

Current or Historic Place	Locale	Remarks
Aldridge	SE	one of the earliest coal mining towns in the county, also called Stith (Foscue)
Allen PO	95-SW	in operation 1898-1899 (Smith)
Alma	28-NE	appears on maps dating from 1915 to 1950
Ambeto	83-SE	appears on a map dating from 1937
America	SE	formerly known as Hewitt, PO in operation 1894-1956 (Harris) (Smith)
Appling Bend	SW	first appears on the 1979 edition of the county highway map
Argo	NE	first appears on the 1961 edition of the county highway map
Baltimore Ford	37-NE	appears on a map dating from 1893
Bankhead	NW	PO in operation 1917-1950 (Smith)
Barnett Ferry	67-SE	also known as Davis Ferry, appears on maps dating from 1915 and 1930
Barney	SE	Barney Mines PO in operation 1946-1954 (Smith)
Bartons Ferry	35-SE	appears on maps dating from 1879 and 1890
Bartonville PO	33-NE	in operation 1855-1869, 1871-1903 (Smith)
Beech Grove	106-NW	community around a Baptist Church
Beech Grove PO	111-NW	also spelled Beach Grove PO, in operation 1874-1900 (Smith)
Benoit	SE	PO in operation 1915-1933 (Smith)
Bergens	80-SE	appears on a map dating from 1915
Bethel	SW	first appears on the 1979 edition of the county highway map
Bickford PO	8-NW	in operation 1899-1903 (Smith)
Big Ridge	SE	a mining community
Black Warrior Town	39-NE	a Creek village, also known as Old Town and Old Warrior Town
Blackwater PO	12-NW	in operation 1858-1867, 1872-1875 (Smith)
Blackwell PO	25-NW	in operation 1905-1909 (Smith)
Boldo	NE	PO in operation 1878-1887, 1892-1904 (Smith)
Boshells Mill	22-NW	built in 1885 and remained in operation until 1963 (AHC2)
Bradleytown	SE	first appears on the 1979 edition of the county highway map
Brakes Ferry	150-SE	appears on maps dating from 1879 and 1890
Browns Bridge	135-SW	appears on maps dating from 1915 and 1930
Browntown	SW	first appears on the 1979 edition of the county highway map
Bryan	SE	also known as Bryan Station, PO in operation 1887-1901 (Smith)
Burnwell	SE	PO established in 1931 (Smith)
Burnwell Mines PO	125-SE	in operation 1909-1922 (Smith)
Burrows Crossroads	NE	first appears on the 1961 edition of the county highway map
Burtens Ferry	46-NE	appears on maps dating from 1879 and 1890
Cains Mill	57-SW	appears on a map dating from 1930, Cains Store on a 1949 map
Calumet	NW	named for an ornamental pipe used by Indians, PO open 1902-1909 (Harris) (Smith)
Camak Mill	11-NE	appears on maps dating from 1878 to 1930
Cameron	NE	first appears on the 1979 edition of the county highway map
Camp Springs	1-NW	variant for Eldridge
Campbellville	NE	first appears on the 1979 edition of the county highway map
Carbon Hill	NW	PO established in 1888, incorporated in 1891 (Foscue)
Cedrum	NW	also spelled Cedrom, Cedrom PO open 1905-1907 (Smith)
Centre Springs PO	17-NE	in operation 1874-1875 (Smith)
Chapel Hill	NE	first appears on the 1988 edition of the county highway map
Chickasaw	9-NW	also known as Chisca or Chisca Depot, Chickasaw PO open 1891-1916 (Smith)
Chisca	9-NW	a Creek name for 'base of a tree', also known as Chickasaw (Foscue)
Clarke	NW	also spelled Clark, Clark PO open 1883-1891 (Smith)
Clipper	127-SE	appears on a map dating from 1938, also known as Warrior Siding
