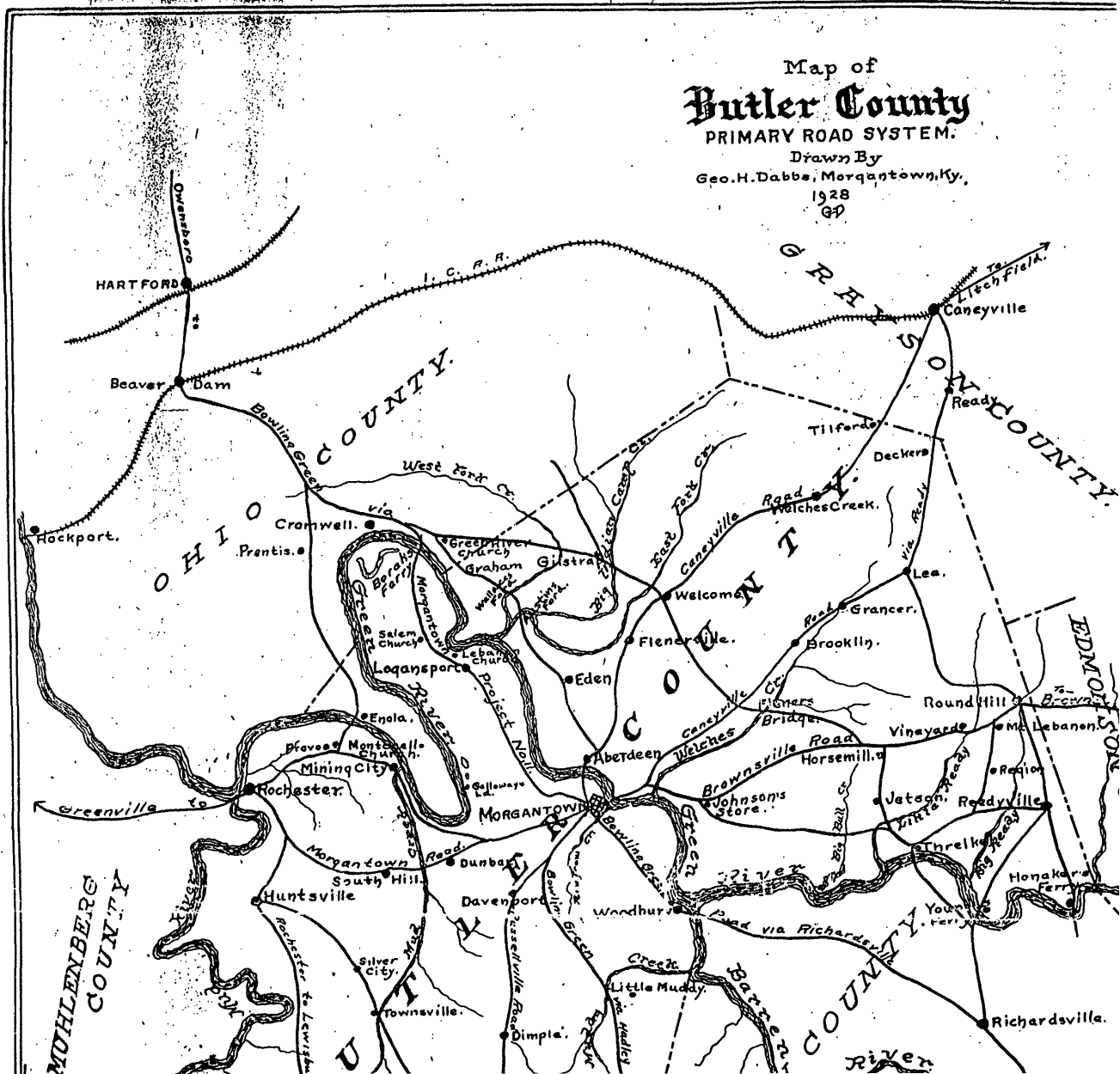
Additional Documentation

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Map of Butler County Primary Road System, 1928 (Reduced. Not to scale.)  
Drawn by George H. Dabbs, Morgantown, Kentucky.



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**Photograph Log**

Doris A. Tichenor took the following photographs in November 1997 at Carson's Landing. All negatives are located at Carson's Landing, 1086 Annis Ferry Road, Morgantown, Kentucky 42261. The attached site plan shows the location of all photographs by photograph number and camera direction.

