From the Hudson to the Ohio.

A Region of Historic, Romantic and Scenic Interest, and other Sketches,

BY

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"History of the Pennsylvania Railroad," "Acts and Actors in the Civil War," "Emmanuel Church,"

Etc. Etc.

KENSINGTON PRESS
1902.

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DEDICATION.

To Alexander J. Cassatt, encourager and patron of literature and the arts; the promoter of civics; a man of affairs, whose strength is accompanied by that modesty which is always indicative of true greatness; and one whose actions have unwaveringly had for their object the best results, this little work is dedicated by

THE AUTHOR

Holmesburg,
Philadelphia,
January 1, 1902.

A. J. CASSATT.

From the Hudson to the Ohio:

A Region of Historic, Romantic and Scenic Interest

BY

WILLIAM BENDER WILSON.

Leaving the majestic Hudson, whose waters are ever perturbed by the unceasing swells of commerce, the traveller moving over the Pennsylvania Railroad, crosses the Passaic, the Rahway and the Raritan, and passes the historic fields of Monmouth, Princeton and Trenton, so dear to the patriotic heart. Diverging at Trenton, the wild and romantic scenery of the Upper Delaware is a source of unending enjoyment and entrancement. Returning, and passing through Morrisville, once the abode of Moreau and of Morris, and proceeding westward, the more placid stream is everchanging in its scenic effects, to which the waters and vallies of the Neshaminy, the Poquessing and the Pennypack contribute. Historic Germantown, with its wealth of patriotic memories and relics, is close at hand. Crossing the Schuylkill's tranquil waters, a glimpse is had of Fairmount Park, wondrous in its numerous vistas and unsurpassed in natural beauty. A few minutes away is the renowned Wissahickon, whose towering rocks, pools and water-falls George Lippard wove into legendary lore. Now in the center of the city of Brotherly Love, founded by Penn, graced by Washington and wherein the Declaration of Independence was made, the Constitution of the United States was framed and Franklin lived. Repassing the Schuylkill and by the many charming suburban towns and villas which repose in contentment amid rural surroundings, like choice and sparkling gems in rich and rare settings, through Paoli, whose neighborhood is conspicuous by its revolutionary memories—Valley Forge and the "Massacre" being ever fresh—the beautiful and

fertile Chester Valley, shut in by densely wooded hills, looms into view. The rolling land, adorned with pure water flowing from its hillsides; the evidences of thrift, prosperity and contented wealth on every hand; the neat farmhouses, large barns; its deep green grass; its herds of cattle, are always attractive. Rushing over the Brandywine, the equally beautiful and productive Pequa Valley is soon entered and then up to and through the Gap of the Mine Hill, where Robin Hood tales are still believed in, only to emerge into and glide through that treasury of wealth, the Valley of the Conestoga. Fringing this valley, the crowns of the Welsh Mountains, standing out against a spotless sky, almost southern in its warmth, overlook the finest picture of agricultural prosperity and repose to be found on this continent. Looking backward from Lancaster to the Schuylkill, there is seen a region of beauty and wealth within whose boundaries General Anthony Wayne, the patriot, Benjamin West, the celebrated artist, and his pupil, the afterwards renowned inventor, Robert Fulton, and Lindley Murray, the grammarian, were born. In the cemeteries of Lancaster city repose the remains of James Buchanan, the fifteenth President of the United States; Major General John F. Reynolds, the hero and victim of Gettysburg; Thaddeus Stevens, the Commoner; and James Mifflin, a patriot of the Revolution and subsequently Governor of Pennsylvania.

Thence on and over the rough and wooded hills of Conewago, with acres of hugh trap-rock boulders left upon their surface as the glacial period passed away, and down to the shore of the Susquehanna, across whose crystal waters the South Mountains looming up seem to embrace the horizon. Skirting the left bank of the river, the graceful curves of the stream, the rapidity of the flow, the rifflings of miniature falls, the many verdure-covered islands in repose upon its bosom, poetic thought receives an inspiration. Passing Harrisburg, the beautiful capital of the great Commonwealth, at whose southern gate the red tide of civil war reached its height, the first mountain of the Blue Ridge stands out in bold relief. Slumbering at the base of that rugged and lofty hill, which dips into the cooling waters of the Susquehanna, and amidst scenery of unsurpassed grandeur—rock and mountain and glen and mirrored waters—lies the village of Rockville. There is no spot from whence more beautiful and grander sunsets can be witnessed,—the wondrous variety of gray tints, blending with other rich and

delicate colors, contribute such artistic effects that the eye never palls gazing upon them. A little way down the river in former days stood Mrs. Halbach's famous inn, with its catfish and waffles served by the hands of blithe Katie; and farther on, conspicuous in a Calvinistic rigidity, the old white painted church, with its green Venitian shutters, gave emphasis to Coxtown life. Close by was Carson's cranberry bog, from whose weird surroundings and mysterious depths the average boy shied off. The old canal lock at Rockville, with its adjacent storehouse of boat supplies and group of buildings, was in those days the center of gossip, and always had a large number of visitors bent on obtaining news from the world outside whenever the packet came in. The boy in the crowd looking upon the packet, and out from it into the great world beyond, unconsciously absorbed ideas of transportation which bore good fruit in after years. Crossing at Rockville to the right bank of the river, the confluence of the Juniata soon comes into view and the Juniata Valley, with its wealth of agriculture, hills, pellucid waters, history, poetry, and romance, opens its treasures. From the time the traveller crosses the Susquehanna until passing through the deep gorge of the Juniata at Tyrone and traversing the Tuckahoe Valley comes to the foot of the Alleghenies, he traverses a region of melody and scenic grandeur. West of Mifflin, the weird and gloomy passage of the "Narrows" between the Black Log and Shade Mountains, with its full, deep solemnity, is changed to a scene of joyous beauty, as, emerging from the shadow, the light of the Kishacoquillas Valley is seen. That is the valley in which Lewistown is located, and with which Logan the celebrated Indian chief, is identified. After Huntingdon county is reached, the scenery breaks into rugged grandeur, which the bolder mountain ranges produce. The whole region is a rare one for the lovers of the beautiful and grand to visit and to transfer the soul-inspiring scenery from Nature's pallette to that of the artist:—

"Here mountain on mountain exultingly throws
Through storm mist and snow its black crags to the skies;
In their shadows the sweets of the vallies repose,
While streams gay with verdure and sunshine, steal by."

At Mount Union is Jack's Narrows, a wild and rugged gorge formed by the river forcing its way through Jack's Mountain. The sides of the mountain, in many places showing no vegetation,

expose masses of rock, which seem as if they were about to roll down into the river below. Fuller, in singing of this mountain and gorge, tells:—

"When vernal skies dispel the chill,
That wintry winds have brought,
And heal the wounds with piteous hands
Unfeeling frosts hath wrought,
Then woodland beauty hastens forth
Thy bleak defiles to hide,
And leaflets spring from tree to shrub,
And flow'rs on every side.

"If summer suns, with melting ray,
Make hills and valleys glow,
And fling their beaming radiance down,
Alike on friend, and foe,
With gentle breezes thou art fanned
With balmy zephyrs blest,
Refreshing to the languid ones,
And to the weary, rest.

"So, too, when Autumn's mellow days
Begin their busy hours,
And hang their gorgeous drapings wide
O'er all thy sylvan bowers,
Then many a low and ladened bough
And many a stately tree
With gen'rous yield their fruits bestow,
A bounty rich and free.

"But when the storms of Winter come,
Thy solitudes to claim,
Old Boreas rides in wrathful mood,
O'er all thy bleak domain;
He fiercely binds thy far-famed stream,
He madly seals it fast;
And sweeps athwart thy dark ravines
In many a roaring blast."

Ascending the stream westward from the gorge, the water flows as gently as if it were gliding through the castle of the fairies. At Huntingdon an opportunity offers of observing some of the best of mountain effects. Ascending the hill leading to the city of the dead in Huntingdon, the visitor will be greeted at every footstep by some new, attractive scene. Prodigal Nature lavish of the sur-

prises she loves to take from her inexhaustible storehouses, and with charming coquetry bestow upon her lovers, at each advance places, almost panoramically, for admiration some new scene of beauty. Here a bit of color, there an exquisite piece of water, and over yonder a precipitous cliff. In whichever direction the eye rests, lofty trees and quiet vallies placed so as to produce harmony of effect contribute to the formation of incomparable pictures. Foot-hill rises above foot-hill, and, clad in the various shades of green, form the advance guard of the mountains which on the eastern slope constitute the declining spur of the Alleghanies. Just east of Cemetery Hill, Stone Creek Mountain rises to a height of dignity from its base—a base which abruptly springs out of the sparkling waters of the creek as in merriment they hasten to join the Juniata's flow in its serene journey to the ocean. There to the northwest and southwest looms up Tussey's Mountain, grand in its ever-changing shadows. Again, in the northwest, is Warrior Ridge, which loses itself in the deep blue of the mountains beyond. The Juniata, here and there, making wide gaps in the hills, and irrigating fertile fields rich in their productiveness, winds its way in a willowy course through the valley. Below, in the deep basin, reposes Huntingdon. Its spires, gilded into life by the morning sun, speak of a quiet confidence as they silently emphasize the peacefulness of surroundings. At irregular distances dark smoke from factory stacks blends as it rises with the blue of the zenith and seems like sweet vapor of burning incense ascending heavenward in recognition of the prosperity of the neighborhood. Standing at the cemetery gate in the midst of the solemnity and beauty of Nature and looking upon the mountains, one feels that these are not the mountains of men for their habitations and uses, but are the mountains of God, for the revelation of his majesty, love and power.

Reaching the Little Juniata, and following it through a gorge of Tussey's Mountain, Tyrone, with its disappearing and reappearing stream, is passed. Thence through the Tuckahoe Valley, lying between the main range of the Alleghanies and the Brush Mountain, to Altoona, and climbing the mountain sides, magnificent scenes of landscape beauty enrapture the eye. At Kittanning Point the mountain scenery is incomparable. Dr. R. M. S. Jackson, the "Man of the Mountain," thus describes it:—

"The poet and painter are presented with a boundless field, as the element of beauty seems alone to have been recognized and

consulted in its creation. Immediately below reposes the range of beautiful valleys at the southeast base of the Alleghenies, their northwest margins sloping up to the mountain in a range of round, soft, billowy hills, as it were the gentle heavings of a summer sea, breaking against the shore upon whose rocky heights the beholder stands. It is also beautiful to perceive, that in the space between the lines which represent the distance between the mountain summits, the tint, from the increased distance, becomes deeper and deeper, until lost in the clear blue of ether. As the eye follows the azure steps of this kingly portal to the skies, line rising above line, it can scarcely be realized that within each of these tints of deeper blue, there reposes a range of the richest and loveliest limestone valleys of Pennsylvania. Often, with bars of clouds reposing on the horizon, it is impossible for the eye to distinguish the distant lines or to fix where the earth ceases and the heavens commence." Through the mountain and emerging at Gallitzin, named in honor of the Russian nobleman who settled at Loretto, and in the capacity of a Roman Catholic priest scattered his benevolence far and wide, a height of nearly 2,200 feet above the level of the sea is attained.

"Now I gain the mountain's brow,
What a landscape lies below!
No clouds, no vapors, intervene,
But the gay, the open scene
Does the face of Nature show,
In all the hues of Heaven's bow!
And, swelling to embrace the light,
Spreads around beneath the sight."

Charles Dickens, in describing his trip over the Alleghanies by way of the old Portage Railroad in 1842, said: "It was very pretty travelling thus at a rapid rate along the heights of the mountain in a keen wind, to look down into the valley, full of light and softness; catching glimpses through the tree tops of scattered cabins; children running to the doors, dogs bursting out to bark whom we could see without hearing; and terrified pigs scampering homeward; families sitting out in their rustic gardens; cows gazing upward with stupid indifference; men in their shirt-sleeves, looking on at their unfinished houses, planning out to-morrow's work; and we riding high above them like a whirlwind. It was amusing, too, when we had dined and rattled down a steep pass, having no other moving power than the weight of the carriages themselves, to see

the engine, released long after us, come buzzing down alone like a great insect, its back of green and gold so shining in the sun that if it had spread a pair of wings and soared away no one would have had occasion, as I fancied, for the least surprise. But it stopped short of us in a very business-like manner when we reached the canal, and before we left the wharf, went panting up the hill again with the passengers who had waited our arrival for the means of traversing the road by which we had come." Another writer, in describing his sensations in passing over the mountain in an earlier day, said: "As the car rolls along on this giddy height, the thought trembles in your mind that it may slip over the head of the first descending plane, rush down the fearful steep and be dashed into a thousand pieces at its foot."

In the early morning as the train moves westward from Altoona, the sun, breaking through the mists, weaves hundreds of fantastic and beautiful shapes on the mountain slopes and gilds with its brush the distant peaks. The easy, graceful ascent, the triumph of engineering skill, is an unending source of pleasure and admiration to the traveller; and no matter how often he repeats it, he always encounters something new in the scenery to delight him. And as he descends the mountain he sees a glory lavishly spent by Nature, and here and there the Conemaugh appearing as a mirrored surface, sending upward from below the beauties of the hillsides or the swiftness of the passing train. The contemplation of the romance of the Conemaugh is always saddened as there wells up in memory its great tragedy; when its swollen and angry waters laid desolate Johnstown and its environs, forming the prosperous iron city of the Alleghenies; when the black pall of death enshrouded the valley, when its stalwart sons and beautiful daughters, its wise men and innocent children, its maids and its matrons, its rich and its poor, while enjoying the fullness of health, were suddenly clasped in the cold embrace of death. There was a silver lining to the cloud, for when the stricken ones who survived the ordeal through which they had passed mutely appealed in their helplessness to the common brotherhood of man for the helping hand to aid them in rising from their fallen condition, the vastness of the flood that produced the disaster found its counterpart in the vastness of sweet charity's tide, which, flowing from all portions of the habitable globe, bore aid and succor to the homeless, the heartbroken, the sick and the naked.

From the conception of a railway from the seaboard to the

Ohio, the Allegheny mountain was a formidable barrier; the quick succession of mountain rising after mountain seemed insurmountable, but, by utilizing the resources of Nature, the genius of man reclaimed the mountain wildness, subdued the wild and fierce obstacles in mountain fastnesses, overcame mountain heights, bridged valleys and streams, and supplanting the silence of solitude, made the glens and gullies and hill-tops resound with the hum of industry and the notes of moving traffic. But civilization's progress has not dulled the beauties of the scenery of the Alleghanies. There may be mountain scenery of far grander aspect; loftier hills with snow-capped peaks; deeper gorges and gloomier canyons; but none where sky, foliage and verdure combine with hill and stream in so many effects to produce the very poetry of mountain scenery!

Leaving Johnstown, the scenes change, as the gliding is down, down, to the Ohio basin. Through the gaps of Laurel Hill, across the valley of the Ligonier, penetrating the gorges of Chestnut Hill, by rivulets and running streams, whose shimmering waters send springs of sweetness through those valleys, the wild magnificence of mountain sides receives its culmination in the Pack Saddle, a formidable bluff towering at a considerable height above the Conemaugh flowing at its base. The superb beauty of this spot, once seen becomes indelibly impressed upon memory. Soon the deep, wild and romantic Conemaugh Valley is left behind, and the rolling tableland of Westmoreland is passed over. The waters of the Loyalhanna come into play to add their effects to the scenery. Greensburg offers up for patriotic reverence the grave of the honorable but unfortunate soldier, General Arthur St. Clair, and the Brush and Turtle creeks lead on to Braddock's Field, where there springs to memory the awful July day, more than a century ago, when savage fury accompanied by extraordinary scenes of barbarism laid low the choicest of the British military service and humbled the pride of the British nation. On and on, along the Brush, the Turtle and the Monongahela, through splendid agricultural and mineral lands, into the city of Pittsburg, unsurpassed in all the elements of substantial wealth, the very heart of American industrial life. 'Tis here the united currents of the Allegheny from the northeast and the Monongahela from the south rush into the Ohio, and the blended waters, that were the origin and generator of the commercial, social and political progress of the country they irrigate, flow on until, in the language of Jeremiah S. Black, they "sink into the sweet embraces

of the Mississippi, dying in delightful fellowship together in the Gulf of Mexico." The Ohio—the beautiful river—whose waters flowing with a smooth regularity make productive the renowned and luxuriant valley which bears its name—the noble tributary of the mighty Mississippi, that gladly carries on its buoyant breast the opulence of industry wedded by the bands of steel to the majestic Hudson and partially exhibiting its rich nuptial gifts of poetry, history and scenic grace, modestly bows its head, and the curtain drops.

LIGHTS AND SHADOWS

My life has been an eventful one in peace and war. I could relate the triumphs of the former and depict the horrors of the latter. I could go from battle to battle, along march after march, to prison and hospital, and recite heroic deeds of valor and tell tales of fatigue bravely borne and sufferings manfully endured, speak in sympathetic tones of widowed hearts and grief-stricken firesides—but all that has been oft told, and the lurid colors of the panorama of war have been softened by the tintings of time.

I will, therefore, take from the tablets of memory a few pictures to illustrate how undeviatingly life in the ordinary is painted in light and shade.

Lights and shadows constantly float across life's pathway, scattering their gifts of joy and sorrow with a free hand. They are seen everywhere, in every relation of life, in every work, picture and day dream. Without them, poetry would not be—the artist's pencil would be idle, and the lessons of salvation unlearned. Recently, a cloud passed over the horizon of a home, casting a deep shadow upon its happiness and obscuring the view of its chief charm; for a moment darkness prevailed, and all was sorrow; then a balmy south breeze sprung up, and parting the cloud, let into that home the vision of a beautiful soul clothed in the robes of immortality, which, filling every nook and corner with the radiance of its loveliness, caused peace and contentment and warmth to enter—God is Love whether in the storm or calm.

There is sadness and pathos in that picture, but the retrospective flash-light does not always throw upon the canvas of memory sad and pathetic pictures. The subjects vary as do those in the galleries of art. Here is one entitled

AN EVENING IN JULY.

A suburb of a large city. Avenues lined with stately maples. Picturesque dwellings surrounded by broad lawns, reposing on which are Flora's choicest contributions. The weather has been sultry and humanity sweltering. A thunder storm, and relief.

The hum of the factories and the endless noises and discomforts

of the city had been left behind, and we were at home. Twilight had passed. A delightful breeze, laden with the odor of flowers, wafted by. A pensive moon, in a clear sky, floating its light through an ideal atmosphere, casting the delicate tracery of the trees in shadowy beauty upon the dark green of the lawn, distant music floating in through the open windows, and the ripple of innocent laughter from sweet childhood soaring up from the vine-covered porch.

The dark shadows of the day are behind us, and forgotten, whilst the bright light of joy and happiness and love and contentment is beaming upon and shining before us.

This picture is seen because we have turned our appreciative eye towards those things of beauty and of love, with which a benificent Creator surrounds us.

But there hangs a picture with the border of mourning skirting its frame:—

A CATASTROPHY.

The hurrican passed, the floods had receded, the ruling days of Sirius were over; a bright sun, a clear sky greeted the cheerful workmen as they gathered around their work, high up in the air, where a building for God's services in man's advancement was majestically rearing its head. Not a cloud, not a ripple to mar the serenity of the lovely August morning. Suddenly, without sign or admonition, the scaffolding parted, and three souls were dashed into Eternity, whilst a quarter score were carried bleeding to its brink.

Out of the shadow of the terrible calamity that overtook these men, comes the light showing the brittleness of the thread of life, the necessity for constant preparation for the inevitable change, and the leaning heavily and reliantly on the upholding arm of the Almighty.

FLOOD AND CHARITY.

In recalling the Johnstown tragedy it will be remembered that the flood's wrath was not confined to the romantic Conemaugh, although its swiftest and most unmerciful fury was expanded there, for in that wonderful, and prosperous valley which is irrigated by the picturesque Susquehanna as it majestically flows from its source in Western New York to the great bay within the borders of Maryland and Virginia, its track was marked by the bodies of the dead, the debris of ruined homes, the prostration of business and the destruction of means of livelihood upon which thousands depended;

whilst along the usually peaceful and always beautiful Juniata from Duncannon to Tyrone, the disaster was no less marked.

As the flood passed on, its work done, the subsiding waters disclosed the terrible stroke that had fallen upon Pennsylvania. In its mountains, along its valleys, 'midst the forests and farms, its towns and cities, where the mines gave forth their wealth, and where the busy hum of industry had been heard, the cloud-burst, the storm and the rain cut a wide swath of death, desolation, want and misery. Thousands of Pennsylvanians found death beneath the waters. Millions of dollars worth of property were annihilated and over one hundred thousand people, as good and true as the world contained, were deprived of their ordinary means of support. So too, how at a later and nearer period, the wild winds, with the heated breath of the tropics, lashed the cruel waves of the Bay and Gulf into murderous fury and beautiful Galveston was submerged and its people and its wealth found death and destruction in the overwhelming tides.

Dark shadows, like palls of gloom, hung over the Commonwealths. Turning from those shadows, we are charmed by the lights which come from the better impulses of man. A mighty throb moved the universe to deeds of kindness and loving help. Charity proved her claim to rank the virtues. That charity which is not a mere impulse of our passions or feelings governed by suggestions of the moment, but that is a true attribute of our natures, and which ever prompts us to assist one another along life's tortuous ways, applied the soothing balm to the wounded hearts and aided the stricken communities to rise again.

VILLAGE LIFE.