Clough	78-SE	variant for Pumpkin Center, Clough PO open 1898-1912 (Smith)
Coal PO	98-SE	in operation 1898-1911 (Smith)
Coal Valley	SW	PO in operation 1891-1951, also called Cormick (Foscue) (TPT)
Colefield PO	91-SW	in operation 1878-1879 (Smith)
Commercial	42-SE	appears on maps dating from 1915 and 1930, Dora Junction on 1949 map
Coon Creek	118-NE	variant for Owens Chapel as appears on a map dating from 1949
Copeland Ferry	70-SE	also known as Copeland Ford as appears on a map dating from 1879
Cordova	SE	PO 1858-1867, 1885-present, incorporated in 1902, named for Cordova, Mexico (Owen) (Smith)

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Corinth	NE	first appears on the 1979 edition of the county highway map
Cormick	52-SW	variant for Coal Valley, Cormick PO open 1890-1891 (Smith)
Corona	SW	PO in operation 1884-1957, a Spanish word for 'the crown' (Foscue) (Smith)
Coronado PO	75-SE	in operation 1901-1903 (Smith)
Creel	NE	J.T. Creel appointed as the first postmaster in 1900, PO closed in 1911 (Foscue) (Smith)
Crossville PO	34-NE	in operation 1846-1849, community remains on a map from 1856 (Smith)
Curry	NE	also known as Milford
Davis Ferry	67-SE	found on maps dating from 1879-1903, variant for Barnett Ferry
Davis Ford	66-SE	appears on a map dating from 1881
Days Gap	51-SW	variant for Oakman, named for W.B. Day , Days Gap PO 1887-94 (Harris) (Smith)
Deason Hill	SE	first appears on the 1961 edition of the county highway map
Debardeleben	NE	first appears on the 1937 edition of the county highway map
Deer Creek	121-SW	community around an underground coal mine
Democrat	41-SE	variant for Sumiton, Democrat PO open 1856-1866, 1868-1871, 1873-1877 (Smith)
Dent	29-SE	variant for Cordova, Dent PO in operation 1876-1885 (Smith)
Depot	30-SE	appears on a map dating from 1893
Dickson Ford	38-NE	appears on a map dating from 1893
Dilworth	NE	also known as Old Warrior Town, Black Warrior Town and Old Town
Dixie Springs	SW	PO in operation 1912-1917 (Smith)
Dogtown	NW	first appears on the 1961 edition of the county highway map
Doliska	81-SE	appears on maps dating from 1915 and 1938
Dora	SE	also known as Sharon circa 1888, then Horse Creek & Dora in 1906, incorporated in 1897 (Harris)
Dora Junction	42-SE	Commercial on maps dating from 1915 and 1930, Dora Junction by 1949
Dovertown	SE	first appears on the 1961 edition of the county highway map
Drifton	SE	PO in operation 1903-1915 (Smith)
Drummond	NE	first appears on the 1961 edition of the county highway map
Drummond	119-NE	variant for Debardeleben
Drummond Ferry	36-NE	appears on a map dating from 1893
Eagle	114-SE	PO in operation 1880-1891 (Smith)
Earnest Ferry	72-SE	found on a map dating from 1903, variant for Payne Ferry
Edgil	14-NW	found on a map dating from 1890, PO in operation 1879-1896 (Smith)
Eldridge	NW	first called Camp Springs, renamed when PO established in 1836, incorporated in 1970 (Foscue)
Empire	NE	PO established in 1901 (Foscue)
Enon	SW	first appears on the 1979 edition of the county highway map
Est PO	122-NW	in operation 1901-1915 (Smith)
Evans Bridge	147-SW	appears on a map dating from 1949
Fairview	SW	PO in operation 1856-1871 (Smith)