<b><u>Photo #</u></b>	<b><u>Description</u></b>	<b><u>Negative #</u></b>
1	This photograph shows the west portion of Carson's Landing and provides an excellent perspective of the site in relation to Annis Ferry Road and the Green River. The camera direction is northeast.	2-27 (10)
2	The northwest portion of Carson's Landing is shown in this photograph. The camera direction is east.	1-6 (31)
3	The northwest side of the Carson-Annis residence and the site are shown in this photograph. The camera direction is southeast.	2-4 (33)
4	Annis Ferry Road and the southwest side of Carson's Landing are shown. The camera direction is northeast.	2-1 (36)
5	This photograph provides a closer view of the southwest side of Carson's Landing and its proximity to the Green River. The camera direction is northeast.	1-8 (29)
6	This photograph shows the east side of Carson's Landing, the garage, and wellhouse from upriver. The camera direction is west.	1-3 (34)
7	Carson's Landing from the bank of the Green River is shown in this photograph. The camera direction is northwest.	1-2 (35)

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Photograph Log (continued)

<u>Photo #</u>	<u>Description</u>	<u>Negative #</u>
8	This photograph shows a view of the northeast façade of the Carson-Annis residence. The camera direction is southeast.	1-36 (1)
9	The northeast façade of the Carson-Annis residence facing the Green River is shown. The camera direction is southeast.	1-17 (20)
10	This photograph shows the northeast and southeast facades of the Carson-Annis residence. The camera direction is west.	1-35 (2)
11	The southeast façade of the original section and the rear ell addition of the Carson-Annis residence are shown. The camera direction is northwest.	1-34 (3)
12	This photograph shows the chimney, roof, and wall junction of the southeast corner of the original section of the Carson-Annis residence. The camera direction is northeast.	2-28 (9)
13	The stoop constructed in 1994 on the southeast side of the rear ell addition is shown in this photograph. The camera direction is northwest.	2-5 (32)
14	This photograph shows the southwest side (rear façade) of the Carson-Annis residence. The camera direction is northeast.	1-12 (25)
15	The northwest side of the Carson-Annis residence is shown. The camera direction is southeast.	1-14 (23)
16	The front door and the first floor hall balustrade are shown in this photograph. The camera direction is northeast.	1-32 (5)

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Photograph Log (continued)

<u>Photo #</u>	<u>Description</u>	<u>Negative #</u>
17	This photograph shows the main staircase and shows the notches and dates on the staircase indicating the water height of the 1913 and 1937 floods. The camera direction is southeast.	2-33 (4)
18	The photograph shows the landing newel of the main staircase. The camera direction is south.	2-36 (1)
19	This photograph shows the stairway landing and balustrade on the second floor of the Carson-Annis residence. The camera direction is southwest.	1-30 (7)
20	The decorative surrounds on the first floor doors are shown in this photograph. The camera direction is northwest.	2-17 (20)
21	The bathroom located under the main staircase is shown in this photograph. The camera direction is northwest.	2-32 (5)
22	This photograph shows the fireplace and wainscot in the northwest room on the first floor. The camera direction is north.	2-12 (25)
23	This photograph shows the fireplace in the northwest room on the first floor. The camera direction is northwest.	2-13 (24)
24	The partially enclosed stairway in the first floor living room and leading to the second floor bedroom is shown. The camera direction is southeast.	2-15 (22)

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Photograph Log (continued)

<u>Photo #</u>	<u>Description</u>	<u>Negative #</u>
25	This photograph provides a view of the Green River and landing and ferry site from the second floor porch. The camera direction is northeast.	1-24 (13)
26	This photograph shows the second floor hall and the door installed in the late 1960s. The camera direction is northwest.	1-27 (10)
27	This photograph shows the southeast bedroom and fireplace on the second floor. The camera direction is south.	1-22 (15)
28	This photograph shows the south corner of the southeast bedroom on the second floor. The camera direction is south.	1-21 (16)
29	The second floor southeast bedroom is shown. The camera direction is northwest.	1-23 (14)
30	This photograph shows the fireplace in the dining room of the ell addition. The camera direction is southwest.	2-7 (30)
31	This photograph shows the doorway between the dining room and long porch and the exterior door of the long porch. The camera direction is southeast.	2-19 (18)
32	The fireplace in the kitchen is shown in this photograph. The camera direction is northeast.	2-29 (8)
33	The second floor door providing access to the second floor porch on the northeast side of the house is shown. The camera direction is northeast.	1-28 (9)