Philadelphia the imperial city—but stop! Philadelphia is more than that; an imperial city is founded upon pride, vain glory and poverty, and is an admixture of palace and hovel, splendor and squalor, sending forth tyranny, pollution, pestilence and crime, while the birth-place of American independence, although an aggregation of villages, is composed of homes, work-shops and churches, crowned with sweet domesticity, with indwelling peace, plenty and contentment, and allows the whole world to taste of the fruits of its industry and morality.

My thoughts were dwelling upon the delights of suburban life

within the boundaries of Philadelphia, whose villages are the pleasure and wonder of travellers.

As life in general is governed by many and varied conditions which can only be fully understood and appreciated by viewing it in contrast, so is village life governed and so must it be viewed.

There is no common standard to build a village by. It is usually a child of convenience, springing from the loins of necessity at the call of man's herding inclinations, and its life is what its environments make it.

Village life in suburban Philadelphia is so different from life in the villages in the interior of the Commonwealth either singly or collectively that its comforts and its beauties, its conveniences and its pleasures are seen in their best light by bringing them in comparison with it.

The country village is mostly an unincorporated community, ordinarily the centre of the township, clustered around an inn, a blacksmith shop, a cross-roads store and a meeting house, finding its highest expression of political importance from being the residence of a fourth-class postmaster, the township supervisor and clerk and sometimes, but seldom, of that august specimen of the minor judiciary, the "squire."

The population is made up principally of farmers and farm hands, who pass their days less wearily by dwelling closer together than is permissible by the territorial limits of farms. The great events in these villages are mostly the arrival of the semi or tri-weekly mails at the post office, of a fresh invoice of goods at the store and of incipient statesmen bearing the burdens of state at the inn.

These events bring the community together at one of the places named to discuss whatever questions the arrivals might suggest or to exchange gossip. Their pleasures are few and simple, the checker board and card table furnishing the most of them, whilst occasionally quoit throwing at the blacksmith shop and the spelling bee and moot court at the school house varies the monotony of their lives. "Let not ambition mock their useful toil, their homely joys," for it is from just such villages as these that Hampdens rise and in which Lincolns expand into greatness, reaching up to originality of thought and expression by having nature for a tutor and by being so surrounded that their education becomes something more

than the absorption of other men's written ideas, opinions and conclusions.

We turn from them to look at the village as a suburb of a city. This latter, like its country contemporary, has many lights and shadows varying in their character by location, North, South, East and West producing each some differences, displaying some individuality.

The city villages, however, are alike in this—they possess no political autonomy, but are governed as dependencies by a central power from which they are more or less isolated, and not as independent communities. To this fact must be attributed the absence of many traits of village life. It deprives a community of that homogeneousness that local self-government brings to a people and the stimulus that spurs political ambition on. It produces a widened dissimilarity but conduces to retiracy and personal independence. It leaves the individual to pursue the even tenor of his way as his own sweet will dictates and brings to him personal recognition.

Living in the metropolitan village, with the comforts of the city, and the delights of the country, is one of the greatest boons for the busy man to take advantage of. It is ever adding fresh strength. As he pauses in the rush of business to watch the shadows lengthen towards that hour which betokens the time for him to drop his feverish cares and hie away to his village home, he takes on fresh life and activity, for in that distant spot he knows that peace and quiet await him. That peace and that quiet, with the evening stroll or evening drive, along embowered roads, the pure air, crystal waters, fragrant bloom of Flora, the kindly greetings and the interchange of confidences and experiences within the charmed family circle, creates an ideal life that brings man within sight of the land of contentment. 'Tis this life that fills the veins and arteries of the great city with the pure blood that keeps up its steady pulsation.

But all this is changing and villages of suburban Philadelphia, which were bowers of rustic beauty and the abodes of health and contentment, have passed or are rapidly passing away. Their doom seems sounded. The rushing, dashing, flashing spirit of progressiveness which rules this age is the cause. Even now stately West Philadelphia, exclusive Germantown and busy Frankford have passed beyond the village condition and have put on metropolitan garments, whilst those beautiful and charming spots, Fox Chase,

Bustleton and Holmesburg, that give a rustic but romantic and peaceful edging to the picture of Philadelphia life, are threatened with the change. Already electric lights have deprived them of the softened shadows so comforting to a perturbed spirit on a moonlit night, and the tocsin has sounded announcing the approach of the trolley roads, whose entree to those charming localities will forever eliminate their quiet, dreamy, midday life.

The gas pipe, the water pipe and the electric light have invaded the quiet village, the trolley line in the foreground and sewers, paved streets, curbed sidewalks, and the woodman's axe in the perspective, admonish us that the view is changing, that the dreamy village life will soon be o'er and the village lost in the stillness of death which pervades the atmosphere of the so-called finished residential parts of a great city.

Village life, when absorbed by city activities, becomes gilded death.

Walking through miles of coldly beautiful streets of a former village, once so full of life and kindly neighborliness, the walk seems like one through a finished cemetery well endowed. Elegant residences, well-paved, well-kept streets, close cropped lawns and well trimmed trees greet the eye, but life seems absent, the song birds are unknown, bloom has the musty shell of the hot house around it, art has supplanted nature and even the combative sparrow has sought other fields of action. City utilities have absorbed the village and village life has become gilded death.

Whilst speaking of villages a picture of one in the Western part of our country comes up in memory:—

A QUAINT OLD TOWN.

Isolated in Central Missouri is the quaint town of Arrow Rock, Saline county, the connecting link of which with the effete civilization of the East is a "star route" mail line, whose equipment consists of a dilapidated, paintless carry-all with dished wheels, drawn by a pair of ancient horses, whose harness of leather and rope must have done service in the days of the Spanish occupation. The potentate who directs the movement of this line of transportation and who has the responsibility of the United States resting upon his shoulders, and who must have been a veteran when Boone was young, and whose dress is a combination of the ancient Roman, modern Greek and the peripatetic Coxeyite, is a fitting comparison

to the horses and vehicle. This line runs daily over an almost bottomless road to Napton, a wayside station nine miles away on the Calamity branch of the Missouri Pacific Railroad, and is the short line of communication with the outside world.

There is much to interest one there, although most of the interesting matter is retrospective. It is sad to contemplate the decay of the river towns, of which this is a fair sample. Walking in graveyards among tombstones may be interesting, but the walk is always through an atmosphere of sadness. Like through the graveyards, one walks there among the records of the "have beens."

Arrow Rock landing, from whence the village derives its name, was one of the earliest and most prominent of the landings on the Missouri river, and the day has been when not less than 200 teams have stood in line waiting to unload and load up on the levee. It was a trading post of note when the French possessed the territory, and continued of more or less commercial importance until it closed its doors against the rapidly advancing locomotive. The name Arrow Rock was derived from a large bluff of flint rock, out of and at the foot of which the Indians made their arrow heads. Surrounded by their slaves the early families lived in a baronial manner and vaunted an independence that would not brook restraint. As emigration pursued its way up the "big muddy," prosperity came to this locality. But with growth and prosperity came a pride of independence in the possession of an interior waterway leading with cheapness to market and to wealth that caused these land barons to spurn the railroad with its friendly, snorting iron horse. From this pride came the fall, and Booneville, Marshall and Slater, wooing the bands of iron, are now rejoicing in the prosperity that once belonged to Arrow Rock. The river in which the pride centred, with the irony of fate, has been receding until the landing and village are now inland.

These "barons," confirmed in the long-practiced habit of watching from the bluffs the majestic movements of the steamboats as they turned the many graceful and picturesque bends in the river or, exhilirated by the long columns of ascending smoke from the river boats striving with one another to first secure the landing, could not tolerate the thought of change. The cry of the bowsman, as he cast the lead, of three feet—four—four and a half—six feet—twelve—twain—mark twain—in those drawling, half-chanting peculiar tones common to the Missouri rivermen of those days, was a music they

would not exchange for the locomotive's shrill whistle. The entertainment they derivedfrom witnessing the busy scenes when the boats came in—the roustabouts singing as they trotted to and from the warehouses as they took off or put on cargo, and the hurry and bustle of travellers as they left or boarded the boat, accompanied as they frequently were by the wierd effects of burning pine-knot torches, could not be compensated for by the unromantic railroad station.

Thus the change came, and to-day we are among the wreck of values and decay of properties. Just across the way the ruins of the blacksmith shop—a broken ploughshare, a rusty old horse shoe, a shrivelled bellows in the last stage of atrophy, a shattered anvil—bear mute testimony to the rapidity of the decay. The tones of the anvil which once rang out so merrily under the blows of the sledge hammer sound to us now, as we hit the dethroned monarch of the smithy with our walking stick, like ghostly echoes come back to haunt the solitude.

Out on the bluff close to the old landing is the wreck of a dismantled mill, its machinery gone, the structure a pile of decayed debris, the large boiler rusty but intact, too large for remunerative removal, remaining to emphasize the desolation. As the boiler reclines there amidst the ruin it reminds the beholder of a fallen steed dead upon the field of battle.

There is some very interesting personal and national history associated with the region. It was there that old Dr. Sappington, the friend and companion of Daniel Boone, Andrew Jackson and Thomas H. Benton, lived. He was that famous old physician who conquered the ague in the river bottoms and made his name a household word from the source to the mouth of the Missouri and up and down its tributaries by prescribing his celebrated Tennessee remedy of whisky and Peruvian bark.

The doctor had two sons-in-law and one grandson who went out from Arrow Rock township to the State capital as Governors of the State. The elder Governor Marmaduke married one of his daughters, whose son, John S. Marmaduke, became a Major-General in the Confederate service and subsequently Governor of the State. Claiborne Jackson, who is known to history as the Rebel Governor of Missouri, and who packed up his family and slaves and went into exile and his death, was also from there, and three times a son-in-law of Dr. Sappington, having married successively three of the doctor's daughters. Colonel Will S. Jackson, the famous partisan

ranger, as his friends delighted to call him, or the infamous bushwacker, as his enemies styled him, was a familiar rider over those roads in days gone by. The fun of the James gang or the Younger boys and their posse as they took charge of the village streets and made the tenderfoot dance to the music of rifle or pistol balls has sunk into the grave of long ago.

Shingles are turning their edges with the gray beards of age to the warm side of the sun, nails are protruding from clap boards, sidewalks are disappearing in the gullies by their side, and yet there is a solemnity in all this. The sublime grandeur of the solitude amid such surroundings on a bright warm afternoon, with its breeze of balmy freshness as it comes from beyond the waters, opens up a scene for thought and thoughtful meditation.

THE GREAT WHITE CITY.

A day's ride from Arrow Rock will land the traveller in Chicago. I can never think of that city without recalling the Great White City which rose as if at the touch of the magician's wand and suddenly disappeared as if under the witch's spell.

Leaving guide-book and note-book at home, I entered the Fair Grounds like a feather, without plan or design, to be wafted hither and thither at the sweet pleasure of the breeze of the moment, yielding myself a willing slave to the influences of inspiration, and devoting my time to enjoying the beauty and magnificence of the Exposition as a whole, bringing to my mind a realizing sense of the progress the splendor and luxury of the age in which we are living.

With the exception of Krupp's, single exhibits were dwarfed by the magnitude of the scale upon which the Exposition was based. Out of this dwarfing of achievement the stimulus for greater endeavor has grown.

That panorama of humanity, the Midway, fringed with odd and quaint manners and customs of other races and climes, was a place for a restful hour in which to divert the mind from the glut of splendor.

There was one thing prominent by its absence. In all those bustling crowds, amidst Oriental splendor and Western utility, by the greatest achievements in art, science, music, poetry, manufactures, commerce, and agriculture, domesticity's sweetest, greatest charm was absent. Go where you would, along the Court of Honor, at the

Peristyle, around Macmonnies Fountain, on the broad avenues, picking your way through the paths of Woody Island, lingering around exhibits here, there, and everywhere, the baby carriage with its occupant, the autocrat of the household, was not to be seen.

The autocrat was there, however. Like the parcel in the parcel-room at the railway station he was properly checked and packed away, to be called for, and only given up to his claimant upon the surrender of the check and the payment of so much per hour. What risks! Lose the check and shrink from contemplating the possibilities.

The highest achievement aimed at was in the architectural effect and artistic groupings of the buildings. The greatest pleasure emanated from contemplating those effects and groupings. Time and place was evening and the Lagoon. On the edge of evening, as the shadows of the buildings sported on the waters, and the declining sun reflected its glitter from the domes, the scene became one of enchantment, as in the noiseless electric launch one glided from building to building, sipping, like the honey bee, the hidden sweetness whilst listening to the dip of the oar as the gondola skipped by; the eye, heart, and soul drinking in a heavenly peace, haloed with beauty and love and contentment, the products of the blending of proportions, designs, and colors.

THE TALE OF TWO CEMETERIES.

I have been deeply impressed in travelling with the ease with which the mental store-house can be filled, no matter how prosaic, mournful or disturbing the object of the journey, if a person but uses the resources within himself or herself and utilizes the fragments of time that come to everyone. In illustration, permit me to narrate the incidents of two short journeys I made in quest of information relative to the first rector of the parish with which I am connected. The impressions left upon my mind in their Lights and Shadows cannot be effaced.

I will not dwell upon the difficulties I encountered in obtaining reliable data, either abroad or at home, in Great Britain or the United States, in Holmesburg, his first, or in Huntingdon, his second and last parish, relative to the rector's personal history. It seemed strange that a man of his evident learning and his acceptableness as rector of two parishes in the great Diocese of Pennsylvania should

have died, leaving so little of written record behind him. The explanation came, however, when in pursuit of his record, I visited his place of burial. After a night's ride of over two hundred miles I reached Huntingdon in the early morning of a beautiful August day. In the city the day preceding, a dense humidity and a high temperature prevailed, producing a listless effect upon humanity, and made living almost burdensome. All know the condition—a burning sun—dusty roads—parched appearance of everything the eye rests upon—the skin clammy—the mind ill at ease and the insects virulent and voracious—and will appreciate the change I encountered upon disembarking from the train. As I did so, the experience was most delightful. A genial sun, clear sky and a cool and invigorating air fanned by a softened breeze, reminding one of an early winter morning in the South Atlantic, greeted me, and made the steep ascent of the hillside road leading to the cemetery one of pleasure.

(See description on pages 10 and 11.)

'Twas there, amongst such environments, on the sloping hillside, clustered in a bed of ivy, I found the marble tablets which revealed to me the last earthly resting place of the rector and his two little boys, and which brought my search to an end by indicating where his record could be obtained. A plain marble slab marks the spot where he lies. Brushing the ivy to one side I read from the inscription on the stone, "His record is on high."

Later on in the year, on a quiet Sabbath afternoon in mid-Advent, I entered All Saints, Lower Dublin, Church-yard—another city of the dead, over two hundred miles nearer to the rising sun than the one just spoken of. Beyond the busy marts of men and society's dizzy whirl, the quietness was oppressive. Nothing seemed to animate nature except now and then the thunder of the trolley car as it swept by on the wings of the lightning. The day was bleak and cheerless, and gloom dropped everywhere from the deepened gray of the sky, causing even the pallor of the tombstones to increase. The summer's blanket of green had been folded up, and the stubble of the golden corn in the dark earth of the fields around emphasized death's surroundings. Over yonder, hidden from sight by a piece of woods, the shivering remnant of a once noble forest, was the Delaware River, upon whose clear bosom the December chill was forming an icy scum. Moving among the graves, I came to that of the rector's wife in the midst of a long line of kinfolk, with her two little daughters, one on each side, resting by her. Right in front rose a beautiful

cedar, whose green boughs were in strong contrast to the many leafless trees standing around in the full grandeur and grace of their denuded limbs. As I stood there, my mind feeling the influence of the pathos that the two cemeteries and their occupants suggested, and thinking how strange it all seemed, my eyes fell upon the tombstone of one of the little girls, and I read, "It is well." It seemed to me like an addition to the inscription on her father's tomb, or the connecting link that bound together the separated graves of father and sons, mother and daughters:—"His record is on high. It is well."

This story of the two rivers, the Juniata and the Delaware, but illustrates the fact that shadows but show the progress of the light behind them and like them,

"All things journey: sun and moon,
Morning, noon and afternoon,
Night and all her stars;
Twixt the east and western bars
Round they journey,
Come and go!
We go with them!"

and progress is eternal, its car going on forever, carrying with it the hopes, aspirations and ambitions of men. It is well, therefore, that all look into the future through the light of the present. Christianity came into the world out of the door of a stable, directed by the hand of a divine infant, and through the centuries which have since elapsed it has grown into a mighty force, ruling and controlling the destinies of mankind. It advances men step by step to the goal of eternal happiness. Without it humanity instead of advancing towards divinity would retrograde to brutishness and savagery. Success in every undertaking having worldly or heavenly objects in view depends upon it, as it is the one royal road. To travel that road cooled by the refreshing breezes of Faith, Hope and Charity, Chastity, Obedience and Poverty, duty to God, to man, to self, must ever be the ruling motive of one's journey. A man who travels thus need not fear the twaddle of the idle, slothful or vicious emissaries of evil who go forth to breed and feed hatred, selfishness and infidelity.

Lights and shadows will accompany us throughout our lives. Whilst we enjoy the former, we must not shrink from the latter as they cross our pathways. Do ALL THINGS WELL, and all things will

come to us, and then, when the haven is reached—that charming land of delight, where the tents are more precious than the sparkling diamond, the streets more valuable than the glittering gold, whose waters reflect greater beauty than the crystal glass or shining silver, and where the sprays from God's fountain of love spread out refreshingly and unceasingly—we will be greeted with love's incense, sweet music, enraptured smiles, the songs of birds, delicate flowers, delicious fruits, cooling waters, gentle breezes and God's all important approval.

THE TELEGRAPH IN PEACE AND WAR.

In the summer of 1852, whilst standing on the banks of the Susquehanna River at Harrisburg, watching the ever-changing panorama of flying cloud and moving tree that was being mirrored in the crystal waters of that incomparable stream, and wondering upon what tide leading to the harbor of success my boat of life-work would be launched, fate determined what my mind could not.

Just as a laughing ripple dashed over a protruding rock, chasing a silvery finned fish that had made a mad leap out from its limpid element, I was aroused from my reveries by feeling a hand upon my arm and hearing a voice inquiring if I wanted employment in the telegraph office.

Seeing an opportunity to connect myself with the thought of the great world which pulsated over the iron threads, I impulsively replied in the affirmative, and as impulsively accepted the position of messenger boy for the Atlantic and Ohio Telegraph Company, at a salary of eight dollars a month. Following the gentleman who employed me, I entered the office on North Third Street, and was installed in my new position.

I can yet see the elevated tables holding the instruments, the high stools on which with haughty mien and wrinkled brow sat the mighty operator; the large square boxes containing the paper tape whereupon the messages were recorded in telegraphic characters, and over in the corner the bench intended for the throne of that monarch—the messenger boy.

'Twas from that bench that I looked forward to a telegraphic career and began my study of the mystic art, and now, looking backward over the intervening space of time and relating some of my observations and experiences in connection with telegraphy, my eye rests upon the old bench in the corner.

A messenger boy in those days had duties to perform, and his position was in no sense a sinecure. He was expected to have the office swept out, the Grove batteries cleaned and made up, the instru-

ment paper nicely wound on the reels, and everything in readiness for business by six o'clock in the morning. Delivering messages, running errands for the operators, changing the paper boxes, and stealing the trade (for operators did not like teaching boys in those days any better than they do to-day) ordinarily filled up the time until 9 and 10 o'clock at night. On occasions when the line men were not about, breaks in the line occurring, the messenger was sent out with wire and plyers to mend them, and many times facing an almost blinding storm in doing it. When he succeeded in mastering the science so as to enable him to answer calls and send messages, he was utilized for that purpose by the operators, who took advantage of the opportunity to read novels or have a game of checkers. The heat and burdens of the office were thrown upon the boy, but it was his school of discipline and learning, so that when the nation became imperilled, it was the messenger boys of the 50's who made the military telegraphers of the 60's, and to whose patience, endurance and discretion the Government of the United States was indebted for the best courier field service ever connected with any army.

Have you ever observed that communication by telegraph has become such an everyday matter of fact that in reading or inditing telegrams no heed is given to the magic fluid which so promptly responds to our commands, or the great length of time it was appealing to men to utilize it in the direction of messenger service? Glimpses of it were seen by the ancients, and God, speaking out of the whirlwind in challenge to Job, clearly foreshadowed the electric telegraph when he said, "Canst thou send lightnings that they may go and say unto thee, here we are?"

Without running down the ages and marking each successive step of scientific groping in the evolution of the telegraph as perfected to-day to show how God's words to Job left their impress on the minds of men, we find that the idea of applying electricity to telegraphic purposes obtained in the early years of the eighteenth century, and that each succeeding decade witnessed its growth in more or less brilliancy until it reached its culmination in Morse's wonderful invention in 1832. It should be understood that Morse was an inventor, not a discoverer. He invented a machine. He did not discover any law of electricity. There is no doubt that the discoveries and experiments of Watson, Franklin, Galvani, Volta, Oersted and Henry, led up to the invention, but Morse is yet none

the less to be called a benefactor of his race. His invention flashed upon the world, and in the language of one of his poetic friends:

"Then the brotherhood lost on Shinar's plain
Came back to the peoples of earth again.
"Be one," sighed the Mountain and shrunk away;
"Be one," murmured Ocean, in dashes of spray;
"Be one," said Space, "I forbid no more,"
"Be one," echoed Time, "till my years are o'er."
"We are one," said the Nations, and hand met hand,
In a thrill electric from land to land."

After encountering opposition and nearly endless obstacles, Professor Morse, when hope had almost deserted him and poverty stared him in the face, received Governmental aid for the construction of an experimental line.