Five Points	NE	name for the convergence of five roads
Flat Creek	124-SE	PO opened and closed in 1890, reestablished 1926-1966 (Smith)
Flatwood	NW	first appears on the 1979 edition of the county highway map
Foot PO	10-NE	in operation 1902-1909 (Smith)
Franklin Ferry	103-SE	appears on maps dating from 1937 and 1967
Franklin Landing	71-SE	appears on a map dating from 1879
Friebus PO	31-NE	in operation 1901-1904 (Smith)
Galloway	3-NW	PO in operation 1890-1915 (Smith)
Gamble	NW	first appears on a map dating from 1905
Gamble PO	49-SW	Gamble PO open 1879-1888, Gamble Mines PO 1888-1932 (Smith)
Gap PO	109-NE	in operation 1842-1866, 1871-1873 (Smith)
Gardiners Gin	NE	first appears on the 1967 edition of the county highway map
Gayosa	SW	also spelled Gayoso, PO open 1904-1912 (Smith)
Gi PO	89-SE	in operation 1880-1883 (Smith)
Gilmore PO	126-SE	in operation 1893-1894 (Smith)
Gobblers Crossing	123-SE	appears on a map dating from 1949
Goodsprings	SE	PO established in 1924 (Foscue)
Goodwin Ford	68-SE	appears on a map dating from 1879

Current or Historic Place	Locale	Remarks
Gorgas	SE	named for William Crawford Gorgas, PO open 1918-1971 (Smith) (Foscue)
Gravlee Junction	NE	first appears on the 1988 edition of the county highway map
Gravleeton	129-NE	PO in operation 1885-1910 (Smith)
Gurganus	90-SW	found on a map dating from circa 1890, PO in operation 1883-1906 (Smith)
Harris Bridge	144-NW	appears on a map dating from 1949
Hayes Crossing	SW	first appears on the 1979 edition of the county highway map
Hewitt	61-SE	variant for America circa 1891, Hewitt PO open 1878-1895 (Harris) (Smith)
Hewitt	117-SE	variant for Parrish and nearby America, on a map dated 1896 (Foscue)
High Level	120-SE	appears on maps dating from 1938, 1950 and 1961
Hill PO	7-NW	in operation 1906-1907 (Smith)
Hillard	NW	also known as Kings
Hills Store	4-NW	appears on a map dating from 1915
Hillsdale	NE	first appears on the 1979 edition of the county highway map
Holly Grove	NW	settled in 1824 (Harris)
Holly Grove PO	20-NW	Holly Grove PO in operation 1837-1838, 1842-1887 (Smith)
Horse Creek	79-SE	variant for Dora, Horse Creek PO open 1888-1890, 1892-1905 (Smith)
Hudson Settlement	13-NW	appears on the current USGS 7.5 minute quadrangle
Hull	NE	first appears on the 1979 edition of the county highway map
Ingle Mill	2-NW	variant for Nauvoo, Ingle PO 1905-1906 (Smith)
Janeburg	45-NE	variant for Sipsey, PO in operation 1886-1887 (Smith)
Jasper	NW	settled circa 1815, county seat in 1824, incorporated in 1840, PO established in 1842 (Foscue)
Jim Hill	76-SE	PO in operation 1888-1892 (Smith)
Johnny Ford	141-NW	appears on a map dating from 1949
Johnsey Bridge	143-NW	appears on a map dating from 1949
Jonesboro	117-SE	variant for Parrish (Foscue)
Jug	58-SW	found on map dating from 1890, PO in operation 1888-1900 (Smith)
Julia PO	86-SE	in operation 1883-1884 (Smith)
Kansas	NW	PO in operation 1855-1874, 1876 to present, incorporated in 1955 (Foscue) (Smith)
Kershaw	SE	first appears on the 1979 edition of the county highway map
Key Camp	SE	first appears on the 1979 edition of the county highway map
Key Hill	SW	first appears on the 1979 edition of the county highway map