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Photograph Log (continued)

<u>Photo #</u>	<u>Description</u>	<u>Negative #</u>
34	This photograph shows a full view of the long porch and main hall. The camera direction is northeast.	2-11 (26)
35	This photograph shows a full view of the long porch. The camera direction is southwest.	2-9 (28)
36	The southeast and northeast sides of the garden house (former smokehouse) are shown. The camera direction is west.	1-19 (18)
37	The northwest and southwest sides of the garden house are shown. The camera direction is east.	1-20 (17)
38	The northwest and southwest sides of the wellhouse are shown. The camera direction is east.	1-15 (22)
39	This photograph shows the southeast and northeast sides of wellhouse. The camera direction is northwest.	1-16 (21)
40	The southeast and northeast sides of the metal garage are shown. The camera direction is north.	1-18 (19)



CARSON'S LANDING (BT-1)  
BUTLER COUNTY, KY.  
C. 1910-1918



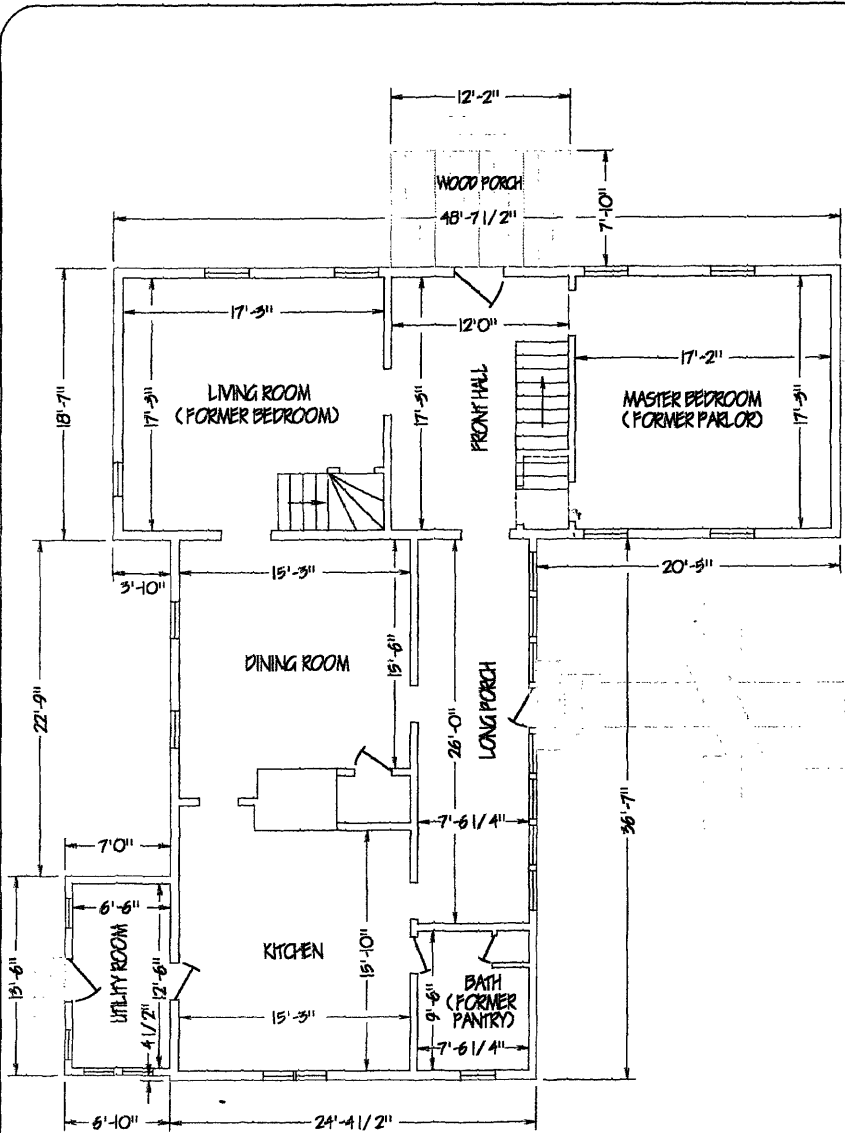
CARSON'S LANDING (BF.)  
BUTLER COUNTY, KY