Then, as the lamented Blaine so eloquently said:

"The little thread of wire placed as a timid experiment between the National Capital and a neighboring city grew and lengthened and multiplied with almost the rapidity of the electric current that darted along its iron nerves, until within his own lifetime continent was bound unto continent, hemisphere answered through ocean's depths unto hemisphere, and an encircled globe flashed forth his eulogy in the unmatched eloquence of a grand achievement.

The first fruit of that experiment's success was a line built between Harrisburg and Lancaster, alongside the tracks of the Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company.

No sooner had the practicability of Morse's invention been proven than the patentees made numerous contracts for the construction of lines throughout the country, and the most valuable, important and generous of them was given to Henry O'Reilly, of Rochester, N. Y.

Under his contract it became necessary to construct a line between Lancaster and Harrisburg on or before January 1, 1846, to connect at Lancaster with a line to be constructed by the Magnetic Company between Baltimore and New York, on the route via York, Columbia, Lancaster and Philadelphia. The route of this latter line, however, was changed so as to cross the Susquehanna at Port Deposit instead of Columbia, and O'Reilly subsequently connected his western line with it at Philadelphia. He did not lose any time in performing his part of the contract, but with the aid of Bernard O'Connor, of

Lancaster, completed the line to Harrisburg on the 24th of November, 1845. It was a primitive affair. Small, unbarked chestnut poles were planted about one hundred yards apart so as to make eighten poles to the mile. Through the top of each pole was inserted a turned black walnut cross-arm, the ends of which were covered with gummed cloth. The conductor was a number fourteen copper wire attached to the poles by giving it a double twist around the gummed cloth ends of the cross-arms. The gummed cloth not proving satsfactory as an insulator, insulation was somewhat improved by replacing it with a cotton cloth dipped in molten beeswax.

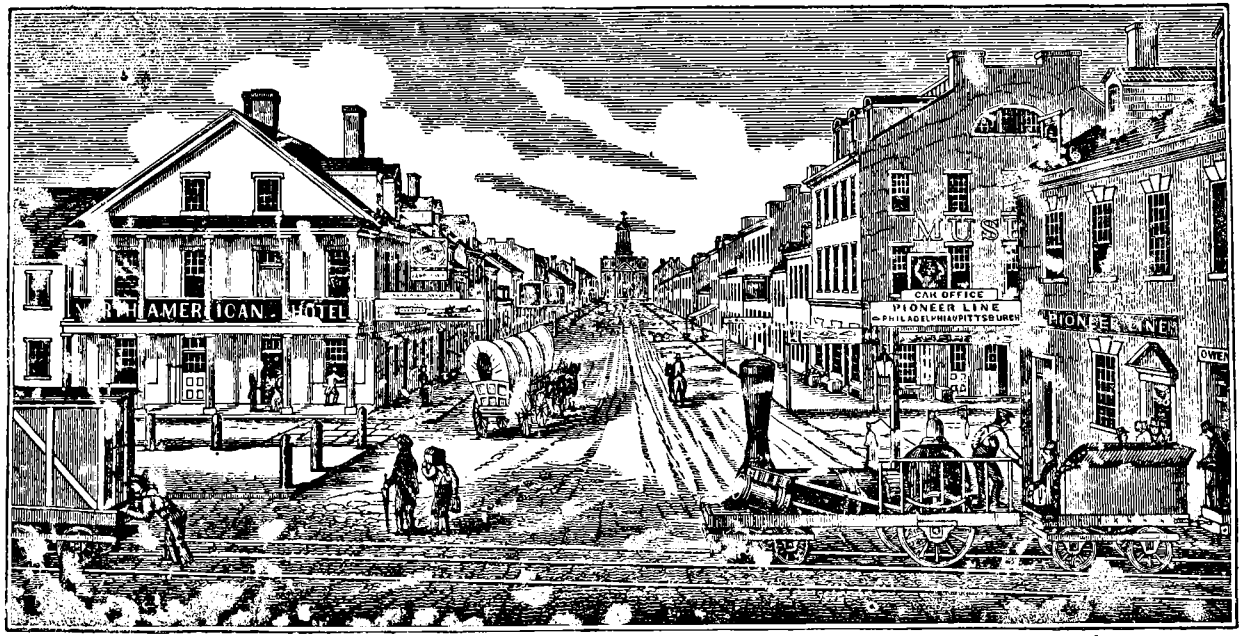
There was a great deal of enjoyment among the builders, notwithstanding the difficulties with which they were surrounded. They planted poles whilst singing this refrain:—

"Sink the poles, boys, firm and strong,
Short and close together;
Solder the joints of the mystic thong,
And let it stand forever!"

The instruments arrived about January 1, 1846, and were placed in circuit by James D. Reid, who possessed some telegraphic knowledge obtained from his friendship with Professor Morse and by his experience on the experimental line. The relays enclosed in large walnut boxes required the strength of two men to lift them on to a table. The reason for this heavy weight grew out of the theory of Professor Morse and Alfred Vail that the wire of the relay should be of the same size as that of the line and consequently they covered their's with a number fourteen copper wire wound with cotton.

After the instruments had been put in circuit and the battery located at Harrisburg, the operators, David Brooks and Henry C. Hepburn, at Lancaster, and James D. Reid and H. Courtney Hughes, at Harrisburg, settled down to hard work in their efforts to open up communication between the two offices. With the exception of Reid, none of the party could read or write the telegraphic alphabet without constant consultation with a copy of it printed in a little book of instructions by Alfred Vail, which they kept open before them.

For a week they pounded and adjusted, adjusted and pounded, without any intelligible signals reaching either office. At last, however, on the 8th of January, 1846, just as despair was on the point of supplanting patient endeavor, whilst practicing writing the alphabet by pressing the finger against the armature of the relay, and Hepburn



NORTH AMERICAN HOTEL, LANCASTER, PA., AS IT APPEARED IN 1846, WHEN THE FIRST COMMERCIAL TELEGRAPH OFFICE WAS OPENED IN IT.

was drumming on the key, Brooks made the startling discovery that the armature of the relay had, under certain conditions, a motion corresponding to that made on the key. Turning to Hepburn, he made known his discovery and told him to wait a moment, and he would so adjust the armature that writing upon the register could be done by simply manipulating the key. Brooks made the adjustment, when the armature began to work apparently of its own volition and the pen lever of the register responded. Starting the paper to see what marks or impressions would be made on it, they had the great satisfaction, after comparing the marks with their copy of the alphabet, to read, after a long line of dots, the following words:— "Why don't you write, you rascals?" These few words, written by James D. Reid on that Jacksonian anniversary, formed the first intelligible message ever sent upon a line in Pennsylvania, and gave to the line itself the distinction of being the first in operation after the Washington-Baltimore experimental line of Professor Morse.

There was great rejoicing in Harrisburg when it was found that instantaneous communication could be had with Lancaster. People flocked to the offices to see the wonder of the age, but made no material use of the line, the patronage being confined to writing names in telegraphic characters on the paper ribbon with written letters underneath in explanation. Such was the only source of revenue. The revenue, as will be readily perceived, was small, even from that source, for the first day's receipts at Harrisburg were 10 cents, and at Lancaster 6¼ cents. In 1852, James D. Reid, in speaking of the line, said: "The first day's receipts of the great national office in Washington were one cent, but Harrisburg, brighter than Washington, saw the clear visage of a dime, whilst sober-sided Lancaster gloried in the possession of a 'fip.'"

Although the line was not a financial success, it furnished additional proof of the value of Professor Morse's invention. The relays were difficult of adjustment, and would not remain adjusted for the period of five minutes.

The line itself worked only in clear, cold weather, and then very irregularly. Breaks were of daily occurrence, and so certain were they to happen that Brooks went to the Lancaster office at half-past four every morning to test for current, and it was the exception when he found it. Finding no current he would shoulder a bundle of copper wire and start out to find and repair the "break," taking passage on the night line, a train which passed Lancaster at

5 o'clock in the morning on its way from Philadelphia to Harrisburg. This train, climbing over the Conewago hills, made the distance from Lancaster to Harrisburg, thirty-seven miles, in from four and a-half to five hours.

Reid and Hepburn left the line in February, 1846. James M. Lindsay was sent from Baltimore to succeed Reid, and he at Harrisburg and Brooks at Lancaster, continued for a few weeks to operate the line. As narrated before, the only revenue accruing to the line was derived from sending the names of the curious over it. The novelty of that patronage wearing off, patrons ceased to materialize, and cash receipts failed to appear. There being no other available revenue, and the line constantly breaking, O'Reilly ordered Lindsay to Philadelphia and Brooks to take down the wire, sell it for old copper, and apply the proceeds to paying the operators' boarding and washing bills, which were in arrears and had been accruing from the time of their arrival. By March 1, 1846, this initial commercial line had passed into history. The money for its construction was furnished by a Rochester, N. Y. company, known as "The Atlantic, Lake and Mississippi Valley Telegraph Company."

The line formed the link in the great chain of projected telegraphs, which in less than twenty years from the time of its completion was to bind in indissoluble bonds the Atlantic to the Pacific and in less than thirty years was to unite four of the grand divisions or continents of the world together, bringing all languages to a common centre, benefitting commerce, trade, science, art, invention, agriculture and literature, and proving itself an invaluable factor in producing the remarkable and progressive age in which we live and which marked the closing hours of the nineteenth century with ineffaceable distinctness as civilization's most advanced period since the opening of the Christian era.

During the short life of the line it created quite a stir in the sister counties of Dauphin and Lancaster. The copper wire conductor, stretched tightly between poles, gave the wintry blasts the opportunity of producing somewhat musical, weird and fantastic sounds that could be heard for some distance, to the great discomfort of the rustics. The public mind having somewhat of a superstitious bend, many people in the neighborhood of the line, alarmed by the sounds proceeding from the wire as the winds swept over it, would walk a very considerable distance out of their way, often placing themselves at great inconvenience, particularly after sundown, to

avoid passing under or near it. Many dismal stories were told of its supernatural powers, and one woman actually fenced in a pole to prevent her cow rubbing against it, fearing that the milk might be spoiled!

One Saturday afternoon, shortly after the line was in operation, a gathering assembled at the "store" in one of the villages, and the all-absorbing topic of conversation was the "telegraph." The "big man" of the vicinity was there. For two terms he had represented his district in the lower house of the Legislature, and he now felt it his duty to express his opinion on the subject, which he did by saying: "This telegraph is a great thing. When I had the honor of representing you in the Legislature, I often thought about it, and having turned the subject over in my mind, the conclusion reached by me in regard to it is that it will do well enough for carrying letters and small packages, but it will never do for carrying large bundles and bale boxes."

David Lechler, a well-kept and humorous man, was the proprietor of the North American Hotel, where the office in Lancaster was located, and made the telegraph the basis for playing pranks upon the public. At this day few can credit the curiosity and credulity which characterized the people in connection with the telegraph, and how few had even an idea of the principles governing it. Lechler, discerning the trend of the mind of the people, turned it to advantage in fun-making, and undertook to unfold the mystery to those who visited his house. It was his great delight on market mornings to gather a crowd of countrymen and women in the bar-room, and then explain to them in Pennsylvania Dutch the wonders of the great invention. There was no story that he could invent or apply or that credulity would accept in connection with the telegraph that he did not relate. As soon as his harangue had raised the curiosity of his hearers to the highest notch, he would hurriedly enter the room where the telegraph office was located, and immediately returning, would show a pair of hose, a handkerchief or a newspaper which he had previously punctured with holes, as specimens of the telegraph's possibilities, at the same time gravely saying: "I received them in just forty seconds from Philadelphia." There was none to doubt Lechler's word or to take into consideration that the line did not extend to Philadelphia, but all, with open-eyed wonder, tried to account for the articles passing over and around the cross-arms.

They were satisfied, however, with Lechler's explanation that that process was the inventor's secret, he dared not divulge.

In the reminiscences of the early lines of telegraph, I recall the fact that in those days it was supposed that if a wire was covered with a coat of tar, it would be preserved from rusting. One day it was ordered that the wire of theSouthern route from Philadelphia should be treated that way, and Mr. James D. Reid was sent out from Wilmington, Del., with a tar bucket and sponge to coat the wire. His experience was interesting. He had left the tar bucket on top of a pole. On his climbing down, the bucket upset, scattering the contents all over him. He was a sorry subject when he reached his boarding house. After cleaning up, he sat down to a table and composed the following:—

"There is not a heart however rude,
But hath some little flower
To brighten up its solitude,
And scent the evening hour.

"There's not a heart, however cast,
By grief and sorrow down,
But hath some memory of the past
To love and call its own.

"Ah! yes, ours was a tarry pot,
Of fragrance rich and rare,
That brought dark memories back again,
Upon less fragrant air.

"Oh! in this heart, though rough and rude,
Come with thy former power,
To brighten up our solitude,
And scent the evening hour."

At this time the following advertisement appeared in the Philadelphia papers:—

"The Harrisburg train leaves for Lancaster at 1 o'clock, arrives at Lancaster at 4.—News may be telegraphed from Harrisburg to Lancaster up to half-past 3, and be brought to Philadelphia by Railroad."

It does not appear, however, that there was any one of sufficient enterprise to avail themselves of the brilliant opportunity. Whilst the line was building to Lancaster there was also one under construction by the Magnetic Telegraph Company between Philadelphia

and New York. Application had been made to the New Jersey Railroad Company to erect the poles alongside the tracks of that company. The application was refused on the ground that the telegraph was in opposition to the railroad's best interests, inasmuch as it would permit persons to transact their business speedily with distant points and remain at home, thus doing away with the necessity for railroad travel. The line was completed along the old stage road via Norristown and New Hope, Pa., and Somerville and Newark, N. J. Notwithstanding this, the first and only railroad opposition, Morse's electric telegraph moved in construction with the railroad, and became the latter's most valuable servant in promoting the economies of operating. And it was not long after its worth was established that the various railroad companies erected lines of their own. Ten years after the disappearance of the Harrisburg-Lancaster line, the Pennsylvania Railroad Company had completed its line of railroad from Harrisburg to Pittsburgh, and constructed its own line of telegraph through to Philadelphia. Prior to 1855 the Company used the wires of the Atlantic and Ohio Telegraph Company, but on the first of January of that year it had constructed and put in operation the first division of its independent line between Pittsburgh and Altoona. The second division, between Altoona and Harrisburg, was completed by January 1, and the last, from Harrisburg to Philadelphia, April 1, 1856. It consisted of a line of poles with double cross-arms, an iron-bound paraffine-covered glass insulator, and a single No. 9 galvanized wire. Its total cost was $45,198.03, or about $128 per mile.

The telegraph department of the Pennsylvania Railroad Company started right, with clear and concise rules for its government, which were prepared by Mr. Robert Pitcairn, and has steadily advanced under their inspiration until to-day its movement is as true as that of the best chronometer. From its school of the telegraph the Company has drawn some of its most thorough and efficient officials; and out from that school, at the outbreak of the Rebellion, went the first military telegraph operators at the call of the Government. On April 17, 1861, I went with Thomas A .Scott to Governor Curtin's office at Harrisburg, and there, with a relay magnet and a key placed on a window sill, opened the first military telegraph office on this continent. In the same office, on the 25th of April, 1861, on the call of Mr. Scott, there reported for orders David Strouse from Mifflin, D. Homer Bates from Altoona, Richard O'Brien from Greensburg,

and Samuel Brown from Pittsburgh, four of the best operators on the line. They received their instructions and started by a circuitous route for Washington, which they reached on the 27th, and became the first telegraph operators to be regularly employed in the United States Government telegraph organization. Numbers of others off the line followed, and aided in forming a Military Telegraph Corps such as had never before followed the fortunes of war. Mr. Strouse was selected as Superintendent. He was one of the earliest operators on the Company's lines, unusually bright, devoted to duty and literature, and possessed of a generous nature that won for him the love of all with whom he came in contact. Of frail constitution, he soon yielded to the malarial influences of the Potomac, and was compelled in the early fall to return to his home on the Juniata River. He died of consumption at the age of 23, in November, 1861. A short time before his death, he composed these touching verses on his departure:

"Gentle river, ever flowing,
Where my early days were passed,
Like your waters, I am going
Sadly to the sea at last.

"To that ocean, dark and dreary,
Whence no traveler comes again,
Where the spirit, worn and weary,
Finds repose from grief and pain.

"O'er the world I long have wandered;
Now, a stranger, I return;
Hope, health and manhood squandered,
Life's last lesson here to learn.

"Calmly on the banks reposing,
I am waiting for the day
When calm twilight, softly closing,
Bears the trembling soul away."

Out of the nucleus formed by the little band of Pennsylvania Railroad telegraph operators grew the wondrous Military Telegraph Corps, in which were enrolled during the war twelve hundred young men—telegraph operators—whose ages ranged from sixteen to twenty-two years—boys in years and stature, but giants in loyalty and in the amount of work they performed for their country. They did not plan campaigns nor fight battles, but amid the roar of conflict, were found coolly advising the commanding general of the battle's

progress. They formed the corps that was the very nerves of the army during the war, and so considered by all those who came in contact with it, and yet it was not recognized as an integral part of that army.

Their position in the army was a peculiar one, whether enlisted men or volunteers—and there were both classes in the service—they were not subject to the orders of its active officers, but came under the immediate direction of President Lincoln as Commander-in-Chief, through the Secretary of War. They were in effect field couriers, with enlarged responsibilities. The secrets of the Nation were entrusted to them, and the countersign of the army was often in their possession a week or more in advance of its promulgation. All the movements of the army, all the confidence of the commanders were entrusted to them, and yet not one was ever known to betray that knowledge and confidence in the most remote degree.

Richard O'Brien was offered at one time $20,000 in gold to betray his trust, under these circumstances: Dr. Wright, the most prominent physician of Norfolk, had been drawn by lot to kill the commander of the first detachment of negro troops who might enter the city. Lieutenant Sanborn, a brave New England soldier, had the misfortune to be that commander, and fell under the bullet of the assassin. Wright was captured, tried by court martial and sentenced to be hung. His friends brought powerful influences to bear upon President Lincoln for a reprieve, which up to the last moment of the execution, they hoped might be wired. As the minutes flew feverishly by and the reprieve came not, his friends, as a last resort, offered O'Brien $20,000 to forge a telegram ordering Wright's release. With the offer, was the further one of the freedom of the Confederacy and passage on a blockade runner to Europe. He could have yielded to the temptation, so far as personal safety was concerned, but his stern faithfulness made him refuse the offer with indignation and contempt, and Wright paid the penalty of his crime.

As the war progressed, the corps developed, and equipment for field work was perfected. General Grant, in writing of the latter, gives the following description:

"Nothing could be more complete than the organization of this body of brave and intelligent men. Insulated wires, insulated so they could transmit messages in a storm, on the ground or under water, were wound upon reels, making about 200 pounds weight of wire to each reel, two men and one mule were detailed to each reel.

The pack-saddle on which this was carried was provided with a rack, like a saw-buck placed cross-wise of the saddle and raised above it so that the reel with its wire would revolve freely. There was a wagon supplied with a telegraph operator, battery and telegraph instruments to each division, each corps, each army, and one for my headquarters. There were wagons, also, loaded with light poles, about the size and length of a wall tent pole, supplied with an iron spike in one end, used to hold the wires up when laid, so that wagons and artillery would not run over them. The mules, thus loaded, were assigned to brigades and always kept to the command they were assigned to. The operators were also assigned to particular headquarters, and never changed, except by special orders. The moment the troops were put into position to go into camp, the men connected with this branch of the service would proceed to put up their wires. A mule with a coil of wire would be led to the rear of the nearest flank of the brigade he belonged to, and would be led in a line parallel thereto, while one man would hold an end of the wire, and uncoil it as the mule was led off. When he had walked the length of the wire, the whole of it would be on the ground. This would be done in the rear of every brigade at the same time. The ends of the wire would then be joined, making a continuous wire in the rear of the whole army. The men attached to brigades or divisions would all commence at once raising the wires with their telegraph poles. This was done by making a loop in the wire, putting it over the spike and raising the pole to a perpendicular position. At intervals the wire would be attached to trees or some other permanent object, so that one pole was sufficient at a place. In the absence of such a support, two poles would have to be used at intervals placed at an angle, so as to hold the wire firmly placed. While this was being done, the telegraph wagons would take their positions near where the headquarters they belonged to were established, and would connect with the wires. Thus, in a few minutes longer than it took a mule to walk the length of its coil telegraphic communication would be established between all the headquarters of the army. No orders ever had to be given to establish the telegraph."

It was not only in following up the army that the Telegraph Corps was of great utility, but in the very forefront of the battle did the Corps at times work the lines under the direct fire of the enemy, and many a secret scout was made within his lines to tap his wires and ascertain his movements, and just as secret a return and speedy report

in person or cipher to the commanding general. As an illustration of the value of that service, two telegraph operators with General Rosecrans' army were in the enemy's country between Chattanooga and Richmond for thirty-three days tapping wires, and after repeated narrow escapes, returned to Nashville and reported. In the Department of the Gulf, army telegraphers blew two sunken gunboats and two other vessels out of the waters of the Bayou Tache; and the success of Major-General Stoneman's raid into Western Virginia in December, 1864, was acknowledged by him to be "attributable in a great degree to the information derived by his operator, E. T. Chapman, from the rebel telegraph lines."