Kings	24-NW	variant for Hillard as appears on a map dating from 1893
Kings Mill	110-NW	appears on maps dating from 1878 and 1890
Kings Mill	SW	also known as Sartains Mill as appears on maps dating from 1915 and 1930
Kings Station	26-NW	found on a map dating from 1899, variant for Loss Creek PO
Kirkwood PO	60-SW	in operation 1905-1908 (Smith)
Knights Mill	104-SE	appears on maps dating from 1879 and 1890
Leespeer Station	62-SE	also known as Lees Peer Station
Leith PO	77-SE	in operation 1881-1911 (Smith)
Leland	21-NW	variant for Pocahontas, Leland PO opened and closed 1891 (Smith)
Lewiston	105-SW	Lewiston PO in operation 1879-1886 (Smith)
Littletons	SE	first appears on the 1979 edition of the county highway map
Lock Number 13	151-SE	a series of locks built by the Corps of Engineers between 1895 and 1915
Lock Number 14	152-SE	
Lock Number 15	153-SE	
Lockhart	53-SW	appears on maps dating from 1915 and 1930
Logan	107-NW	appears on a map dating from 1878
Lorton	43-SE	appears on a map dating from 1949
Loss Creek PO	26-NW	in operation 1879-1917, variant for Kings Station (Smith)
Lovells Ferry	18-NE	first appears on the 1961 edition of the county highway map
Lucky	6-NW	PO in operation 1879-1906, also spelled Lucky (Smith)
Lupton	NW	first appears on the 1961 edition of the county highway map
Lynns Park	NE	first appears on the 1979 edition of the county highway map
Macedonia	NW	first appears on the 1961 edition of the county highway map
Manasco PO	23-NW	in operation 1879-1895 (Smith)
Manchester	NW	PO established in 1907 & closed in 1957, established by Western Electric Company (Foscue) (Smith)
Marietta	SW	PO in operation 1885-1920 (Smith)

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Marigold	NW	community around mines that first appear on a map dating from 1961
Marylee	NE	PO in operation 1890-1910 (Smith)
McCullum	NW	PO in operation 1903-1909, also spelled McCullum (Foscue) (Smith)
McLain Bridge	145-NE	appears on a map dating from 1949
Middleton	87-SE	found on map dating from 1890, PO in operation 1877-1883, 1886-1891 (Smith)
Milford	131-NE	variant for Curry
Miller Ferry	97-SE	appears on a map dating from 1893
Millers Mill	155-NW	found on a map dating from 1890
Mt. Hope	SE	community around a church found on a map dating from 1961
Nauvoo	NW	Ingle circa 1858, Nauvoo PO 1858-1868, reopened in 1879, incorporated in 1906 (Foscue) (Smith)
New Jagger	NW	first appears on the 1961 edition of the county highway map
Oak Leaf	29-SE	variant for Cordova
Oakahalla	SE	first appears on the 1979 edition of the county highway map
Oakland	115-NW	appears on a map dating from 1905
Oakman	SW	first Days Gap, then York circa 1884, Oakman PO 1894, incorporated in 1862 (Harris) (Smith)
Odems Mill	130-NW	built prior to 1850 (AHC)
Odoms Mill	134-SW	appears on maps dating from 1915 and 1930
Old Bartonville	158-NE	found on a map dating from 1890
Old Coal Valley	138-SW	appears on maps dating from 1915 and 1930
Old Eldridge	156-NW	found on a map dating 1890
Old Hewitt	159-SE	found on a map dating from 1890
Old Town	39-NE	also known as Black Warrior Town and Old Warrior Town
Old Warrior Town	39-NE	variant for Dilworth, also found as Old Town and Black Warrior Town