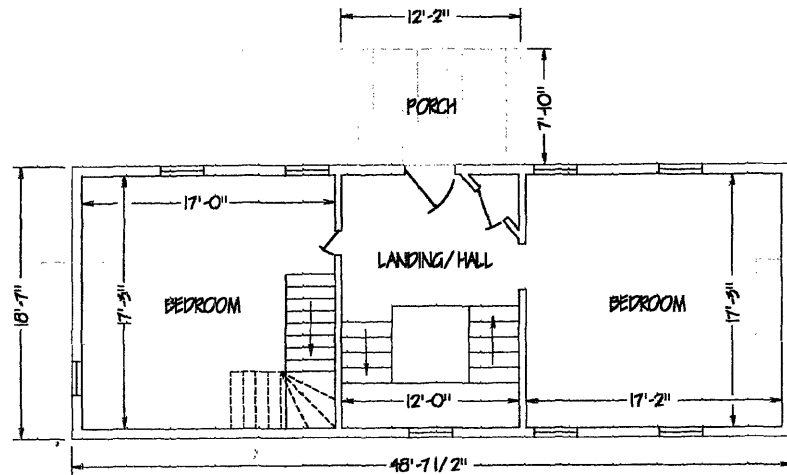
CARSON'S LANDING (BT-1)  
BUTLER COUNTY, KY  
c. 1910-1918



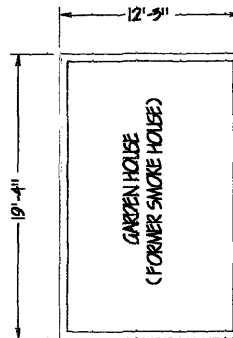
CARSON'S LANDING (BT-1)  
BUTLER COUNTY, KY  
1962 FLOOD



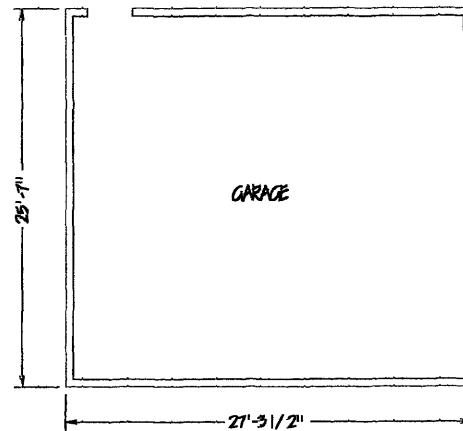
CARSON ~ ANNIS RESIDENCE  
1st FLOOR



CARSON ~ ANNIS RESIDENCE  
2nd FLOOR



GARDEN HOUSE  
(FORMER SMOKE HOUSE)