General G. K. Warren in a letter wrote as follows:

"I was intimately connected with the telegraph operators, and felt a kind interest in their faithful work and long vigils at their posts. I often talk with those who were with me of the operator who, in the first of our attacks on Petersburg, brought his wire to the front under musket range of the enemy, and operated it behind a tree that proved to be hollow, and which any one of the cannon shot, which were at close range flying fast, would have gone clear through with little loss of force; and again, one on the Weldon Railroad on the Sunday morning we were shelled out of it, both from the north and west, and who worked his recorder in the southeast angle and outside under the musketry fire that by its sound so near and the patterings of the balls around confused the records of his sounder; and many others on many other occasions. I have always felt a great deal of regard for their heroism."

Among the many tributes, none finer have been paid the Corps and those of General Stager and the Compte-de-Paris, the former saying:

"Follow the army where you will, there you will find the telegraph exercising its vigilance and its protection over the surrounding camp; at the foremost pickets, in the rifle pits, and in the advance parallels, at any hour of the day or night, you can listen to the mysterious yet intellectual click of the telegraph instrument; amidst the strife of battle and the whistling of bullets, its swift, silent messages pass unseen and unharmed." And the latter, in his History, recording: "Sufferings and dangers were not spared these men, whose merit was the greater in that it was less conspicuous. More than one amongst them, shivering with fever in an unhealthy station, lay down with his ear against the instrument to write with a trembling hand,

under dictation, some important dispatches, whose secret he would confide to no one. Many paid with their lives for their boldness in setting up their instruments under the very fire of the enemy, and one fact, almost incredible, bears testimony to the dangers to which they were exposed. During the siege of Charleston, the wire which connected the besieging batteries ran so close to the rifle pits of the Confederate skirmishers that it was frequently cut by their balls."

The Military Telegraph eventually assumed colossal proportions, and penetrating every portion of the Union where a Union soldier could be found, caused its delicate yet potent power to be felt and appreciated by every department of the Government.

The boys constructed and operated within the lines of the army 15,389 miles of telegraph and transmitted over 6,000,000 military telegrams. A large proportion of the latter was in secret cipher of the Government, the keys of which were solely in the possession of the operators.

In the advance when the army was advancing, in the midst of battle and bringing up the rear in the army's retreat, the Corps left upon the battlefield, in the hospitals and war prisons, hundreds of its members, who were never restored to family, home and friends.

Beginning at Yorktown, where poor Lathrop was killed by one of Magruder's buried torpedoes, from East to West, and from North to South, as our armies marched and fought, until the Nation's cause was won at Appomattox, almost every field, almost every march, numbered one of the telegraph boys among the fallen.

A hundred nameless graves throughout the battlefields of the Union, attest their devotion unto death to the sublime cause in which they were engaged, and yet the government they loved and labored for never as much as thanked them for their services!

Every nation, ours among the number, operates a Military Telegraph, and yet, before the Civil War in the United States, such an arm of the service was practically unknown. It was reserved for mere boys—American boys—to inaugurate that arm of the service, demonstrate its value in actual war, and for so doing become the recipients of the monumental ingratitude of the Nineteenth century!

My own experience as a military telegrapher was varied. After organizing the telegraph service at Harrisburg, I joined Colonel Scott in Washington on the 3rd of May, and became Manager of the Military Telegraph office in the War Department, from which vantage ground many of the innermost secrets and actions of the Administra-

tion of public affairs, both civil and military, became known to me. Mr. Lincoln was a constant visitor to the office both during the hours of the day and night, keeping the finger of one hand on the pulse of the country, whilst with the forefinger of the other he pointed out the roads for the army to take. I saw him on many occasions when the skies were overcast and many friends of the country were yielding to despair. I was with him at the time the "Harriet Lane" ran the enemy's batteries on the lower Potomac, during the first battle of Bull Run, the disaster at Ball's Bluff, the capture of Mason and Slidell, and other trying periods in those days of blood. One of the most trying was on Sunday, the 9th of March, 1862. News of the rebel ram "Merrimac" having come out of the James river, sunk the "Cumberland," burnt the "Congress" and grounded the "Minnesota," "St. Lawrence" and "Roanoke" reached us via boat from Fortress Monroe to Cape Charles, thence by wire. In person I apprised the President and Secretary of the Navy Welles of the disaster. Immediately they came to the War Department Telegraph Office, which was then located on the entresol off the landing separating two flights of stairs between the first and second stories in the old War Department building. It was an anxious morning. The supposition was that the victorious "Merrimac," having nothing to oppose it, would reduce Fortress Monroe, make its way up the Potomac, and bombard Washington. Captain Dahlgren, then Commandant at the Navy Yard, was sent for and brought into consultation. He advised loading canal boats with stone and sinking them in the shallowest part of the Potomac channel, which was at Cuttle Fish Shoals. His suggestions were being carried into execution when the glorious achievement of the "Monitor" was flashed over the wires, relieving the tension and turning gloom into joy. Mr. Lincoln, throughout that whole trying day, when the loss of the capital seemed reasonably sure, lost not a particle of faith in the cause and its ultimate success, but remained the cool, clear-headed adviser he always was when the clouds were the darkest.

This sea fight recalls the bravery of an operator by the name of George D. Cowlam, a detailed member of "Ellsworth's Fire Zouaves," who was operator at Newport News. During the first day's conflict he gave momentary reports as to its progress to General Wool, at Fortress Monroe, where little John E. O'Brien, then only fourteen years of age, was military operator. Cowlam described each phase of the conflict, whilst shells whistled all around him, two

tearing through his office, and yet his nerve never forsook him, and he remained faithful at the key, keeping the authorities advised. Right here memory calls up a side view of Mr. Lincoln rarely seen. An alarm from one of the border State Governors, probably Morton, of Indiana, sent me hurriedly to the Executive Mansion to convey its substance to the President. He did not seem to be at all disturbed by it, possibly from the fact that border alarms, or, as he quaintly termed them, "border skeers," were so frequent that the keen edge of the anxiety produced by them had long since been worn off. The one in question he considered of sufficient importance to cause him to return with me to the War Department for the purpose of having a "wire talk" with the perturbed Governor. Calling one of his two younger boys to join him we three started from the White House, between stately trees along a gravel path, which led to the rear of the old War Department building. It was a warm day and Mr. Lincoln wore as part of his costume a faded gray linen duster which hung loosely around his long gaunt frame; his kindly eye was beaming with good nature and his ever thoughtful brow was unruffled. We had barely reached the gravel walk before he stooped over, picked up a round, smooth pebble and shooting it off his thumb, challenged us to a game of "followings," which we accepted. Each in turn tried to hit the outlying stone which was constantly being projected onward by the President. The game was short but exciting; the cheerfulness of childhood, the ambition of young manhood and the gravity of the statesman were all injected into it. The game was not won until the steps of the War Department were reached. Every inch of progression was toughly contested and when the President was declared victor it was only by a hand span. He appeared to be as much pleased as if he had won a battle, and softened the defeat of the vanquished by attributing his success to his greater height of person and longer reach of arm.

An occurrence in the Secretary of War's office during the Mason and Slidell incident illustrates the intensity of the feeling in the country relative to the seizure of those gentlemen. When the telegram reciting the action of Captain Wilkes was handed to the Secretary of War a number of prominent men were with him. The reading of the dispatch called forth loud, boisterous and prolonged applause from all present with the exception of a calm, dignified Senator. When the noise had subsided sufficiently for him to be heard, he said quietly: "Gentlemen, this means an apology and repa-

ration to Great Britain or war with that country. We have one war on our hands and cannot undertake another at this time." To which the Secretary warmly responded: "Hang Mason and Slidell first and apologize to Great Britain afterwards." The Secretary reflected the prevalent unreasoning public sentiment of the time, but Mr. Lincoln's cool judgment being along the lines of the Senator's thought he pursued the policy he had determined upon from the first as the right one to pursue and surrendered the prisoners. Mason and Slidell were only dangerous in confinement under the circumstances for as soon as they were freed they became perfectly harmless.

The creation of a public sentiment abroad through the foreign press was entrusted to some of the ablest and most astute American writers. Mr. Sam Wilkinson of the "New York Tribune" was one of the chief of these. Among his duties was rounding up the whole foreign news correspondence by placing the last budget containing the latest semi-official news from Washington on the outgoing steamers. After the steamers had left port with their mails, containing advices from our Government to its European representatives, from the resident foreign representatives to their home governments, with newspaper, commercial and social correspondence made up to the last moment, Mr. Wilkinson would be made aware of the fact and then he would repair to the War Department telegraph and prepare his budget. Mr. Seward, or some other cabinet official, would occasionally drop in on him and now and then throw out suggestions to him as he wrote. These dispatches were made up to shade reports of events already mailed, or give a new interpretation to them, and were telegraphed to a dispatch boat by which they were conveyed to the steamer when off Cape Race and became on the other side the "Latest Intelligence from the United States."

In the summer of 1862 I returned to Harrisburg, and resumed my position on the Pennsylvania Railroad as its General Lost Car Agent. After the defeat of Pope under the walls of Washington, Pennsylvania was left open to invasion, and the Pennsylvania Railroad to attack. I re-entered the field. With a pocket relay and a coil of fine helix wire for opening up telegraphic communication whenever convenient and practicable, I joined Captain William J. Palmer (also a Pennsylvania Railroad man) in a scouting expedition down the Cumberland Valley, entering the enemy's lines, moving on his flanks, ascertaining his numbers, and reporting frequently to the

authorities. My offices as opened, were improvised from fence rails, tree stumps or crevices in decayed trees; from these, however, I was able to give the Government officials the first information relative to the fall of Harper's Ferry, the fight at Boonsboro Pass of the South Mountain and the evacuation of Hagerstown by Longstreet. The enemy threatened Greencastle, and the few troops we had there departed, leaving me with two scouts as the sole garrison. Taking position on a hand-car, I put my instrument in circuit and flying the American flag over the town, I bid defiance to the enemy, and from my unique office kept the authorities advised of his movements. The combination of Palmer and myself was the medium of information which enabled Governor Curtin to guide McClellan's army in the Antietam campaign. In the Gettysburg campaign, Early's raid, and at the time Chambersburg was burned, I did service of a similar character. Frequently in the Valley the enemy passed northward around me whilst I was concealed in the woods, with my instrument in circuit. I kept up communication by apparently tearing down the telegraph line for some distance, but being careful to keep it from contact with the ground, and running my fine silk-covered wire through the grass to a hiding place among the trees.

Harrisburg was my headquarters, where I kept myself ready to respond to all calls made upon me by Mr. Scott. The slightest dust raised by the enemy in the Shenandoah Valley would be met by an order from him to me to proceed to the Potomac and keep him advised of all movements. Many and many a time in the dark hours of the night I have been awakened from my sleep and ordered "down the valley," and taking a locomotive, made the echoes ring with its speedy run to Hagerstown. From there I would send out my trusted scouts, and by daylight have Mr. Scott advised of the situation. Sometimes the enemy would drive me out of the town, and then would ensue an interesting race between an operator on a hand-car and a soldier on a horse, in which bullets, oaths, hopes and fears seemed to mix in great confusion.

Again, the enemy would appear before I could arrange my toilet for leaving, and I would be compelled to remain and enjoy his company as best I could, never forgetting, however, to make notes on my mental tablets of such things as I thought would prove interesting to Colonel Scott. Once, General Jenkins' cavalry drove me out of Mechanicsburg, and pursued me as long as the common road was close to the railroad, and whilst the bullets came uncomfortably

near and imbedded themselves in my hand-car, I passed on unharmed. On another occasion, General Fitz Hugh Lee broke up my office, located in a fence corner about a mile north of Carlisle, causing me to draw into that ancient borough and enjoy, with General William F. Smith, the sensations of a bombardment. With the ground or a friendly hayrick for a couch, sleep impossible, hunger gnawing, danger of capture always imminent, and death ever present, the service was never an easy or agreeable one, and its performance was only sustained by the consciousness that it was right.

This personal narration is given to show what kind of service some telegraph operators were called upon to perform during the Civil War. There is a charm to me in looking back upon the days of my telegraphic career and calling to memory the comradeship of those who manipulated the key. The telegraph operator of the 60's was a force in the community. He was proud of himself, proud of his profession, and to use the language of my old friend, Lew Somers, of Cleveland:

"There was an esprit de corps which held him up to a high standard, lest he bring dishonor on the good name of the profession, and upon his compeers whose good opinion he valued.. There was a bond of brotherhood which required no vows to make it strong. The mystic chord which bound them so closely together in good fellowship perhaps had its birth in the mystic and subtle fluid which brings those afar off into close personal touch. Its subtle charm is felt now as it was then, and will ever hold in closest fellowship the true brotherhood of telegraphers."

"What hath God wrought?"

WARFARE.

Warfare is not confined to contending forces going forth armed with guns to kill and to conquer. There are other armies, who, with more peaceful weapons, march to succor and to save. In this latter class is the Pennsylvania Railroad Company's Grand Division of America's splendid Army of Railroad Men, which, in the memorable period from the 11th to the 16th of February, 1898, marched with unexcelled fortitude and battled with heroic spirit intent on conquering the terrible foe which Nature, in one of her angry moods, had hurled at this part of the earth. The avalanche of snow that tumbled from the mountains of the sky, fanned by the wild and icy winds, fell athwart the lines of communication over which multitudes of people drew their daily supplies, and challenged the stoutest hearts of man to combat. The Pennsylvania Railroad forces did not hesitate a moment in picking up the gauntlet, and with their lives in peril, in going forth to meet the foe. With limbs benumbed and blood chilled by the zero weather, the winds at times almost prostrating them, but with the knowlege that the supplying of food to sustain the lives of hundreds of thousands of their fellow-men depended upon their exertions, they dauntlessly presented a bold,brave and united front, and went into the strife determined to win. Hundreds of miles of huge snow fortifications, with their outlying works drifted into frozen masses were gallantly assaulted and heroically carried—the army advancing, never retreating, until the last obstacle to its successful march was razed, and the day had been won.

The storm and its results, which these men combatted and conquered, was declared by the Weather Bureau at Washington to be "the greatest in the history of the Atlantic Coast States," and yet the people who were succored from its terrors never thought of making the day upon which the conquering heroes returned a gala day. Business quarters were not decorated with gaily colored bunting, banners were not thrown to the breeze, cities were not illuminated to add brilliancy to the rejoicings of the night; leagues, clubs and societies thought not of banquets, speeches, swords and medals to commemorate brave deeds; legislative halls did not resound with ora-

tory over the achievements of the returned heroes. It is a singular trait in human nature that such evidences of appreciation should be reserved for the men of blood, for surely the more honors granted to the heroes of peace would supply less inspiration to create those of bloodshed. It is an inspiring thought that the Storm King who had defeated Napoleon's Imperial Army of France, was defeated by the Army of the Pennsylvania Railroad when he turned his wrath upon the pursuits of peace. To which army should the greater honor be accorded is a question which requires no discussion to decide in favor of the latter. The one, created to destroy, failed; the other, organized to build up, succeeded.

Citizens of the United States rightly honor the manhood which, under the scorching rays of the tropical sun, conquered the proud Spanish nation; but it is not to their credit to allow deeds of as sterling a manhood as ever stood behind a gun to pass by unnoticed. The "men behind the guns" when engaged in a righteous cause are patriotic figures to praise and appreciate, but they are not more heroic and do not exhibit a higher standard of citizenship than the men behind the shovels and the throttle levers, or the men at the brakes and on the footboards, platforms and bridges. These railroad men, when the action was over, quietly returned to their homes, rich in their consciousness of duty well performed, and the approval and appreciation of the railroad management. Around their firesides, as they dwelt in retrospection on the experiences they had had, the dangers and fatigues encountered, they did not have occasion to blush for any discordant sounds of discontent or unmanly clamor for unattainable fleshpots, for none were heard during the campaign and subsequently, as they viewed the aftermath, no panorama of courts-martial, heart-burnings, jealousies, intrigues, crimes and scandals passed before their eyes, for the scene was a placid one of renewed prosperity, due to open communications restored by their labors.

"BLACK DICK"

Judystown, at the corner of Third street and Meadow lane, Harrisburg, just where the Cumberland Valley Railroad leaves Mulberry street by a graceful curve, was a colored quarter over whose destinies Edward, otherwise "King," Bennett presided. The "King" was a man of more than ordinary intelligence, a close reader, and a clear debator. He was a man of splendid physique, indomitable will and autocratic rule. In this autocracy, in a little cabin dwelt Rosa Smith and her son Richard. Day by day through cracked and grimy windows the child watched the railroad trains as they passed in front of the cabin door. It was his one occupation and entertainment, and his mind being intently bent in that direction a love for the locomotive as sincere and as ardent as that for an

individual soon developed within and took possession of him. Mentally clothing the machine with human attributes, he sought its closest acquaintance, and one morning in 1856 emerging from the cabin, cautiously crossing the Cumberland Valley, and then the Harrisburg and Lancaster tracks, he made his way to the half roundhouse and machine shop, which was situated between the Mulberry street bridge and the present Pennsylvania Railroad Storage House, to see how his new friends lived at home.

From that moment visiting the round house and locomotives became a passion with him, and no power could keep him away from them. He made the close acquaintance of all the locomotives running in and out of Harrisburg, became their self-appointed guardian, crooned to them, patted, petted, commended and scolded them. When an engine left the shop upon being repaired Dick would

DICK'S WHISTLE.

compliment it on its appearance, and admonish it to take good care of itself and not get dirty or broken. He acquired such an intimate knowledge of his friends that he could distinguish them by their whistles or bells. He would scold the engineers and firemen in charge if they were not kept clean and in good condition, and he seemed to know intuitively when a nut was loose or a bolt missing. This demand for cleanliness in the locomotive was not a freakish suggestion, for cleanliness was a religion with him from which he never departed. As applied to himself in practice he took a bath daily either in the canal or river, breaking the ice in winter to take it. It was this habit which eventually caused his death. The building of the new shops and roundhouse in the western part of Harrisburg, and the tearing down of the old ones, was the cause of the keenest grief to Dick. He thought it was a practical divorce of him and his beloved locomotives and some days passed before he became reconciled to the change. When he did, he changed his visiting place

from the shops to the passenger station, at which point he thereafter received his locomotives on their inbound trips, or sent them outbound with a cheery God-speed. His field now broadened, and he became acquainted with the Cumberland Valley Railroad and Northern Central Railway engines. There was one peculiarity he displayed in connection with some of the latter—no money could tempt him to board one destined to Baltimore, for he asserted that if he did so he would be carried into slavery. Running in and out of the

DICK CLEARING THE TRACK.

passenger station alongside of the locomotives opened up to him a humane field for his activities, and he became a self-appointed life saver. The railroad situation at Harrisburg was more or less dangerous. The Pennsylvania Railroad station was on Meadow lane, the front facing west was about 150 feet east of Market street; the station extending to Chestnut street. Some of the Pennsylvania Railroad trains ran in and out of the station, whilst others received and discharged their passengers on the track on the south side of the building; the Northern Central used the street tracks at

and near Fifth street, and the Cumberland Valley those closer to Chestnut street. At noon time the bustle was greatest, the coming and going of trains, the interchange of passengers and baggage, the crossing of tracks by the multitude, the narrow escapes and the general hurry scurry caused wide confusion whereby trains were missed, and the timid almost thrown into convulsions. It was this confusion that suggested to Dick that some one should see to the safety of the public in crossing the tracks, and he immediately consecrated himself to the task, and then above the din of the hurrying crowd, the clanging bell and rumbling train, his warning call was heard, as, with body thrown forward, his long arms waving in the air like the wings of a windmill, he ran along the ties but a few feet in advance of the locomotive keeping the tracks clear of all human obstacles. For years he did this, never tiring, never faltering in his labor of love. It seemed every instant as he ran as if he must trip and fall to be ground to pieces under the fast moving train. Thousands upon thousands of travellers knew him and looked upon him as a public benefactor, and hundreds were saved from maiming or death by his watchful care. James Richardson, in his sketch "Travelling by Telegraph," which appeared in Scribner for May, 1872, described him "as a wild looking son of Ham sweeping down the track, hustling men and women right and left, clearing the way for the locomotive, now dashing forward to shoulder from the rails some heedless loiterer, now falling into a reckless dog trot scarcely a foot ahead of the cow catcher." From the time he began this duty he absented himself but once, and then he was prevailed upon to accompany the Friendship Fire Company, of Harrisburg, to join in a fireman's parade at Altoona. During his absence a little child was killed at the Market street crossing, and he never ceased charging his absence with the catastrophe, and lamenting that he had permitted himself to be overpersuaded. He had no companions, no intimates. The influences of an approaching train arousing him into splendid activity would impel him enthusiastically to the spot of greatest danger. The moment the train had passed his care would pass with it, and he becoming indifferent to his surroundings would shuffle along seemingly lost in his whistle. Mr. Richard L. Head, Chief Clerk in the Superintendent's office, looked after his interests, saw that he was properly clothed, and that no one abused him; whilst Mr. John W. Hutchison, proprietor of the Station Cafe, fed him. His brief, brave and glorious career, during which with a sublime

faith he perilled his own life to succor others, came suddenly to a close at 10 o'clock on Saturday morning, July 6, 1872. The day was very warm, and he had been more than usually active. As was his custom, he made his daily plunge in the canal. The heat of the day and the sudden plunge was too much even for his robust constitution, and he only reached the station platform to die from shock. His death was mourned wherever he was known, for this child of nature, homely, awkward and untutored, by his unselfish love for mankind had won man's love and appreciation.