Owens Chapel	NE	first appears on the 1961 edition of the county highway map
Parrish	SE	first Hewitt circa 1878, also Jonesboro, Parrish PO established 1890, incorporated in 1921 (Foscue)
Patton	SW	PO in operation 1885-1935, also known as Patton Junction (Smith)
Patton Junction	140-SW	variant for Patton as appears on a map dating from 1915
Payne Bend PO	74-SE	in operation 1917-1926 (Smith)
Payne Ferry	72-SE	appears on a map dating from 1879, variant for Earnest Ferry
Paynes Ferry	64-SE	appears on a map dating from 1893
Paynes Mill	65-SE	appears on maps dating from 1878 and 1881
Pendley	SW	first appears on the 1979 edition of the county highway map
Perrys Store	93-SE	appears on a map dating from 1915
Phillips Chapel	NE	first appears on the 1967 edition of the county highway map
Phillips Ferry	40-NE	appears on maps dating from 1890 to 1930
Phillips Landing	47-NE	appears on a map dating from 1879
Phillips PO	128-NE	in operation 1896-1905 (Smith)
Pilot PO	59-SE	in operation 1892-1901 (Smith)
Piney Wood	19-NE	variant for Drummond
Pleasant Grove	NW	established in 1842 (Dombhart)
Pleasantfield	SW	PO in operation 1901-1907 (Smith)
Pocahontas	NW	mining town founded 1890, PO in operation 1896-1917 (Harris) (Smith)
Powellville	NE	PO in operation 1890-1907 (Smith)
Pratt	113-SE	appears on a map dating from 1950
Prices Bridge	139-SE	appears on maps dating from 1915 and 1949
Prospect	NW	PO established in 1888 and closed in 1958 (Smith)
Providence	SW	first appears on the 1979 edition of the county highway map
Pumpkin Center	SE	also known as Clough
Quinton	SE	PO established in 1906, appears on a map dated 1896 (Smith)
Red Rock	NE	first appears on the 1937 edition of the county highway map
Red Star	82-SE	PO in operation 1904-1929 (Smith)
Redbud PO	102-SE	in operation 1898-1909 (Smith)
Reeds Ferry	SE	found on a map dating from 1903
Richardson	101-SE	appears on a map dating from 1893
Rising Sun PO	54-SW	found on a map dating from 1890, in operation 1873-1884 (Smith)
Rocky Hollow	NE	first appears on the 1979 edition of the county highway map
Ruby	63-SE	appears on a map dating from 1938

Current or Historic Place	Locale	Remarks
Samoset	73-SE	PO in operation 1908-1922 (Smith)
Sanders Ferry	32-NE	appears on maps dating from 1878 to 1896
Sanderson Ferry	32-NE	appears on a map dating from 1893
Sanford Ferry	96-SE	appears on a map dating from 1893
Saragossa	NW	PO in operation 1890-1967 (Smith)
Sardis	27-SW	variant for Tubbs Hill
Sardis	33-NE	also known as Sartonville
Sartains Mill	136-SW	variant for Kings Mill as found on maps dating from 1915 and 1930
Sartonville	33-NE	also known as Sardis
Sharon	79-SE	variant for Dora in the late 1880's, Sharon PO open 1890-1892 (Harris) (Smith)
Shepards Landing	84-SE	appears on maps dating from 1879 and 1890
Shields Bridge	133-NE	appears on maps dating from 1915 and 1930
Shulough PO	88-SE	found on a map dating from 1890, in operation 1877-1879 (Smith)
Sipsey	NE	founded 1912, incorporated in 1965, PO established 1913 also known as Janesburg (Harris) (Smith)
Slicklizzard	NW	first appears on the 1988 edition of the county highway map
Sloss	44-SE	appears on a map dating from 1949