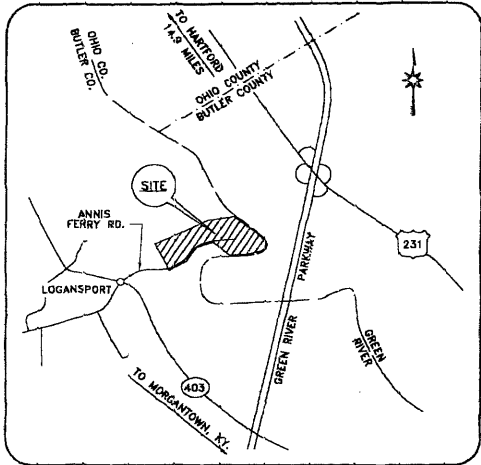


GARAGE

DATE 1/28/98  
SCALE 1/16" = 1'  
JOB NO.  
DRW. NO. CARSON/DWG

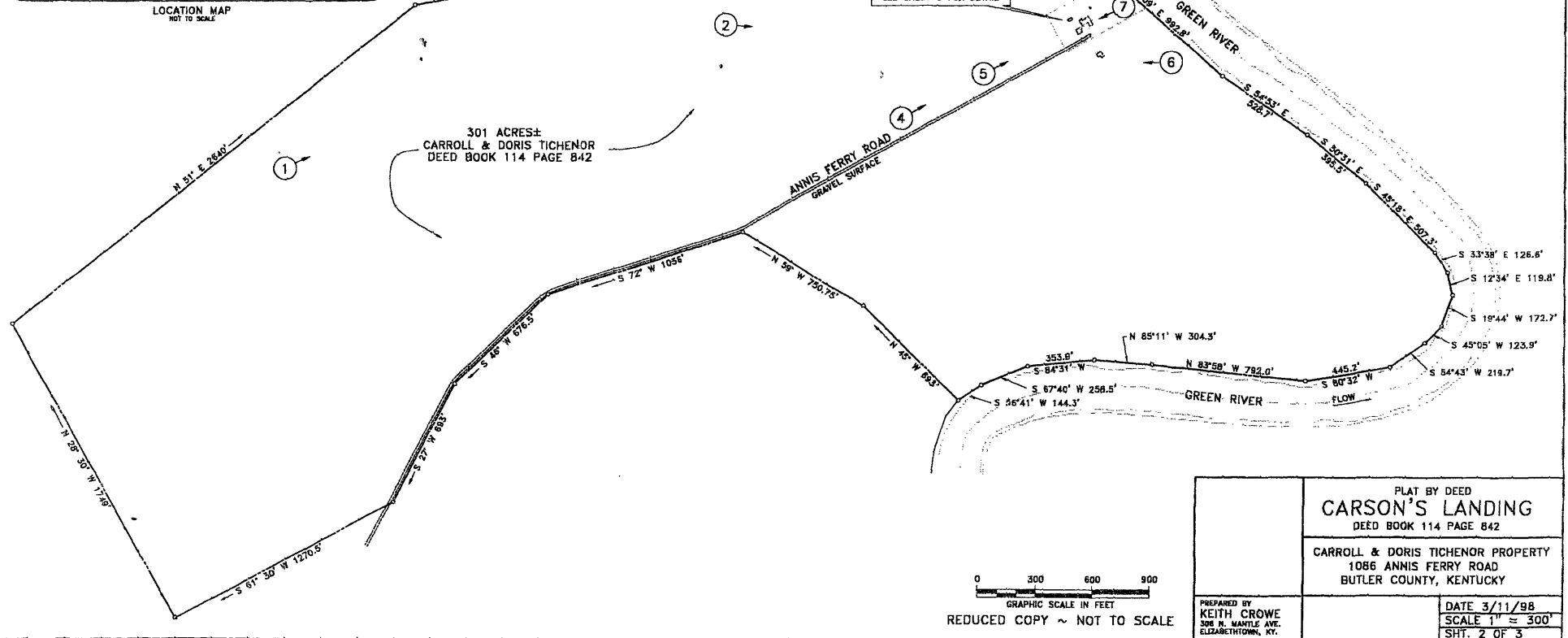
CARSON'S LANDING  
CARROLL & DORIS ANNIS TICHENOR PROPERTY  
1086 ANNIS FERRY ROAD, BUTLER CO., KENTUCKY

PREPARED BY -  
KEITH CROWE  
308 N. MANLE AVE.  
ELIZABETHTOWN, KY.



LOCATION MAP  
NOT TO SCALE

X DENOTES PHOTOGRAPH  
NUMBER & DIRECTION



PLAT BY DEED  
**CARSON'S LANDING**  
DEED BOOK 114 PAGE 842

CARROLL & DORIS TICHENOR PROPERTY  
1086 ANNIS FERRY ROAD  
BUTLER COUNTY, KENTUCKY

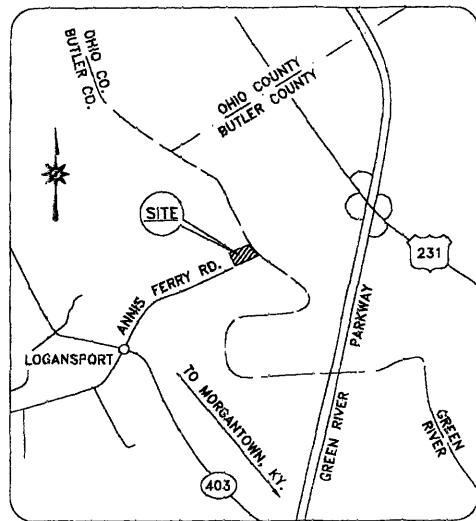
PREPARED BY  
KEITH CROWE  
308 N. MAIN ST. AVE.  
ELIZABETHTOWN, KY.

DATE 3/11/98  
SCALE 1" = 300'  
SHT. 2 OF 3

GRAPHIC SCALE IN FEET  
REDUCED COPY ~ NOT TO SCALE



NOTE: THIS DRAWING WAS PREPARED FROM AERIAL PHOTOGRAPHS, DEEDS, AND OTHER DOCUMENTS OF RECORD. OTHER THAN BUILDING DIMENSIONS, FIELD VERIFICATIONS HAVE NOT BEEN PERFORMED AS TO THE ACCURACY OF THIS DRAWING.