His obsequies took place on Sunday afternoon, July 7, at 5 o'clock. The body, clad in a suit of black clothes, placed in a handsome walnut coffin, laid in state in the station in the rear of the baggage room, guarded by a colored military company—"The Blue Mountain Sharpshooters," Captain Thomas Hyers. The services were conducted by the Rev. C. J. Carter, of the Wesley Union Methodist Church. He delivered his eulogy from the little balcony just off from the Superintendent's office, inside the station. It was impassioned, touching and eloquent. After the services the coffin was closed and placed in the hearse and taken to the colored cemetery for interment. The railroad officials at Harrisburg in a number of carriages and omnibusses followed the remains to their final resting place, whilst a concourse of people, estimated at 5,000, showed the same respect by following on foot.

James A. Wilson, then a clerk in the office of the General Superintendent, Northern Central Railway, Harrisburg, gave expression of his and his fellow railroad men's appreciation of Dick's life and character in the following:—

"DICK."

I.

"There she comes look out here now,"
And the voice rings loud and clear,
As down the track a figure comes
Shapeless and void of fear.
His restless eye sees every form;
Be woman, man or waif,
And seeks a noble work to do,
To render travelers safe.
He grasps a trembling woman's arm,
And saves her from a fate

BLACK DICK.

Far worse than death's cold, clammy grasp,
Or Satan's dreaded hate.
A tottering form of hoary age
Is rescued by his arm;
And off he starts e'er thanks be said,
To others save from harm.
The old, the young, the rich and poor,
All know his value when
Before a swiftly passing train
He proves a safeguard then.

II.

But now his voice is stilled in death,
Freed, too, his form from pain.
The ear is dead to all around,
And every passing train.
Then lay him down, and gently, too,
For the good of his simple life
So full of acts and noble deeds,
As wrought of dangers rife.
His work is done, and nobly, too;
God bless that simple heart,
That proved a friend to man and beast,
And nobly played his part.
God bless you, Dick, we each one say,
While the soul its echo cries,
And take the wearied spirit home,
Yea, home beyond the skies.

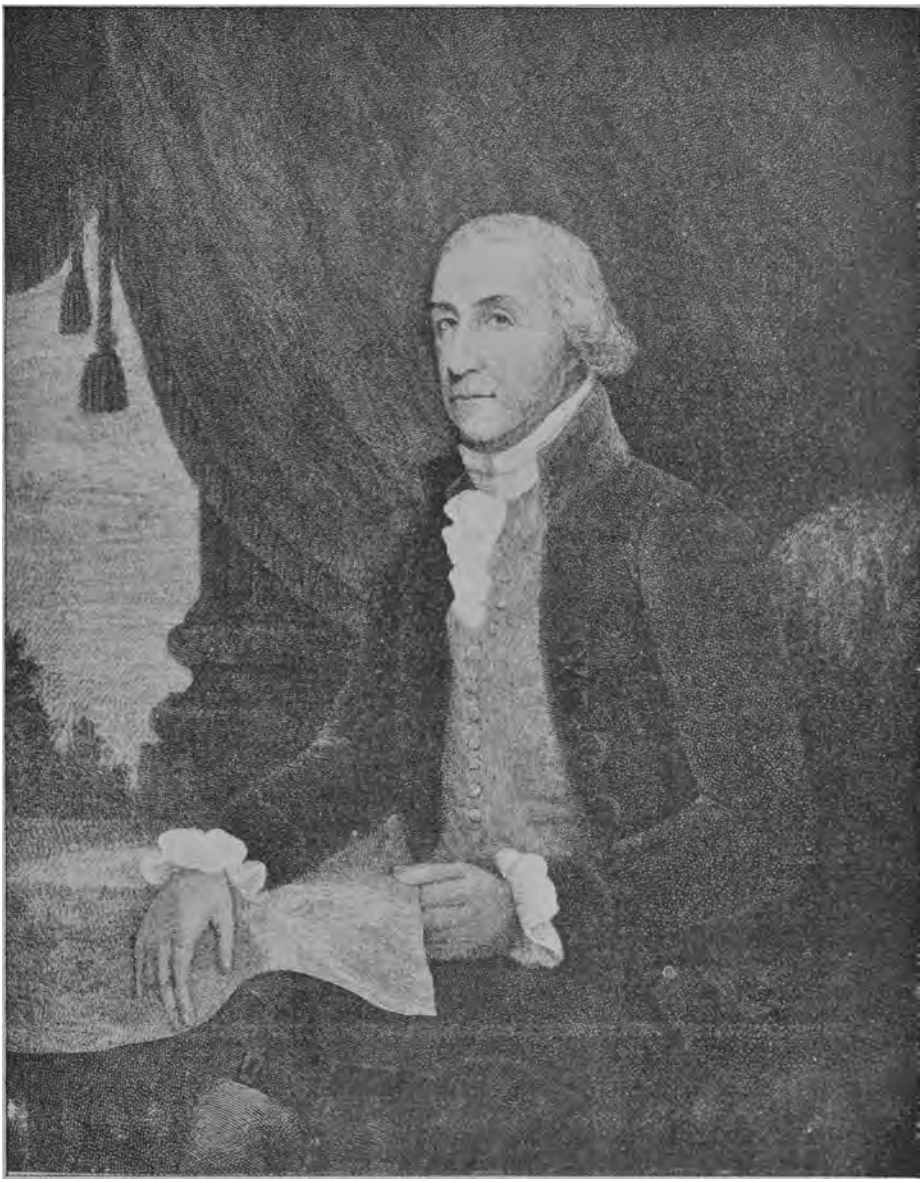
Without escutcheon or family tree, reared in no palace, tutored in no university, thus lived and died one of nature's noblemen. He did his duty to his fellow-man, commanding respect in life, and sincere mourning in death.

GEORGE WASHINGTON.

The twenty-second of February is observed as the anniversary of the birth of one whom Edward Everett said was, "the greatest of good men and the best of great men," and upon whose death at the close of the 18th century the whole world sincerely mourned, English admiration almost equalling American love in the strength of its expression of sorrow. The military prowess and political wisdom of Washington were the qualities which called forth the universal regret at his demise, and it is not singular that we of this generation in our moments of hero worship or patriotic inspiration look for him in the uniform of the soldier or the garb of the statesman. And yet there is a greater Washington—and one to be found in the biographies of the man, citizen, neighbor and Christian. None should attempt to lessen the glories of his public achievements, for in their mirror is reflected the liberties of the people, but at the same time all should study his character as displayed in private life to see those grander qualities based upon Faith, Hope and Charity which emphasized his unofficial career.

To stay the populace which was gathering in the Mississippi Valley from bowing before the blandishment of European governments, and to bind it to the Republic on the Atlantic seaboard, and to open up and foster an internal commerce for the benefit of his neighbors, he advocated strongly a series of public improvements to unite the Ohio River to the Chesapeake Bay. Knowing and feeling that the easier the means of communication between far separated sections the greater would be the advancement of religion and virtue, and consequently that of a pure democracy, he also projected canals for the development of Virginia and led the way to the wonderful internal improvements whose advantages and facilities are being enjoyed to-day by a people brave, proud, rich and intelligent, the fruitage from the liberty tree he planted and nourished.

Washington, thoughtful of and for others, while maintaining a military reserve, was ever kindly. With an abundance of means he was extremely careful of the small expenditures, putting daily into practice the familiar aphorism, "Take care of the pence and



GEORGE WASHINGTON.

the pounds will take care of themselves." He was his own almoner in the county in which he lived, and bestowed his charities with extreme judiciousness. To the appeals of the poor who called upon him for aid he never turned a deaf ear, and to more readily dispense his charities, so that none should go away from his doors empty-handed, he kept upon his estate a large granary filled with corn, a smoke house with meat, and boats to reach his fisheries.

Exact in all things, he was extremely so in his religious devotions, habitually opening and closing the day with prayer in his closet. Among the many valuable writings from his pen that have come down to us, and act as guides to our actions now, none are more precious than the forms of prayer he wrote for his own use. Among them is his daily sacrifice for Sunday morning, as follows:—

"Almighty God and most merciful father, who didst command the children of Israel to offer a daily sacrifice to thee, that thereby they might glorify and praise thee for thy protection both night and day; receive O Lord, my morning sacrifice which I now offer up to thee. I yield thee humble and hearty thanks that thou has preserved me from the dangers of the night past, and brought me to the light of this day and the comforts thereof, a day which is consecrated to thine own service and for thine own honour. Let my heart, therefore, gracious God, be so affected with the glory and majesty of it that I may not do mine own works, but wait on thee, and discharge those weighty duties thou require of me; and since thou art a God of pure eyes, and wilt be sanctified in all who draw near unto thee, who dost not regard the sacrifice of fools nor hear sinners who tread in thy courts, pardon, I beseech thee, my sins, remove them from thy presence as far as the east is from the west, and accept of me, for the merits of thy son, Jesus Christ, that when I come into thy temple, and compass thine altar, my prayer may come before thee as incense. And as I desire thou wouldst hear me calling upon thee in my prayers, so give me grace to hear thee calling on me in thy word, that it may be wisdom, righteousness, reconciliation & peace to the saving of my soul in the day of the Lord Jesus. Grant that I may hear it with reverence, receive it with meekness, mingle it with faith, and that it may accomplish in me, Gracious God, the good work for which thou has sent it. Bless my family, kindred, friends and country, be our God & guide this day and forever for

his sake who lay down in the grave and arose again for us, Jesus Christ, our Lord, Amen."

That is a fervent prayer of a righteous man, and no matter what faults he may have had, what sins of omission or commission can be laid at his door, it shows more than any of his writings or his acts, the strength and depth of his religion, and his reliance upon the Almighty. At the same time it unfolds the true secret of his greatness and success, and accounts for his never-ending growth in the loving admiration of the human family.

General Washington at Trenton and Yorktown appeals to our chivalry and martial spirit; President Washington in the vestments of office to our patriotism; Mr. Washington at home to our pride of citizenship; but George Washington on bended knee in prayer to Almighty God is an inspiration to high and holy things!

BALTIMORE

From an old engraving by W. Wellstood.

BATTLE OF BALTIMORE AND THE STAR SPANGLED BANNER.

On those September days in 1814, when Baltimore was threatened by a foreign foe, the sons of Maryland and Pennsylvania, freshly gathered from the fields, workshops and counting houses, by their sturdy valor won from the Nations inured to arms a high and unreserved respect for the citizen soldiers of America. The lessons taught by the Revolution had been so badly learned abroad that the soldiers of Europe looked upon the American arms as being vastly inferior to their own. It required the defence of Baltimore to undeceive them and to make them realize that an independent Nation of freemen were able to maintain their rights, whether in peace or war. A century has almost elapsed since those days, yet the scenes then enacted upon the Patapsco continue to inspire emotions of patriotism and National pride in the American heart. The work so well begun at Baltimore was fittingly completed at New Orleans with the pride of Wellington humbled.

The story of the British repulse at Baltimore can never become old so long as "The Star Spangled Banner" is sung. That National ballad, however, tells only one part of the story, Francis Scott Key, its author, was so circumstanced that he could only see the defence of Fort McHenry, the heroic movements of the military on land being obscured from his view. Those movements were well ordered, and fruitful of results, as will be seen as a hasty glimpse is taken of them.

After the British had committed their vandalism at Washington, and conducted their unchallenged campaign of pillage and arson in the Potomac and Patuxent regions, they set sail for Baltimore on the 11th of September, 1814. The defence of that city was being ably looked after by Major-General Samuel Smith, who had gathered an army of citizen soldiery to resist the invasion. Upon September 11, 1814, the Sunday that the enemy set sail for the city, General Smith marched his advanced corps to meet and engage him in case of his landing. That corps, under John Stricker, Brigadier General commanding the Third Brigade of Maryland Militia, consisted of

3,150 men, and was composed of the 5th, 6th, 27th, 39th and 51st Maryland regiments, 150 rifle-men under Captain Dyer, 140 cavalry under Lieutenant-Colonel Biays, and the Union Artillery, 75 men, and six four-pounders under Captain Montgomery. These men were all citizen soldiers of Baltimore, with the exception of the company of York, Penna., Volunteers, under Captain Michael H. Spangler, attached to the 5th, the Hanover, Penna., and the Hagerstown, Maryland, Volunteers, attached to the 39th Maryland. His line of march was out the main North Point Road. He halted at 8 p. m. at a point seven miles beyond the city, near the head of Bear Creek. He then pushed his rifle-men two miles, and his cavalry three miles in advance. During the night the British arrived off the mouth of the Patapsco, within two miles of shore, and on the morning of the 12th, at three o'clock, began to land at North Point. Their forces were all on shore by 7 a. m., at which hour they began their line of march. General Stricker was advised of the enemy's debarkation and movement, and immediately made dispositions to meet him. The 5th and 27th regiments of infantry and the artillery were moved forward to the head of Longlog Lane, the 5th resting its right on the head of a branch of Bear Creek, and its left on the main North Point Road. The 27th was posted on the opposite side of the road in line with the 5th, its left extending towards a branch of Back River, and the artillery was placed in position at the head of the lane, in the interval between the 5th and 27th. The 39th covered the 27th, and the 51st the 5th, three hundred yards in the rear, whilst the 6th was held in reserve a half mile behind the second line.

The British column, under the command of General Ross, consisted of 4,000 troops of all arms, with 1,000 marines and sailors in a naval battalion added. They carried three days' cooked provisions, and eighty rounds of ammunition. Their personal baggage was reduced to a blanket, an extra shirt and an extra pair of shoes, as it was the intention of General Ross to carry the city by a *coup de main.* The advance was led by the Light Brigade under Major Jones, who was supported by six field pieces and two howitzers, all drawn by horses. Then followed the Second Brigade, and the Naval Battalion, the Third Brigade bringing up the rear. About 8 o'clock the advance halted at a partly completed breastwork, hastily thrown up by the American cavalry picket, and remained inactive until about nine o'clock, when the balance of the command having been brought up, the march was resumed. They had only

proceeded a mile when they encountered a reconnoitering party thrown out by General Stricker. This party, numbering 370 men, was under the command of Major Heath of the 5th Maryland Volunteers, and was composed of Levering's and Howard's companies of that regiment, Asquith's and a few other riflemen, the cavalry and one four-pounder, under Lieutenant Stiles. A skirmish took place, during which the British commander, General Ross, lost his life. The unexpected stiffness of the American resistance was a complete surprise to their opponents, who halted for several hours before they recovered sufficiently to resume their march. About half-past two o'clock, they came upon Stricker's line of battle, and an engagement immediately ensued.

The American position was well wooded, covered by a neck of land and flanked on each side by ponds of water. As soon as the British came in range a galling fire with telling effect was poured upon them, under which they moved into line of battle, with the 85th regiment, the light companies and the other corps extended over the whole American front, the 44th regiment, and the naval battalion supporting. The 4th regiment was deployed to the right to turn the American left, whilst the 21st regiment remained in column on the road. Whilst the formation was being made a brisk cannonade was kept up by the Americans with two light field pieces, doing considerable execution upon the 21st regiment and the sailors, whilst three other light pieces, directed against the artillery, and the balance of the American artillery upon the 85th regiment, did considerable execution. The Americans deployed their infantry with great skill, and concentrated its left, right or centre as the exigencies of battle demanded. The 4th regiment having reached the position from which it was to turn the American left, the whole British force made a charge upon the American position. They were met with an artillery fire until within 100 yards of the American line, when a brisk musketry fire was opened upon them, volley succeeding volley with deadly effect. The 21st regiment was advanced on the extreme left, and was met with such a gallant resistance by the 27th and part of the 39th Maryland that it was driven back. General Stricker fought his ground stubbornly for an hour and twenty minutes, when the 51st regiment having given way and exposed his left flank, he fell back on his reserves, and reformed his lines. The enemy not following, he again fell back to Worthington's Mill, a half-mile in advance of Major-General Smith's intrenchments,

and to their left. The loss of the day was: Americans, 21 killed and 189 wounded and prisoners; British, 40 killed, 229 wounded.

The British slept upon the field. About midnight a heavy rain came up, drenching both armies and making the roads almost impassable. Just as day was about to dawn on the 13th, the British force moved to the road and took up their order of march towards the city. It was slow, cautious, almost timorous. Trees had been felled across the roads for a distance of several miles, which greatly retarded their advance. When they came upon the main body of the Americans entrenched, they paused, and after studying the position, saw that defeat stared them in the face if they attempted to attack without the assistance of the fleet. The fleet had not been inactive, but Fort McHenry, aided by the land batteries, proved too formidable. The fleet, under Admiral Cockburn, had gathered on the morning of the 13th and formed a half circle around Fort McHenry and out of range of its guns. It kept up a continuous bombardment from 6 a. m to 3 p. m., after which it drew nearer the fort for more effectual work, but coming within reach of the American guns, Major Armistead, in command of the fort, opened up such a destructive fire upon it, that it withdrew to a safe distance and continued its attack at its previous range. At midnight Admiral Cockburn sent out a barge expedition with 1,200 men, to make its way up the cove for the purpose of landing the force in the rear of the fort and carrying it by assault. The guns from the fort and the land batteries repulsed the expedition, causing it to retreat under the cover of darkness and rejoin the fleet. The fleet continued to bombard the fort until six o'clock on the morning of the 14th, when it retired. When it was seen that the fleet could not aid the land forces in their effort to reach the city and its booty, a council of war was held, at which it was decided that safety alone lay in withdrawal. It was deemed prudent to hasten the withdrawal of the troops and to return to the shipping. The retreat began at three o'clock on the morning of the 14th, under cover of the fleet's final bombardment of the fort, and continued until the early morning of the 15th, at which time they had reached their shipping, and began their re-embarkation.

Thus closed one of the most momentous incidents in American history, wherein citizen soldiery, inspired by love of country and the defense of their firesides, proved able to compete with and practically overcome veteran troops and sailors trained to war in the severe European schools of experience.

THE BATTLE OF BALTIMORE.

Whilst the British fleet was in the Potomac, Francis Scott Key went on board under a flag of truce, in an endeavor to secure the release by exchange of some American civilians held as prisoners of war. His request was complied with by General Ross, but as the latter was about sailing to attack Baltimore, he deemed it prudent to detain Key until after the event should have occurred. The little vessel in which Key was sailing was, therefore, convoyed to the mouth of the Patapsco and during the bombardment of Fort McHenry held under command of the guns of a British frigate. During the engagement throughout that dark and stormy night he anxiously awaited the result. The great suspense he was under found vent in the soul-stirring lyric which all Americans love to sing.

THE STAR SPANGLED BANNER.

O, say can you see, by the dawn's early light,
What so proudly we hail'd at the twilight's last gleaming?
Whose broad stripes and bright stars through the perilous flight
O'er the ramparts we watch'd, were so gallantly streaming?
And the rockets' red glare, the bombs bursting in air,
Gave proof through the night that our flag was still there;
O, say, does that Star-spangled Banner yet wave,
O'er the land of the free, and the home of the brave?

On the shore dimly seen through the mists of the deep,
Where the foe's haughty host in dread silence reposes.
What is that which the breeze, o'er the towering steep,
As it fitfully blows, half conceals, half discloses?
Now it catches the gleam of the morning's first beam,
In full glory reflected, now shines on the stream:
'Tis the Star-spangled Banner; O, long may it wave
O'er the land of the free and the home of the brave!

And where is that band, who so vauntingly swore
That the havoc of war and the battle's confusion,
A home and a country, should leave us no more?
Their blood has wash'd out their foul footsteps pollution.
No refuge could save the hireling and slave,
From the terror of flight or the gloom of the grave;
And the Star-spangled Banner in triumph doth wave,
O'er the land of the free and the home of the brave!

O, thus be it ever, when freemen shall stand,
Between their lov'd homes and the war's desolation;
Blest with vict'ry and peace, may the Heaven- rescu'd land
Praise the Power that hath made and preserv'd us a nation!
Then conquer we must, when our cause it is just,
And this be our motto—"In God is our trust;"
And the Star-spangled Banner in triumph shall wave
O'er the land of the free and the home of the brave.

In the history of the lyric it is worthy to note the author of the music to which it was set and the occasion upon which it was sung. Alfred Sanderson, the veteran editor and correspondent of Pennsylvania, a most careful recorder and critic of events in American History, in an interesting Fourth of July article has this to say in regard to those two facts:

"I have been much annoyed at the attempt made by several papers and magazines to tell how The Star-Spangled Banner was set to music and where it was first sung. Fortunately the correct information on this matter is to be had in the city of Harrisburg. Among the men who enlisted and marched from Harrisburg to the seat of war, in the company of Captain Thomas Walker, were two brothers, Ferdinand and Charles Durang, both Pennsylvanians, and members of a theatrical company. Ferdinand was a composer of music, and Charles had a fine voice and was a good musician. While the First Pennsylvania Brigade lay at Baltimore the song was written by Mr. Key, but was without music. Mr. Ferdinand Durang was urged to set it to music, and have it sung by his brother. After looking over all the music he had or knew of to find something suitable, the present National Air was adapted. After trying it over to the delight of his friends in the brigade, Charles introduced it on the boards of the theatre in the evening unexpectedly, and, according to an eye-witness of the event, 'the audience fairly raised the roof with their applause.' Its popularity as our National Anthem has never since ceased."

AN EARLY SNOW PLOW.

JOHN KELLER.