Smith	149-SW	rail station found on a map dating from 1915
Smoots Mill	5-NW	appears on a map dating from 1915
Snow Ferry	100-SE	appears on maps dating from 1890 to 1915
South Lowell	NE	established in 1872, PO in operation 1875-1908 (Dombhart) (Smith)
Spring Hill	NW	community around a church found on a map dating from the 1960s
Staggs Bridge	142-NW	appears on a map dating from 1949
Standard	148-SE	appears on a map dating from 1949
Stanleys Ferry	112-SE	appears on maps dating from 1878 and 1890
Stansbury PO	92-SW	in operation 1907-1908 (Smith)
Stephenson Crossing	SW	first appears on the 1979 edition of the county highway map
Stiith	116-SE	variant for Aldridge circa the 1870's (Foscue)
Sumiton	SE	also known as Summit and Democrat, Sumiton PO est. 1924, incorporated in 1952 (Foscue) (Smith)
Sunlight	NE	first appears on the 1937 edition of the county highway map
Tabernacle	56-SW	appears on a map dating from 1915
Taylor's Ferry	99-SE	appears on maps dating from 1889-1915, spelled Tailors on an 1889 map
Thach	NW	first appears on the 1961 edition of the county highway map
The Wye	SW	first appears on the 1979 edition of the county highway map
Townley	NW	PO established in 1887 as Townly, incorporated in 1895, a station on Frisco Railway (Owen) (Smith)
Trimbles Mill	15-NE	appears on a map dating from 1915
Tryst PO	48-NE	in operation 1898-1902 (Smith)
Tubbs Bridge	137-SW	appears on maps dating from 1915 and 1930
Tubbs Hill	SW	also known as Sardis
Tuggles Landing	85-SE	appears on maps dating from 1879 and c. 1890
Tutwiler	SE	community around a school built in the 1930s
Twilly Town	SE	first appears on the 1961 edition of the county highway map
Underwood Ferry	69-SE	appears on a map dating from 1937
Union Chapel	NE	first appears on the 1961 edition of the county highway map
Vickry PO	16-NE	in operation 1903-1908 (Smith)
Walden	108-NW	appears on a map dating from 1878
Walker Court House	132-NW	variant for Jasper, Walker Court House PO in operation 1828-1842 (Smith)
Walston Bridge	145-NE	appears on a map dating from 1949
Warrior Old Town	154-NE	appears on maps dated 1879 and 1896
Warrior Siding	127-SE	also known as Clipper
Wegra	SE	first appears on the 1915 edition of the soil survey map
West Corona	SW	first appears on the 1915 edition of the soil survey map
Williams Mill	55-SW	appears on maps dating from 1879 and 1890
Williamstown	SW	first appears on the 1979 edition of the county highway map
Wilmington	94-SE	Wilmington PO in operation 1873-1906 (Smith)
Wolf PO	50-SW	in operation 1879-1886 (Smith)
Wyatt	SE	PO established in 1910 and closed in 1931 (Smith)
Yerkwood	SE	

Current or Historic Place	Locale	Remarks
York	51-SW	variant for Oakman, found on a map dating from c. 1890
York PO	157-SW	operational 1848-1866 and 1868-1887 (Smith)
York Mountain	NE	first appears on the 1961 edition of the county highway map

Numerical Listing of Historical Places

1	Camp Springs	32	Sanderson Ferry	61	Hewitt	93	Perrys Store	128	Phillips PO
2	Ingle Mill	33	Bartonville PO	62	Leespeer Station	96	Sanford Ferry	129	Gravleeton
3	Galloway	33	Sardis	63	Ruby	97	Miller Ferry	130	Odoms Mill
4	Hills Store	33	Sartonville	64	Paynes Ferry	98	Coal PO	131	Milford