LOCATION MAP  
NOT TO SCALE

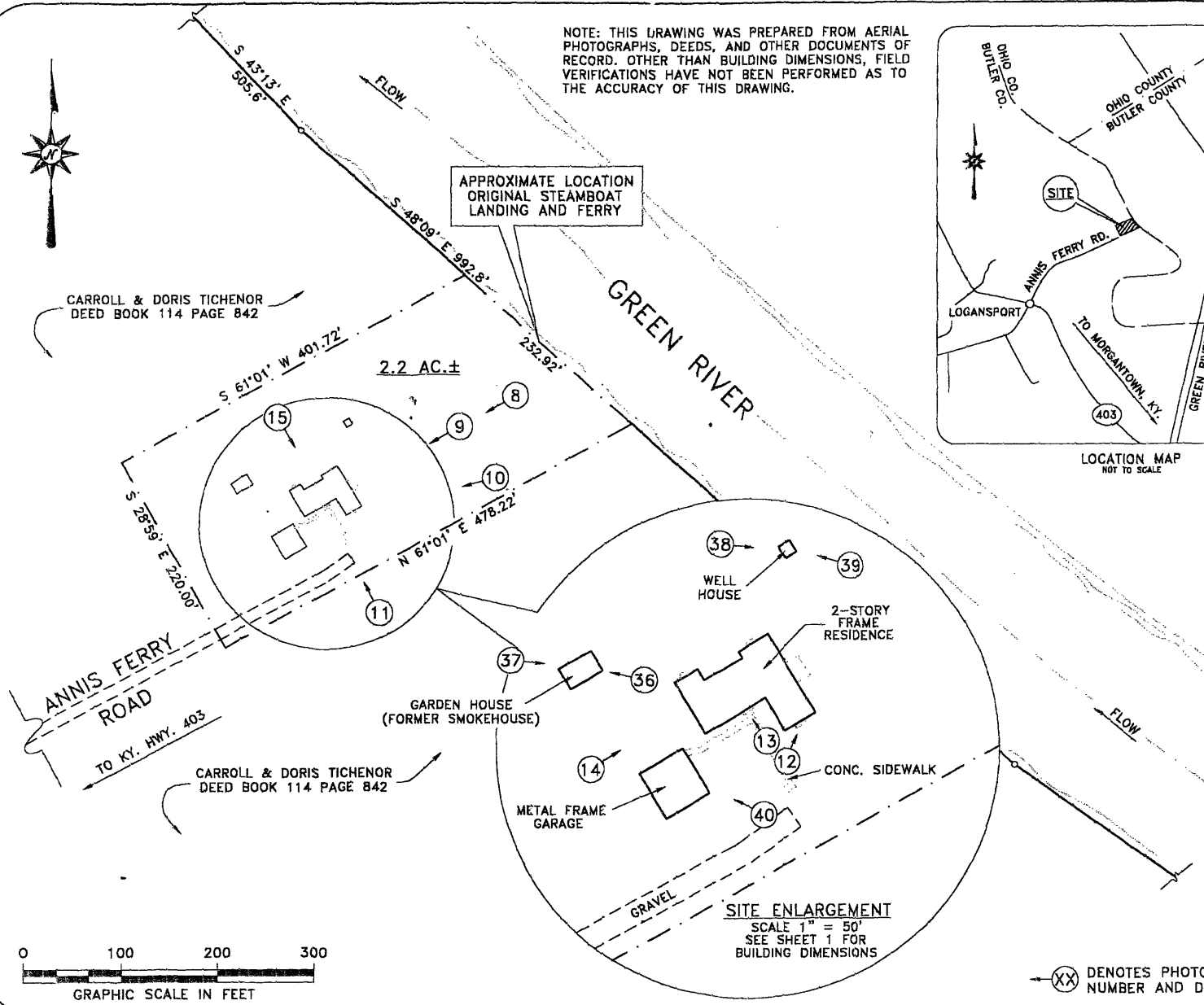
SITE PLAN OF  
**CARSON'S LANDING (BT-1)**  
 CARROLL & DORIS ANN TICHENOR PROPERTY  
 1086 ANNIS FERRY ROAD  
 BUTLER COUNTY, KENTUCKY

DATE 03/09/98

SCALE 1" = 100'

PREPARED BY  
**KEITH CROWE**  
 308 N. MANTLE AVE.  
 ELIZABETHTOWN, KY.

SHEET  
 3 OF 3



⊗(XX) DENOTES PHOTOGRAPH NUMBER AND DIRECTION