The late John Keller, of Lancaster, spent his long life along the line of the Pennsylvania Railroad Company and mostly in its service, and his constructive handiwork is seen on every division of the road in bridge, embankment and masonry, all standing as monuments to his skill and integrity. He began his service on the Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad, in the middle 40's, and it was at that early period he performed his part of the incident about to be related:

Early in the nineteenth century the restless spirit of American progress and adventure, not quieted by extending through the Louisiana purchase the boundaries of the United States across the Mississippi, cast its eyes beyond the Sabine and toward territorial expansion in the land of the Aztec, with its wealth of precious stones and metals. Imperial expansion with imperial power and luxury was an ever-present dream with the highly cultivated people, scions of

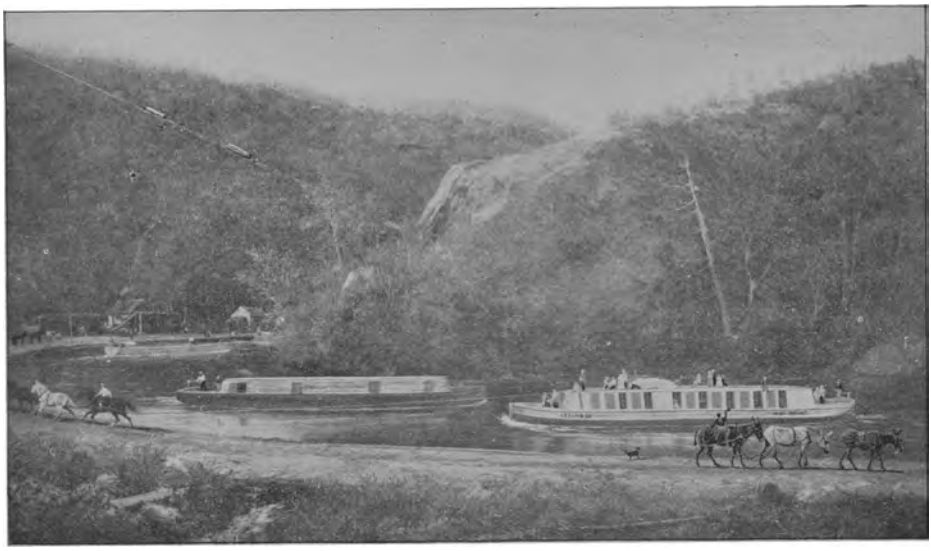
aristocratic stocks, in the Southern States of the Union, and it is not surprising that the emigration to that part of Mexico now known as Texas was largely made up of educated emigrants from that section, nor that those emigrants should at an early day throw off their allegiance to the unstable government of Mexico and establish a government of their own. Without sufficient strength to establish a strong centralized government on an aristocratic basis, there was nothing left the people of Texas after the independence of that Republic was acknowledged and established but to favor annexation to the United States. Annexation was consummated on the 29th of December, 1845. General Taylor, in command of a small American army, left New Orleans in July, 1845, to occupy Texas. On the 8th of March, 1846, he crossed the Neuces and marched toward the Rio Grande, occupying the disputed territory between those rivers. That occupation brought on the Mexican War. Whilst General Taylor was waiting for the orders from Washington to begin his march, reinforcements were being pressed forward to him. In the winter of 1845 and 1846 part of these reinforcements passed westward from Philadelphia via the Philadelphia and Columbia Railroad. They reached Dillerville in comparatively good time in two trains, drawn by the "David R. Porter" and the "Henry Clay," two eleven-ton engines. As the trains left Dillerville to pass over the Harrisburg and Lancaster Railroad enroute to Harrisburg, a snow storm came up, and soon the rails were covered with snow an inch or two in depth and sufficient to stall the trains. That was an unexpected and consequently not provided for dilemma. 'Tis true that the hickory brooms placed in front of the truck of the locomotive for the purpose of removing obstacles from the rails were in position, but they only tended to pack the snow harder. At this point American ingenuity and American pluck came to the front and improvised a snow plow to throw the snow from the track as the engine proceeded. This improvised plow consisted of plain boards held in the hand by two men sitting on the bumper. The boards were used to push the snow to one side, and were raised and lowered whenever they came in contact with broken joints. Practically, it was shoving the snow off the track. John Keller was one of the two men thus engaged, and in the fourteen hours that it took these trains to reach Harrisburg from Dillerville he stuck to his post, displaying those powers of endurance and loyalty to duty that characterized his career and made it successful.

THE OLD WAY BY LAND.

THE OLD AND THE NEW WAY.

The three engravings presented herewith, illustrative of earlier and present modes of transportation, are of the valuable paintings belonging to the estate of the late Mr. Henry H. Houston, and from the pencil and easel of Mr. N. H. Trotter.

The first one brings into bold relief the Conestoga wagon drawn by six sturdy horses upon whose necks are seen the bows in which were suspended finely toned bells, that jingled with every motion of the animals—the faithful dog is seen trotting by the wagon side, whilst close at hand is the wayside inn where refreshment was to be obtained for man and beast. The construction of the wagon is plainly shown, the centre bending down in the bottom so that the contents would not pitch forward as a hill was descended, nor pitch backward as one was ascended; the flared front and back and canvas covers were designed for protection of the goods against the weather or assaults of thieves. These wagons derived their name from the thrifty region of Lancaster county, always famous for its live stock and substantial vehicles. The splendid draft horses raised in that



THE OLD WAY BY WATER.

THE PRESENT WAY.

county in those days were known to the market as "Conestogas," and it was but natural that the name of the horse should attach itself to the wagon which it drew. When emigration developed trade, the thrifty farmer developed into a common carrier and the Conestoga wagon became a famous transportation vehicle.

In the second picture is shown the packet and freight canal boats and their connection, the inclined plane on the Allegheny Portage Railroad. Charles Dickens, travelling between Harrisburg and Pittsburgh, in his "American Notes" has something to say about both the packet and the plane: "Nor was the sight of this canal boat, in which we were to spend three or four days, by any means a cheerful one, as it involved some uneasy speculations concerning the disposal of the passengers at night, and opened up a wide field of inquiry touching the other domestic arrangements of the establishment, which was sufficiently disconcerting.

"However, there it was—a barge with a little house on it, viewed from the outside; and a caravan at a fair, viewed from within; the gentlemen being accommodated as the spectators usually are in one of those locomotive museums of penny wonders; and the ladies being partitioned off by a red curtain after the manner of the dwarf and giants in the same establishments, whose private lives are passed in rather close exclusiveness." After describing the scenes and incidents of canal boat travelling, he continues: "And yet despite these oddities—and even they had, for me at least, a humor of their own—there was much in this mode of travelling which I heartily enjoyed at the time, and looked back upon with great pleasure. Even the running up, bare necked, at five o'clock in the morning, from the tainted cabin to the dirty deck; scooping up the icy water, plunging one's head into it, and drawing it out, all fresh and glowing with the cold, was a good thing. The fast brisk walk upon the towing path, between that time and breakfast, when every vein and artery seemed to tingle with health; the exquibeauty of the opening day, when the light came gleaming off from everything; the lazy motion of the boat, when one lay idly on the deck, looking through, rather than at, the deep blue sky; the gliding on at night, so noiselessly, past frowning hills, sullen with dark trees, and sometimes angry in one red burning spot high up, where unseen men lay crouching round a fire; the shining out of the bright stars undisturbed by noise of wheels or steam or any other sound than the limpid rippling of the water as the boat went on; all

these were pure delights." The means of crossing the mountains he describes as follows:—

"We left Harrisburg on Friday. On Sunday we arrived at the foot of the mountain, which is crossed by railroad. There are ten inclined planes: five ascending and five descending; the carriages are dragged up the former, and let slowly down the latter, by means of stationary engines; the comparatively level spaces between being traversed, sometimes by horse, and sometimes by engine power, as the case demands. Occasionally the rails are laid upon the extreme verge of a giddy precipice; and looking down from the carriage window, the traveller gazes sheer down, without a stone or scrap of fence between, into the mountain depths below. The journey is very carefully made, however; only two carriages travelling together; and while proper precautions are taken, is not to be dreaded for its dangers."

The third picture shows the modern way. The magnificent bridge which spanned the Susquehanna river from the foot-hills of the Kittatinny to those of the declining spurs of the anthracite coal mountains, and where that stream, breaking boldly through the mountains, forms the mirror from which is reflected wild, romantic and picturesque scenery rarely witnessed; the bridge bearing upon its deck or ready to receive the majestic trains of the Pennsylvania Railroad.

TRANSPORTATION PANELS IN THE BROAD STREET STATION.

These panels are the work of Karl Bitter, the famous Austrian sculptor. The one at the head of the grand staircase attracts universal admiration. It is finished in imitation of old ivory, and is a beautiful work of art, of which the picture printed herewith gives but a small conception. The aim of the sculptor was to portray "Transportation and the Progress of Transportation," and to that end he has embodied the genius or spirit of transportation in the shape of a female figure, seated on a car or chariot, forming part of a triumphal procession. This figure is in the act of uniting two groups representing the East and the West, the former being depicted by an old and infirm Arab and a sprightly Japanese girl, while the West is portrayed by a youth in Puritan garb, typifying the North, and a woman in Spanish costume, carrying fruits and flowers, the South.

A young girl in the costume of our present time, symbolizing America, guides the four spirited horses that draw the chariot on which the figure of transportation is seated, and in front of the horses, forming the advance of the procession, is a group of children —one of them carrying the model of a locomotive, another a model of a steamboat, while the smallest and youngest child runs ahead

with a model of an airship, indicating a future method of transportation.

Following the North and the South, as depicted by the Puritan lad and the Spanish woman, is a figure on horseback, in Spanish costume, who holds up a model of the "Santa Maria," the first transport which came to this country; while following him, and bringing up the rear of the procession, are the early pioneer and the Indian, together with the emigrant wagon drawn by oxen and driven by the early settlers.

The large terra-cotta panel on the south end of the Fifteenth street arch of the great station is a remarkable piece of work, for besides its artistic merits it has the distinction of being the largest piece of terra-cotta work ever fired. It contains no less than ten figures of heroic proportions, and extends across the entire street, measuring 50 feet in length and 10 feet 6 inches in extreme height. The artist thus describes it:

"In the choice of a subject for this pediment of the Pennsylvania Railroad Station, I have been influenced by a desire to depart from the traditional use and wont in such cases, where, so far as my experience goes, a suggestion of arrival or of departure, conveyed by simple figures at rest, or by negroes engaged in the transportation of bales of merchandise, has been all that the artist has aimed at, except, perhaps, in very modern instances where invention has soared to the representation of an express train, or of the interior of a Pullman palace car. The purpose I have pursued in the design has been to portray steam power, and I have tried to do this symbolically, by representing Man engaged in yoking to a chariot the two demons, Fire and Water, having previously bound them together, the former represented by a male figure, furious in expression, clad in lion's skin, the latter by a female with loosened hair surround by reeds and marsh grass. I have arranged this subject in two groups, which I have endeavored to model in a spirited manner, one on each side of the centre of the pediment.

"In my humble apprehension, which is naturally that of an artist, the Pennsylvania Railroad stands out clear and distinguished as a typical American railroad in contrast to foreign roads. The European roads are often planned for strategic reasons ,or at the nod of a ruler. The Pennsylvania system stands emphatically for the interest of the people. Following the pioneer, it is an essential auxiliary of trade and commerce—a promoter of intercourse be-

tween the sections of country which it crosses. It insures the growth of art, industry and science, and is at once a promoter and conservator of American civilization.

"Therefore, at the centre of the pediment is placed Mercury, the mythological messenger and guide of wealth and commerce, standing in the chariot, directing, with outstretched hand, the course of element-compelling man; while seated in the chariot is Minerva, entitled by Homer, founder of cities, surrounded by implements of art and industry, showing how towns and cities have arisen in the wake of the great railroad.

"In the right hand corner of the pediment is placed a youth, symbolizing the Pennsylvana Railroad. His well-developed limbs betoken manly vigor and determination; he leans against an anvil, while beside him a boy decorates with a spray of laurel a shield bearing the initials of the railroad. Car wheels and various tools and implements illustrate the significance of this group.

"In the left-hand corner is symbolized the city of Philadelphia, represented by a female decorating a bust of William Penn, while a child crowns the city's coat of arms. Books, implements of art, and the Bird of Wisdom indicate the culture which Philadelphia has attained."

The panels in the pinnacles along the Market street side of the station represent historic incidents connected with the founding of the principal cities of the United States which are touched by the great system of the Pennsylvania Railroad. The panels are each about five feet wide and ten feet high, in the form of a pointed trefoil arch, and the figures, in high relief, are nearly life size. The cities represented are Philadelphia, New York, Boston, Washington, Baltimore, Chicago, St. Louis, Cincinnati, Pittsburgh and San Francisco.

The incident from which the subject of Philadelphia is taken is Penn's treaty with the Indians, which took place in the year 1682. William Penn arrived in this country in his ship Welcome, sailed up the Delaware river and landed at the present site of Philadelphia. The panel represents William Penn treating with a group of Indians.

The panel representing New York shows Peter Minuet, who landed some time between the years 1609 and 1615 on Manhattan Island, buying the land from the Indians and founding a colony, calling it the colony of the New Netherlands, afterwards New York.

On the panel representing Boston is seen Blackstone inviting

Winthrop and his people to pitch their tents at his spring of fresh water, which welled out of the ground of what is now the Common in Boston.

The panel of Washington shows Jefferson, Madison and Washington choosing the site for the new capital in the year 1790.

The incident from which the subject of Baltimore is taken is Father White, who was with the first colonists who founded Baltimore, landing on its present site. Father White fitted up an Indian wigwam as a temporary chapel for holding services therein. The panel shows Father White holding service in the wigwam.

Chicago is represented by John Kinzie, who settled on the site of that city with his wife and infant son and stepdaughter in 1804.

On the panel of St. Louis is shown Laclede, the trapper, blazing the trees to mark out the site for the city of St. Louis in the year 1763.

The subject of the panel of Cincinnati is Mr. Denman and Mr. Tuttle, who in December, 1788, landed on the bank of the Ohio river, where they founded the town of Losantiville, which afterwards became the city of Cincinnati.

The incident represented in the Pittsburgh panel is a French officer, Captain Coleron, taking possession of the country between the Allegheny and Ohio rivers, which forms the present site of Pittsburgh. To mark his claim he deposited in the ground at different points leaden plates.

San Francisco is represented by two United States naval officers of the man-of-war Portsmouth, which was lying in the harbor of San Francisco in the year 1846. From this vessel and at this time sailors were landed and the place which formerly belonged to Mexico was taken without resistance.

THOMAS DE WITT CUYLER.

DIRECTORS OF THE PENNSYLVANIA RAILROAD COMPANY.

Since the publication of the "History of the Pennsylvania Railroad Company" in 1899, death has caused some important changes in the Board, which tend not only to keep up the high and substantial character of that body, but add strength by bringing into it additional able men to meet the gigantic financial, commercial and industrial problems in the course of solution which mark these progressive days. The new members of the Board are Thomas De Witt Cuyler, Lincoln Godfrey and James McCrea, names which when spoken call to mind men of the highest civic virtue, into whose hands any trust can be placed with the full assurance that it will be faithfully administered.

THOMAS DE WITT CUYLER.

At a meeting of the Board held May 10, 1899, Mr. Cuyler was elected a Director to succeed the late Alexander Biddle. Colonel Cuyler, who ranks among the foremost corporation lawyers of Philadelphia, was born in that city on September 28, 1854. His father was the late Theodore Cuyler, General Counsel of the Pennsylvania Railroad Company until the time of his death on April 5, 1876.

Colonel Cuyler received his preliminary education in Philadelphia; graduated from Yale University in 1874, and was admitted to the Bar in his native city in 1876. Since then he has been engaged in the general practice of the law, making corporation law a specialty, and is counsel for many large corporations in this and other States. Among others he is the General Counsel of the Adams Express Company and the Equitable Life Assurance Society; also of the Guarantee Company of North America, the Buffalo Railway Company and the Rochester Railway Company.

He has also taken an active interest in military matters, having enlisted in the National Guard in 1874, and risen from the ranks to be Judge Advocate General of the State, and is now on the retired roll of officers after twenty years of service, with the rank of Colonel.

He is a member of the Second Presbyterian Church, and for

many years has taken an active and prominent part in its affairs, and also a Trustee of the Young Men's Christian Association of Philadelphia.

LINCOLN GODFREY.

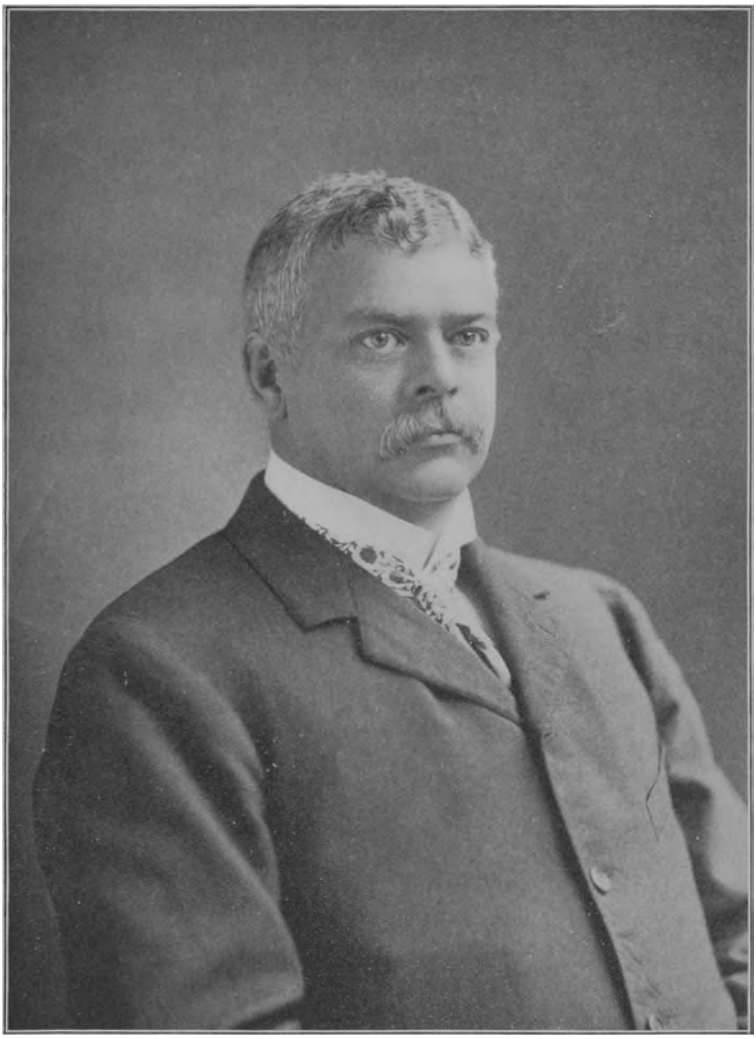
At a meeting of the Board on April 11, 1900, Mr. Godfrey was elected a Director to fill the vacancy caused by the death of Mr. B. B. Comegys.

Mr. Godfrey was born in Philadelphia, Pa., May, 1850, of New England parents. His father's family settled in Rhode Island early in the seventeenth century, his mother's family being the well-known Lincoln family, which settled in this country in 1635, and the descendants of which still occupy the old homestead in Wareham, Massachusetts. Mr. Godfrey finished his education at the Ury School, Fox Chase. He started into business with his father's firm, B. G. Godfrey and Co., at that time one of the largest jobbers of dry goods in this country. He became a member of the firm in 1871, leaving it in 1873 to make up the partnership of William Simpson, Sons and Co., to continue the business of William Simpson and Sons, manufacturers of cotton goods. He has continued with that firm and the Eddystone Manufacturing Company, organized in 1876, until now, being at the present time senior member of the firm of William Simpson, Sons and Company, and President of the Eddystone Manufacturing Company, who are very largely engaged in the production of cotton printed fabrics. He was elected Director of the Philadelphia National Bank, January 13, 1880, and on June 5, 1899, was elected its Vice-President. He is also a Director of the Philadelphia Trust, Safe Deposit and Insurance Company, and a Manager of the Western Saving Fund and the Merchants Fund Association. He has always attended the Episcopal Church. He resides in Philadelphia in the winter, and at his country home at Radnor, on the Pennsylvania Railroad, in summer.

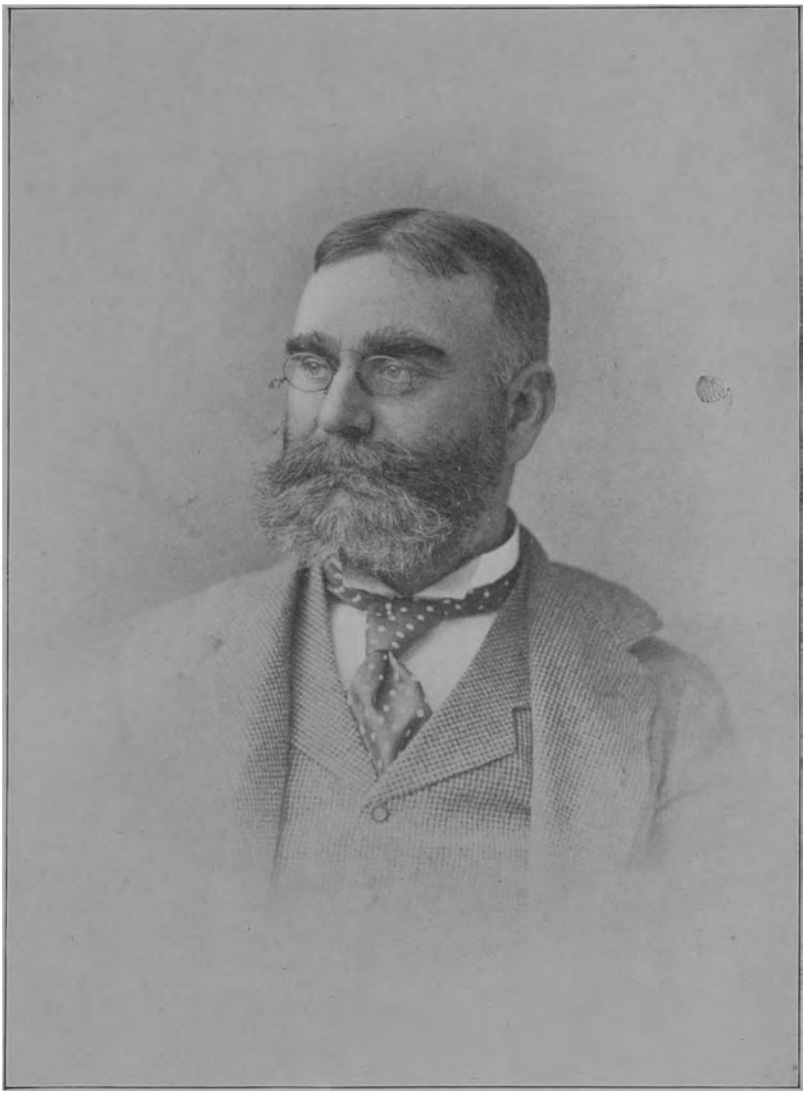
Mr. Godfrey is one of the best known business men in Philadelphia, and stands high with the merchants and financiers.