5	Smoots Mill	34	Crossville PO	65	Paynes Mill	99	Taylor's Ferry	132	Walker Court House
6	Luckey	35	Bartons Ferry	66	Davis Ford	100	Snow Ferry	133	Shields Bridge
7	Hill PO	36	Drummond Ferry	67	Barnett Ferry	101	Richardson	134	Odoms Mill
8	Bickford PO	37	Baltimore Ford	67	Davis Ferry	102	Redbud PO	135	Browns Bridge
9	Chickasaw	38	Dickson Ford	68	Goodwin Ford	103	Franklin Ferry	136	Sartains Mill
9	Chisca	39	Black Warrior Town	69	Underwood Ferry	104	Knights Mill	137	Tubbs Bridge
10	Foot PO	39	Old Town	70	Copeland Ferry	105	Lewiston	138	Old Coal Valley
11	Camak Mill	39	Old Warrior Town	71	Franklin Landing	106	Beech Grove	139	Prices Bridge
12	Blackwater PO	40	Phillips Ferry	72	Payne Ferry	107	Logan	140	Patton Junction
13	Hudson Settlement	41	Democrat	72	Earnest Ferry	108	Walden	141	Johnny Ford
14	Edgil	42	Dora Junction	73	Samoset	109	Gap PO	142	Staggs Bridge
15	Trimbles Mill	42	Commercial	74	Payne Bend PO	110	Kings Mill	143	Johnsey Bridge
16	Vickry PO	43	Lorton	75	Coronado PO	111	Beech Grove PO	144	Harris Bridge
17	Centre Springs PO	44	Sloss	76	Jim Hill	112	Stanleys Ferry	145	Walston Bridge
18	Lovells Ferry	45	Janeburg	77	Leith PO	113	Pratt	146	McLain Bridge
19	Piney Wood	46	Burtens Ferry	78	Clough	114	Eagle	147	Evans Bridge
20	Holly Grove PO	47	Phillips Landing	79	Horse Creek	115	Oakland	148	Standard
21	Leland	48	Tryst PO	79	Sharon	116	Stith	149	Smiths
22	Boshells Mill	49	Gamble PO	80	Bergens	117	Hewitt	150	Brakes Ferry
23	Manasco PO	50	Wolf PO	81	Doliska	117	Jonesboro	151	Lock Number 13
24	Kings	51	Days Gap	82	Red Star	118	Coon Creek	152	Lock Number 14
25	Blackwell PO	51	York	83	Ambeto	119	Drummond	153	Lock Number 15
26	Loss Creek PO	52	Cormick	84	Shepards Landing	120	High Level	154	Warrior Old Town
26	Kings Station	53	Lockhart	85	Tuggles Landing	121	Deer Creek	155	Millers Mill
27	Sardis	54	Rising Sun PO	86	Julia PO	122	Est PO	156	Old Eldridge
28	Alma	55	Williams Mill	87	Middleton	123	Gobblers Crossing	157	York PO
29	Dent	56	Tabernacle	88	Shulough PO	124	Flat Creek	158	Old Bartonville
29	Oak Leaf	57	Cains Mill	89	Gi PO	125	Burnwell Mines PO	159	Old Hewitt
30	Depot	58	Jug PO	90	Gurganus	126	Gilmore PO		
31	Friebus PO	59	Pilot PO	91	Colefield PO	127	Clipper		
32	Sanders Ferry	60	Kirkwood PO	92	Stansbury PO	127	Warrior Siding		

U.S. Census of Population by Decade

Towns	2000	1990	1980	1970	1960	1950	1940	1930	1920	1910	1900	1890	1880
Carbon Hill	2,071	2,115	2,452	1,929	1,944	2,179	2,555	2,519	2,666	1,627	830	568	
Coal City											509		
Cordova	2,423	2,623	3,133	2,750	3,184	3,156	1,881	1,830	1,622	1,747	567		
Day Gap												421	
Deer Creek									270	279	332		
Dora	2,413	2,214	2,327	1,862	1,776	984	1,032	1,143	1,117	916	385		
Eldridge	184	225	230										
Horse Creek											385		
Jasper	14,052	13,553	11,894	10,798	10,799	8,589	6,847	5,313	3,246	2,509	1,661	780	269
Kansas	260	230	267	227	211								
Nauvoo	284	240	259	265	318	416	533	648	489	392			
Oakman	944	846	770	853	849	1,022	897	927	1,083	1,065	503	421	
Parrish	1,268	1,433	1,583	1,742	1,608	757	870	987					
Sipsey	552	568	678	608									
Sumiton	2,665	2,604	2,815	2,374	1,287								
Townley									1,554	235	124		