JAMES MC CREA.

Mr. McCrea was elected by the Board, June 9, 1899, to be a Director to fill the vacancy caused by the election of Mr. Cassatt as President.



LINCOLN GODFREY.



JAMES McCREA.

Mr. McCrea was born in Philadelphia, May 1, 1848. He received a general education at the school of Rev. John W. Fairies, completing it at the Pennsylvania Polytechnic College. After his preparatory education he entered the service of the Connellsville & Southern Pennsylvania Railroad in June, 1865, as rodman. In December, 1867, he left the employ of the road and entered that of the Wilmington & Reading Railroad Company as rodman in the engineer corps engaged in constructing that line. He left that service in September, 1868, and engaged as assistant engineer in the construction of the Bennett's Branch of the Allegheny Valley Railroad, where he remained until March 1, 1871. In the various operations which were assigned to his care during this course of service he demonstrated his thoroughness and capability to such an extent that he attracted the attention of higher railroad officials, and, upon severing his connection with the Allegheny Valley Railroad, entered the service of the then rapidly growing Pennsylvania Railroad Company in its construction department. Here he held the responsible position of Principal Assistant Engineer and was given large opportunities of demonstrating his ability.

His advancement in the Pennsylvania Railroad service was very rapid. On August 1, 1874, he was transferred to the position of Assistant Engineer of the Philadelphia Division, continuing in that office until January 1, 1875, when he was made Superntendent of the Middle Division, with headquarters at Harrisburg. In October, 1878, he was transferred to the superintendency of the New York Division with headquarters in Jersey City.

On May 1, 1882, Mr. McCrea was appointed to the management of the Pittsburgh, Cincinnati & St. Louis Railway and the Chicago, St. Louis & Pittsburgh Railroad, and on October 10, 1885, was advanced to the post of General Manager of all the Pennsylvania lines west of Pittsburgh. On November 1, 1887, he was elected Fourth Vice-President of the Pennsylvania lines west of Pittsburgh. March 1, 1890, he was advanced to the Second Vice-Presidency, and on May 1, 1891, after the death of J. N. McCullough, First Vice-President, Mr. McCrea was elected to succeed him, and this position he now holds.

Mr. McCrea's railroad services for over a third of a century have clothed him with practical experience in every branch of railroading, which, added to his great energy and quick judgment, ranks him as one of the best informed railroad men in the United States. His

election to the Board of Directors of the Pennsylvania Railroad Company brings into closer touch with the Board its great subordinate corporation, the Pennsylvania Company, and a man whose broad knowledge and tender sympathies have endeared him to the rank and file of the employes throughout the system, and one who has won a high position in the confidence of the business world.

THE SECRETARY OF THE PENNSYLVANIA RAILROAD COMPANY.

Lewis Neilson, Secretary of the Pennsylvania Railroad Company, was born at Florence, N. J., on the 30th of September, 1860; he is the son of Thomas Neilson, President of the Elmira & Williamsport Railroad Company, and Sarah Claypoole Lewis, and is the grandson of Robert Neilson, who was at one time Judge Advocate of the West Indies by appointment of the Crown, and of William D. Lewis, a prominent Philadelphia merchant, bank officer, and, from 1849 to 1853, Collector of Customs for the Port of Philadelphia, a railroad officer in one of the first railroads of the country, and was interested in the importation of the first locomotive brought to this country. Mr. Neilson entered the University of Pennsylvania in June, 1877, and was graduated from the College Department in June, 1881.

On the 20th of June, 1881, he entered the service of the Pennsylvania Railroad Company as weighing clerk on Walnut Street Wharf. From the first of October to the tenth of December, 1881, was assistant receiving clerk, and from the latter date until the 23d of October, 1882, he filled various positions in the Cashier's Department of that station. On October 23d, 1882, he was promoted to be stenographer in the Trace and Claim Department of that agency, and served as such until July 16, 1883, when he entered the office of Mr. John P. Green, then Fourth Vice-President, as stenographer; December, 1885, was promoted to Chief Clerk in that office, and continued to occupy the position under Mr. Green's several promotions to the First Vice-Presidency. During his long service in Mr. Green's office he also performed work in the President's office, and always acted in place of the latter's Secretary when the incumbent was absent. On February 8, 1893, he married Miss Clara A. Rosengarten, daughter of Mr. Harry B. Rosengarten, of the firm of Rosengarten & Sons, of Philadelphia.

On May 1, 1897, Mr. Neilson was appointed Chief Clerk to the Secretary. On the 26th of the same month he was appointed Assistant Secretary pro tem. on account of the illness of the Assistant Secretary, and continued to fill that office, in addition to performing

his duties as Chief Clerk, until June 1, 1898, when he was appointed Assistant Secretary of the Pennsylvania Railroad Company, and of the Philadelphia, Wilmington & Baltimore Railroad Company. On June 27, 1898, he was appointed to fill the same position with the Philadelphia and Baltimore Central Railroad Company, and on June 3, 1898, was elected Secretary of the Manor Real Estate and Trust Company. On January 23, 1901, he was elected Secretary of the Pennsylvania Railroad Company, and of the Philadelphia, Wilmington & Baltimore Railroad Company, to succeed Mr. John C. Sims, deceased.

In addition to his duties, which place him in the closest confidential relations with the officers and the Board of Directors of the Pennsylvania Railroad Company, and many of its affiliated lines, he is charged with the issue and transfer of the capital stock, and of the Stock Transfer Offices in the cities of Philadelphia and New York.

Mr. Neilson also has the entire supervision of the lighting, heating, policing and care of the General Office Building of the Company, with its two thousand occupants. He is also the division officer of the Relief Department for the General Office.

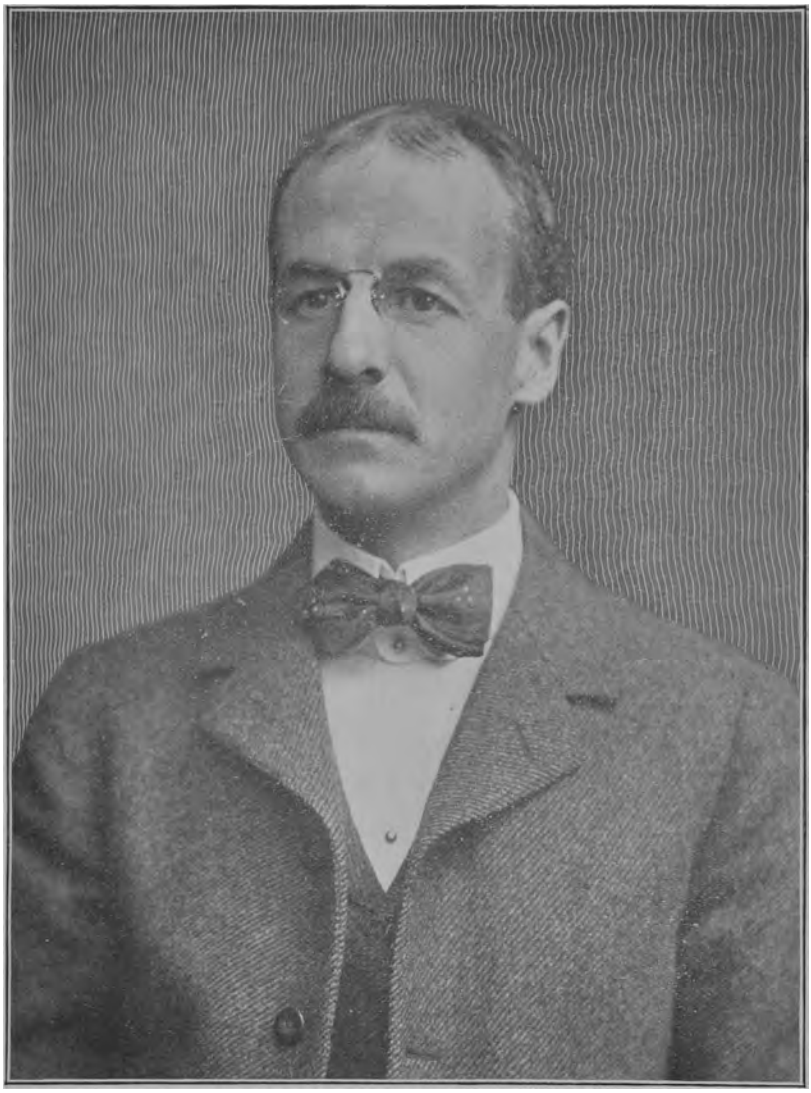
He is a capable and efficient executive officer, with excellent control over his subordinates; a prompt and energetic worker; a strict and just diciplinarian, and noted for his consistent honesty of purpose and fair dealing.

Mr. Neilson is an enthusastic follower of outdoor sports, being a constant golfer; and has for many years been prominent in the graduate councils of the University of Pennsylvania, having served for several years, prior to 1894, as a Director and Treasurer and Secretary successively of the Athletic Association, and later, as a member of the Board of Directors and Executive Committee of the General Alumni Society, as well as its Secretary and Treasurer.

He is an amateur musician of some attainment in vocal music, and is a member of the Orpheus Club, and now its Treasurer and a member of its Executive Committee.

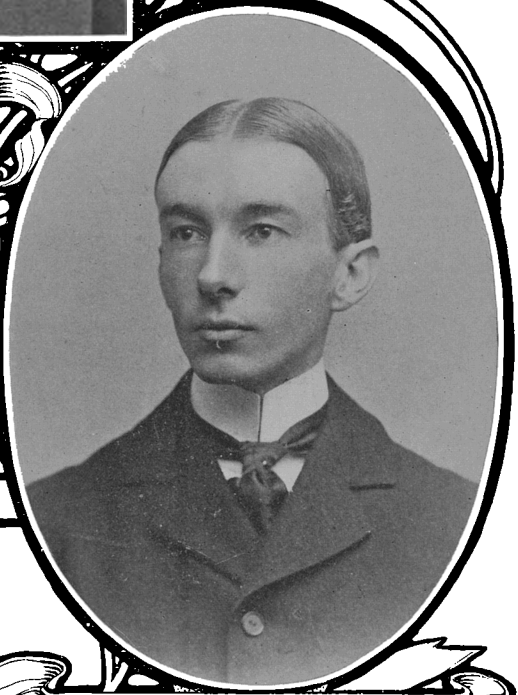
His intelligence, good judgment, and thoroughness in business organization and detail, have rendered his services of great value in every position which he has filled with the Pennsylvania Railroad Company and with the many societies and associations with which he has been connected.

Following the appointment of Mr. Neilson to the Secretaryship,



LEWIS NEILSON.

A. J. County.



Kane S. Green.

STANDARD ENG. PHILA.

the Board amended the organization for conducting the business of the Company, so as to provide for three Assistant Secretaries; two of which are located at the General Office of the Company. Mr. Robert H .Groff was already appointed Assistant Secretary in charge of the Stock Transfer Office of the Company, in the city of New York, and the two new Assistant Secretaries appointed were A. J. County and K. S. Green.

Mr. County was also appointed Superintendent of the Employes' Saving Fund, to fill the vacancy caused by the death of Mr. John C. Sims.

Mr. A. J. County was born in the city of Dublin, Ireland, on August 1, 1871, and educated in that city. In July, 1885, he entered the service of the Great Southern and Western Railway Company, the largest railway company in Ireland, in its purchasing department, and after a practical experience of five years, resigned his position in search of a wider field for promotion. On November 7, 1890, he arrived in the city of Philadelphia, and on the 20th day of the same month entered the service of the Pennsylvania Railroad Company as a clerk in the Secretary's Department. He has been continuously connected with that department; serving under Mr. John C. Sims, Mr. D. S. Newhall and Mr. Lewis Neilson.

In June, 1898, upon the promotion of Mr. D. S. Newhall as Purchasing Agent of the Company, and the advancement of Mr. Lewis Neilson to be Assistant Secretary of the Company, he was appointed Chief Clerk. On November 1, 1900, he was elected Assistant Secretary of the Manor Real Estate and Trust Company. On December 1, 1900, Assistant to the Secretary of the Pennsylvania Railroad and the Philadelphia, Wilmington & Baltimore Railroad Companies, and on January 23, 1901, Assistant Secretary of the Pennsylvania Railroad Company, and the Philadelphia, Wilmington & Baltimore Railroad Company, and Superintendent of the Pennsylvania Railroad Employes' Saving Fund.

Mr. Kane Stovell Green was born in the city of Philadelphia, January 27, 1874. He was graduated from Mr. George F. Martin's school for boys in West Philadelphia in June, 1890, and from Haverford College in June, 1894. He entered the railroad service on October 1, 1894, with the Allegheny Valley Railway Company at Pittsburgh and Reynoldsville, serving there until July 31, 1895. He entered the service of the Pennsylvania Railroad Company in September, 1895, in the Accounting Department, where he remained

until December, 1896, when he was transferred to the Secretary's office. In May, 1897, he entered the First Vice-President's office, and on February 1, 1901, was appointed to be an Assistant Secretary of the Company.

DIVISION FREIGHT AGENTS.

GEORGE D. OGDEN.

George D. Ogden, Division Freight Agent, Pennsylvania Railroad, with headquarters at Altoona, Pa., who is one of the sterling young men of the service, with a bright future before him, was born at Homer City, Indiana County, Pa., May 16, 1868. His education was obtained in the public schools of that place and the Indiana State Normal School, Indiana, Pa., subsequent to which he entered Washington and Jefferson College, Pa., Class of '90. His father had been passenger, baggage and second-class freight agent at Homer for many years, and upon the changing of the agency from second to first-class freight, George left college to succeed his father as operator, agent and operator, June 1, 1887. Transferred to Yard Master's office, Allegheny City Yard, August 1, 1890; clerk in Superintendent's office, West Penn Division, October 1, 1890; Agent, Butler, Pa., May 11, 1891; Freight Agent, McKeesport, Pa., February 11, 1895; Freight Agent, Harrisburg, Pa., January 1, 1898; and Division Freight Agent at Altoona, January 14, 1901.

ROBERT C. WRIGHT.

Robert Clinton Wright was born in Brazil, South America, December 5, 1869; was brought to Baltimore in 1871, and educated in the public schools of that city and graduated from the City College in 1887. He is a grandson of the late Robert Clinton Wright, one

G. D. OGDEN.

R. C. WRIGHT.

of the early Presidents of the Baltimore & Susquehanna Railroad Company, which was later merged into and forms a part of the present Northern Central Railway Company. Immediately after leaving school he was employed in the office of C. Morton Stewart & Co., leaving that firm in 1888 to enter the service of this Company as messenger at Patterson's Wharf, March 18; he served as messenger and clerk at that station until July 30, 1889, when he was transferred to the office of the General Agent as clerk.

He continued as such until June 1, 1897, when he was appointed Freight Solicitor for Baltimore. On January 1, 1899, he was promoted to be Special Agent, Transportation Department, in the office of the General Superintendent of Transportation, Philadelphia; served as such until May 1, 1899, when he was promoted to be Division Freight Agent at Altoona; and on January 14, 1901, to be Division Freight Agent at Harrisburg.

A FAITHFUL SURGEON.

DR. WILLIAM R. BLAKESLEE.

Among the many long time employes of the Pennsylvania Railroad Company, there is no one who commands more respect from the officers and men, than Doctor William R. Blakeslee, of Coatesville, Chester county, Pa., who for a third of a century has rendered exceptional service as Company Surgeon. The Doctor was born in Susquehanna county, Pa., September 20, 1822, and was graduated from the Franklin Medical College, Philadelphia, with the degree of M. D., February 15, 1848. His marriage took place the next day, and on the following day he located in Guthrieville, Chester county, Pa., and began the practice of his profession with instant success. Since then his life has been one continued round of well doing, sympathizing with distress, alleviating suffering, consoling the afflicted and comforting the dying. But in other scenes than those of pathos, despair, sorrow, suffering and grief he has been a factor; as a citizen, parent, friend, he has filled the full measure of a useful life, and the community in which he lives rightly esteems him very highly.

In the spring of 1852, the Doctor moved to Philadelphia and became physician for the Southwest District of the Blockley Almshouse. Desiring to better qualify himself for the practice of his profession, he matriculated in the Medical Department of the University of Pennsylvania, from which he received his diploma in March, 1853, and in June of that year settled in Coatesville. In 1854 he was physician at the Chester County Almshouse, rendering good service during the cholera epidemic of that year.

On October 29, 1861, he was mustered into the Uuited States Army, and assigned as surgeon to the 115th Pennsylvania Volunteer Regiment, and served with it in the Army of the Potomac until March 26, 1863. In July, 1863, he was assigned to duty with the 48th Pennsylvania during the emergency caused by the Gettysburg campaign. In 1864, he was on duty as surgeon at Hammond General Hospital and General Depot for Prisoners of War, at Point Lookout, Md., from whence he was called severally to the McClellan General Hospital, at Philadelphia; to administer to a detachment of the 3d Regiment Veteran Reserve Corps at Scranton, Pa., and to the White Hall United States General Hospital, near Bristol, Pa. He remained at the latter until the close of the Rebellion. On the 8th of May, 1865, having been relieved from further service, he returned to Coatesville, having served with the army an aggregate of two and one-half years in the various departments. Some faint idea of an army surgeon's arduous work, and serious responsibility, may be gleaned from the statement that after the battle of the Wilderness, over 40,000 wounded men were sent to the hospitals in Washington alone, all of whom had to be prepared for transportation by the Field Surgeons. It was no small honor to belong to that noble band of professional men, who 'mid the din and carnage of battle bound up the wounds of the suffering.

In 1865, Dr. Blakeslee was chosen Company Surgeon, and has faithfully served ever since. During that period he served in addition, 1878 to 1883, as Company Surgeon for the Wilmington & Northern Railroad Company.

His skill as a diagnosian, coupled to a sound judgment, called him into frequent consultation with other physicians, whilst his ripe experience and personal integrity, made him a much sought after counsellor. Now as his sun is setting, a halo of love and esteem from his fellow-men softens the retiring light.

FREIGHT AGENCIES.

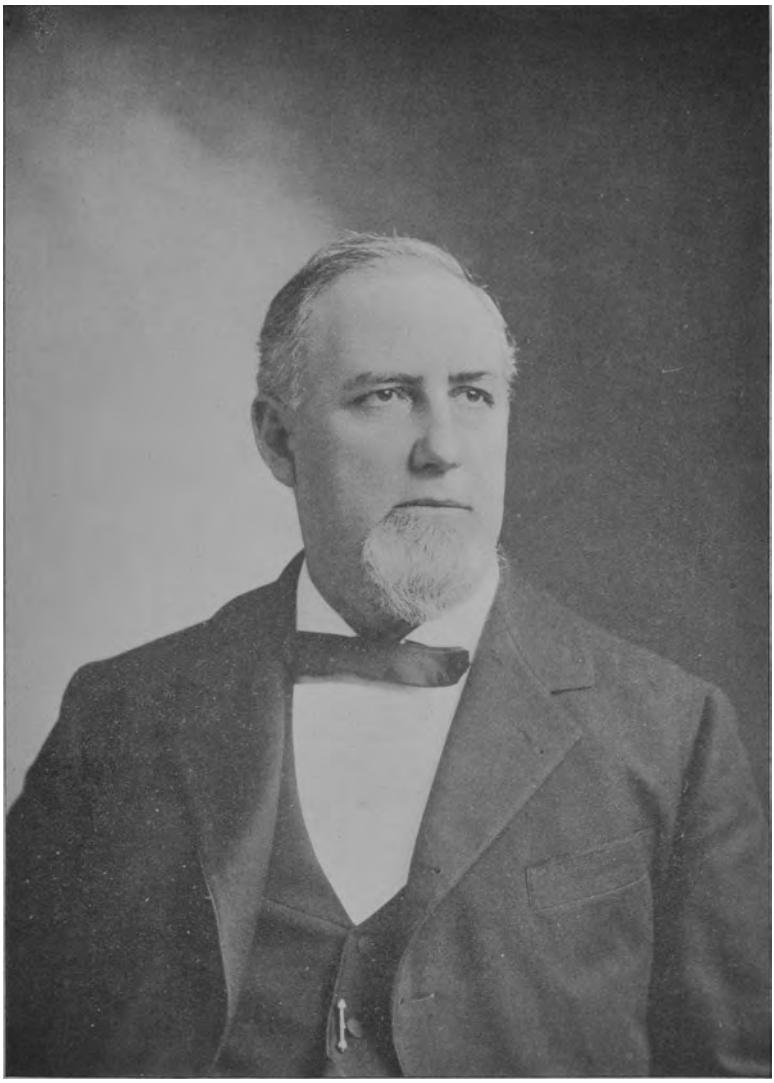
The article on "Traffic Departments" to be found in Ringwalt's "Development of Transportation Systems in the United States" contains this paragraph:—

"The moving of all the freight and passengers that are now moved on American railways with the degree of safety and certainty that has been attained at the prevailing low rate of average charges is the greatest task ever performed by any combination of agencies, and the traffic departments deserve a liberal share of the credit of the wonderful achievements that are constantly being repeated."

Heartily affirming the sentiments and conclusions contained in that paragraph, and bearing testimony to the great work and successes of the managers of the traffic departments of railways, to their unwearying and indomitable quest for traffic, their wonderful development of business methods, and in the face of serious obstacles in securing or creating for their lines a paying trade, I cannot forbear claiming for the freight or station agents the position of invaluable auxiliaries in the achievement of the successes.

It is a popular error that the business of a great line is exclusively secured by solicitation. The manner of conducting the business by the local agent and the facilities he has wherewith to handle it, is no inconsequent factor in obtaining it. Transportation, when bought or sold in large quantities is usually a subject of contract by the heads of the traffic department, and it is not uncommon that the well advised freight agent is the first mover in the negotiations which lead to the contract.

Unless he has filled the office of freight agent, no person can fully appreciate the vast amount of labor inseparable from the position or allot the proper measure of credit due the incumbent. The details of that labor are so multitudinous, and their diversity so great, that a novice is bewildered when he comes in contact with them. As their years of service accumulate, education and knowledge acquired by the freight agents keep pace with the accumulation. It is a rare instance where one is seen, who, having reached the prime of life, is not well versed in a wide range of literature, who is not active in the line of his business, and who does not take an intelli-



E. E. ZEIGLER.

gent interest in all matters pertaining to the public good. The railroad is a University of its own, and as a class in that school of learning, the freight agents represent a true American citizenship and a high standard of personal morality and business proficiency.

The freight agents are the most carefully supervised of all the employes of a railroad company by reason of the fact that not less than seventy per cent. of the revenues passing into the corporation's treasury is collected by them. Selection is, therefore, an important element in their appointment. On the Pennsylvania Railroad the nominating power vests in the officials of the Transportation Department, to whom the agents are responsible for the administration and discipline of their agencies. The agents are also repuired to conform to the instructions of the General Freight Department in relation to classification, rates and other matters connected with the securing of traffic; to those from the Treasurer, pertaining to the disposition of the money collected by them; and to such as originate in the Accounting Department in connection with the accuracy of their accounts.

A man above the average is necessary to fill the requirements of the position. He must possess education and good moral fibre; be urbane in his intercourse with the officials and the patrons of the road and ever ready to meet the exigencies which are constantly arising in the mutations of trade. Up early and late, he must be in touch with the social, industrial and mercantile interests by which he is environed; alive to all public questions, which may effect railroad conditions in the locality in which he is stationed, and by his administration of his office in its contact with the public attract traffic to his line. He is, in fact, the local representative of the corporation he serves, and by a wise and judicious course of conduct an important personage in securing traffic; in that sense he is the pulse of the commercial system of the Company, and by his keen insight into local requirements and with extended geographical knowledge, enabled to keep his superiors advised of the trend of trade, and the transportation needs of the people.

The study of rates and classifications and their application analagously to unnamed articles offered for shipment requires a mind of almost legal acumen. Any untrained person who contemplates the volumes of rates, classifications, excerpts from law and official rulings that the Interstate Commerce law requires to be posted for public use and inspection in every station from Jones' Cross Roads to

greater New York, will turn away dazed and amazed by this attempt to understand what it all means, and form an elevated opinion of the agent who must understand and apply them.

Being the one coming most generally in personal contact with the patrons of the Company, the agent must ever be ready to serve them, to listen to and correct complaints, sift suggestions for the improvement of the volume of traffic, and be familiar with the requirements of the law, not only as to interstate commerce, but also as to license, internal revenue, cruelty to animals and a host of other subjects embraced in local laws and ordinances. Not only must he keep his eyes upon the traffic to and from his station, but he must direct them to that of the competing line, so that the latter may not receive more than its fair portion without the cause becoming known. Then, too, the direction of his subordinates is no small responsibility, for it is through them that the successful handling of goods entrusted to his care for shipment or delivery must be consummated. Economy in the current expenses of his station and in the use of cars consistent wth prompt movement must aiways be in his mind and vigorously practiced, a voluminous correspondence relative to rates, claims, delays, and discipline with the officials, and to inquiries or complaints from the public, constantly demand his attention. These with the keeping and preservation of records, making statements, reports, bills for charges, way-bills, bills of lading and receipts for delivery, which must be done under his supervision, makes the clerical part of the duties, for the faithful performance of which he is responsible, one of such magnitude that any other than a well-trained, well-selected agent would fail under.

That the Pennsylvania Railroad Company in its selection of men fully up to the requirements necessary to fill the position of freight agent has been unerringly successful, is to be found in the exceptional superb corps they have installed on their lines east of Pittsburgh and Erie. Many of those agents have served for more than a lifetime of a generation, and have won for themselves unexcelled reputations for probity, integrity and fidelity. The greatest praise that can be given the agents is the statement that since the organization of the company over a thousand millions of dollars have been collected by them and yet the percentage of revenues lost by carelessness, robbery, or embezzlement has been so infinitesimal that it is scarcely computable. The dignity and importance of the freight agency in the combination of forces that make a railroad corporation successful

can not be exaggerated. And it is a wise policy that strengthens the hands of those who fill them. In this connection, it is but proper to give glimpses of typical agents at various points along the line, beginning with the one located at the western terminal of the Pennsylvania Railroad:—

PITTSBURGH.

E. E. ZEIGLER.

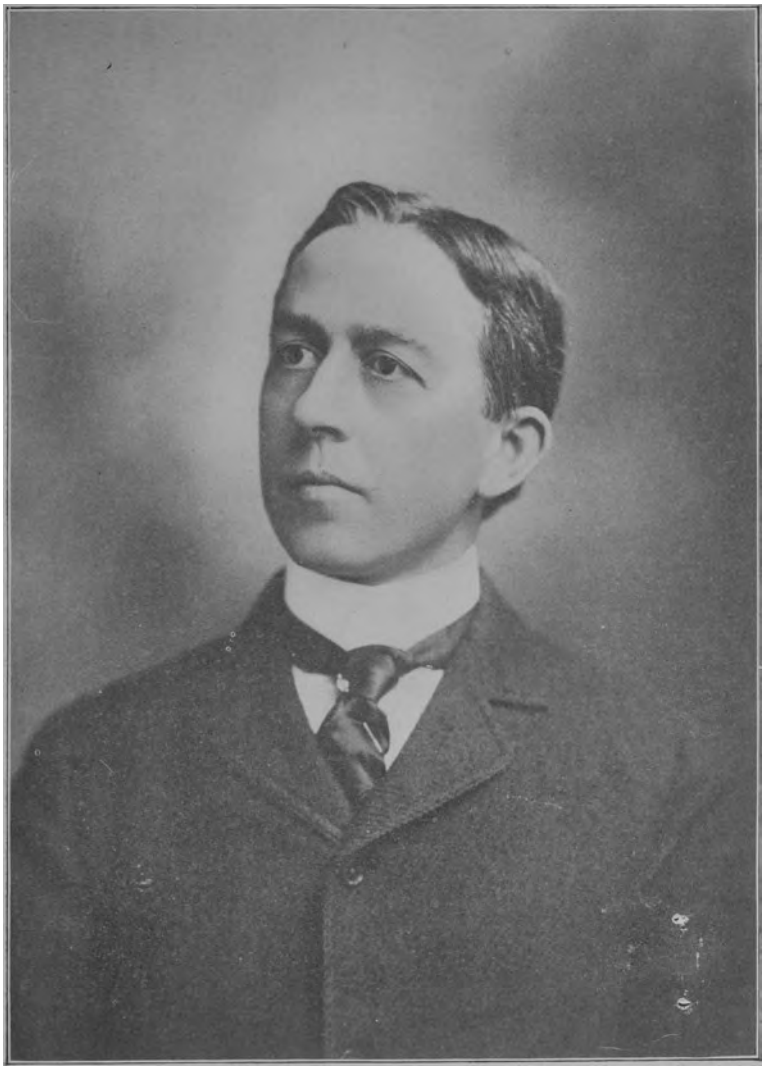
Pittsburgh and its environs being the greatest of all the cities on this continent as a producer of tonnage for transportation as well as the centre of the keenest and most active competition for the control of traffic, requires a strong, broad, comprehensive and courageous man to act as freight agent in its midst. A weak, uncertain person would soon be swept away by the whirlpool of commercial activity which exists there. The Pennsylvania Railroad Company is well represented in the person of Colonel Edwin Elmer Zeigler, who, whether as a mechanic, a soldier, a railroad official, or as a citizen, has always been equal to any responsibility laid upon him. He is a man of splendid physique, calm temperament and philosophic trend of mind, and has acquired, through life's experiences, a fund of business and general knowledge, which, combined with great ability for order and discipline, has made him a fitting person for the responsible position he occupies. Mr. Zeigler was born at Lewistown, Pennsylvania, November 24, 1842, and attended the public schools and academy at that place. At fourteen years of age he left school to learn a trade. Upon the opening of the Civil War he was working in a machine shop, and was a member of a local military company named the "Logan Guards." When Governor Curtin made an appeal for volunteers under the President's call he, in face of parental protest, marched to the front with his company. The "Logan Guards" was one of the five Pennsylvania companies who were the first troops to arrive at Washington in defense of the Government. From the day he took up his march until the close of the war, he was a true soldier of the Republic, rising by ability and merit from the rank of private to that of Lieutenant Colonel. On August 18, 1861, his term of prior enlistment having expired August 1, 1861, he re-entered the service as second lieutenant of Company E, 49th Pennsylvania Volunteers, attached to General Winfield Scott Hancock's Brigade of General William F. Smith's Division. The second term of enlistment having

expired November 26, 1861, he again, on March 7, 1862, re-entered the army as second lieutenant of the 107th Pennsylvania Volunteers, attached to First Brigade, Second Division of the Fifth Army Corps, serving under Generals Duryee, Paul Crawford, Ricketts, Gibbon, Newton, McDowell, Hooker and Reynolds, and after consolidation, with the Fifth Army Corps, under Generals Robinson, Griffin and Warren. By efficiency and gallantry, he was successively promoted to be Captain, Major and Brevet Lieutenant Colonel. Holding the latter rank he was discharged July 13, 1865, after being in active service for 3 years, 10 months and 28 days, and havng participated in the battles of Cedar Mountain, Bull Run, Chantilly, South Mountain, Antietam, Fredericksburg, Chancellorsville, Gettysburg, Mine Run, Wilderness, Spottsylvania, Cold Harbor, Front of Petersburg, Weldon Ralroad, etc., and in the marches and skirmishes incident to the service with the Army of the Potomac. He is a member of the Union Veteran Legion, the Loyal Legion and society of the Army of the Potomac. His duties in the field had hardly closed when he adapted himself to the requirements of civil life and entered the service of the Pennsylvania Railroad Company. On July 13, 1865, he assumed the duties of a clerk in the freight office at Huntingdon, then, as now, under the management of Alexander Elliott. December 15, 1866, he was appointed Freight Agent at Allegheny City, and May 23, 1892, Freight Agent at Duquesne Station, Pittsburgh, performing the duties of his several positions with an efficiency which characterizes all his movements. He resides in Sharpsburg and has always taken a deep interest in the affairs of that borough, having served three terms as Burgess and many years as a member of the School Board, of which for several terms he was President. He attends with great regularity the services of the Methodist Church, and although not a member, is always to be found advancing its activities.

WILMERDING.

E. R. STEWART

Wilmerding, an important artery to the heart of the Iron Kingdom, is situated on the main line of the Pennsylvania Railroad, fourteen miles east of Pittsburgh. In the centre of the famous Turtle Creek Valley and surrounded by wooded hills, with a resident population of 5,000, daily increased from McKeesport, four miles to the south, and from Pitcairn, one mile to the east, by people on business,



EDWIN R. STEWART.

it is one of the most interesting and prosperous communities in the Commonwealth of Pennsylvania. In 1887 its site was a lonely valley with a single cabin erected in it, and its transformation is due to the establishment there of the Westinghouse Air Brake Company's works—works famous the world over for the quality and quantity of their output, the content of their employes and the perfectness and justness of their management. The town is a model one. The hillsides are dotted with cottages owned by the men who work in the shops. These cottages were built by the company and sold to the men at cost on easy payments. The architecture and workmanship of these homes is of a superior character, and whilst their construction and sale possessed benevolent features, their owners' independence and individuality was, and is strictly observed. It is the terminus of the electric lines running from Pittsburgh and McKeesport, and has a daily service of eighty-six passenger trains. A splendid school house, several churches and an elegant bank and hotel are marked features of the town, which is well lighted by electricity and supplied with natural gas, city water, fire hydrants and sewerage. The principal industry is that of the Westinghouse Company, whose plant gives employment to over 2,000 men, and furnishes ninety per cent. of all the air brakes used. Only one mile west is located the Westinghouse Electric and Manufacturing Company's plant, employing in the neighborhood of 4,000 people. It is claimed that Wilmerding enjoys the distinction of having the finest general office building in the United States, the lower portion being used by the Young Men's Christian Association, and the upper by the Westinghouse officials. The important freight traffic to and from Wilmerding is under the very efficient charge of Edwin R. Stewart, the Pennsylvania Railroad Agent.

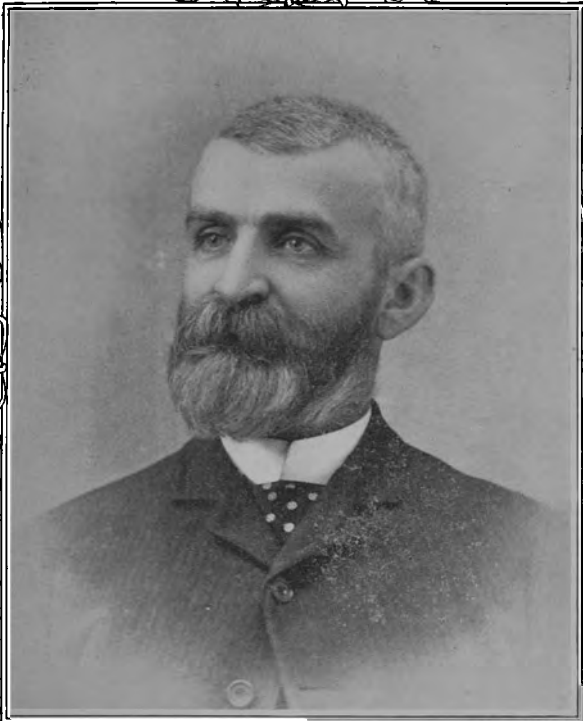
Mr. Stewart is the son of Judge Robert and Elizabeth A. (Patton) Stewart and was born on the Stewart homestead farm in Blair county, Pa, February 18 1862. He attended the public schools of Williamsburg in his native county until February, 1878, when he entered the service of the Pennsylvania Railroad Company in the Transportation Department, under John Reilly, at Altoona, where he remained until March, 1881, when this department having been removed to Philadelphia, he was transferred to the Motive Power Department, remaining there one year. On May 30, 1882, he was sent to Conemaugh and placed in charge of the agency and shop work, continuing in charge until December 31, 1897, when he

was transferred to Wilmerding, and placed in charge of the agency there. Mr. Stewart is a member of the Presbyterian Church and of the Pennsylvania Railroad Young Men's Christian Association. He has always taken an active part in all matters affecting the interests of the Pennsylvania Railroad Company. A great deal of credit is due him for the success of the Pennsylvania Railroad Young Men's Christian Asociation at Conemaugh, and of the Employes' Saving Fund on the western part of the main line. He sent the first word of the terrible Johnstown flood to J. B. Hutchinson, then acting General Superintendent at Altoona, by dispatching a man overland to Ebensburg on horseback and took an active part in the rebuilding of the road after the disaster.

JOHNSTOWN, PA.

F. S. DECKERT.

Johnstown, for nearly seventy years, has been a noted transportation point. Its location in the State system of railroads and canals made it a connection point for the transshipment of passengers and merchandise interchanging between the East and the West. That fact, added to the inexhaustible mineral wealth in its surrounding hills, developed it into a manufacturing town of large proportion. It derives its name from Joseph Yahns, or Johns, pioneer German, who settled there in 1791. It might be well to add that there is a claim that the name was derived from John Holliday, born December 18, 1780, and a son of Adam Holliday, after whom the town of Hollidaysburg was named. The claim is that John Holliday, about 1808, crossed the Allegheny Mountains and purchased of Samuel Anderson, of Bedford, a 400-acre tract of land on the Conemaugh, at the mouth of Stony Creek, and located there; and this place was called John's place; that he built a grist mill, which his father and friends called "John's mill;" and he subsequently staked off a town which was called "John's" town. The records of the county, however, do not furnish any evidence upon which this claim can be based. Joseph Johns laid out the town in 1800, and called it Conemaugh, by which name it was known until 1831, when its corporate title was changed to Johnstown in honor of the founder. The chain of title to the land is as follows: The Commonwealth to Charles Campbell, the warrantee, April 3, 1769, No. 1683; Campbell to James Wilkins, February 1, 1780; Wilkins to John Johnson, Octo-



F. S. DECKERT.

ABEL LLOYD.

ber 31, 1781; Johnson to James McLanahan, September 24, 1782. The Commonwealth issued a patent to McLanahan, April 26, 1788, containing 249 acres, and an allowance of six per cent. for roads. The tract was called "Conemaugh Old Town Tract." McLanahan sold to Joseph Johns, September 30, 1792. The original title deeds to many lots in the town were made out in his name. Johns laid out a town upon it in 1800, and sold lots in it until May 2, 1807, when he sold the tract to John Anderson and William Hartley, of Bedford. Anderson and Hartley sold to John Holliday, March 30, 1808, and he sold to Peter Levergood, June 21, 1811. From this it will be seen that Johns had laid out the town eight years before Holliday became possessed of the tract.

Johnstown as a producer of traffic for transportation, assumes a high position; the works of the Cambria Steel Company and kindred manufacturers, with the tanneries and mines, make it a point of great activity in railroad business. The Pennsylvania Railroad Company alone handles there annually over one hundred thousand carloads of freight, producing over two million dollars of revenue. To look after its interests in this direction it had for a number of years as its agent there, F. S. Deckert, who was born in Waynesboro, Franklin county, Pa., February 8, 1839. His parents moved to Blairsville in 1850. At that place he received his education in the public schools. In 1859 he went to Pittsburgh to learn the tinning trade, at which he worked until August, 1862, when he enlisted for three years in Company E, 139th Pennsylvania Volunteers, attached to 3d Brigade, 3d Division, 6th Corps, Army of the Potomac. The first unpleasant army duties he was called upon to perform were the sad ones of burying the dead, after the second battle of Bull Run. He engaged in the battles and skirmishes of the Fredericksburg, Chancellorsville and Gettysburg campaigns. After the latter he was taken sick, and being unable to perform field duty, was detailed as a clerk in the government storehouse at Frederick, Maryland, and continued there as such until the close of the war. On September 1, 1865, Mr. Deckert was appointed an assistant to the agent at Blairsville; in 1867, was made agent at Natrona, and in September, 1868, agent at Johnstown. On May 20, 1901, he laid down the duties of Freight Agent and assumed those of Passenger Agent. Thirty-seven years of continuous service have found him undeviatingly faithful to the best interests of his employers and proven him a man of the highest reliability and integrity.

EBENSBURG, PA.

ABEL LLOYD.

Ebensburg is one of the most delightful places in the mountain regions of Pennsylvania, and a favorite resort for the summer seekers after health and quiet pleasure. It was founded by the Welsh, the Rev. Rees Lloyd, who had settled there, organized on April 7, 1797, a Congregational church, which became the nucleus of the town. Mr. Lloyd, two years before, had been ordained to the ministry at Ebenezer, Pontypool, Monmouthshire, Wales, where he had been preaching some time, and thus Ebenezer, in Wales, became the sponsor in naming the town in Pennsylvania as well as his eldest son Eben. It is located in the exact centre of Cambria county, became the county seat, March 29, 1805 ,and was incorporated into a borough in 1825. Before the days of railroads it was a town of importance, the northern Pennsylvania route passing through it. Lumber was its important commercial feature, as it is to-day. Whilst hemlock for building purposes led the manufacture of lumber, ash, maple, cherry, poplar and cucumber in large quantities have been manufactured for shipment to markets east and west. The extensive shook business carried on there has its market principally in the West Indies. It is noted for its good butter, which finds prompt sales in the larger towns and cities. The Pennsylvania Railroad agent at Ebensburg, up to January 1, 1900, when he was retired on pension by reason of having reached the age limit, was Mr. Abel Lloyd. Mr. Lloyd was born at Ebensburg, June 22, 1824. His father, John Lloyd, the son of the Rev. Rees Lloyd, the founder of the town, was born in 1782, and was Ebensburg's first postmaster. Abel Lloyd was educated at the Ebensburg Academy, but his father dying when he was 14 years of age, and his mother when he was 17, closed his school career, and he entered his apprenticeship to the cabinet-maker trade in which he served for three years, never, however, working at it after that time had expired. He then went to rafting on the Susquehanna. His first experience was a thrilling one, as the raft upon which he was floating went to pieces on the rocks at Chest Falls, and he narrowly escaped being drowned. This, however, did not deter him, but he went to it again, continuing at it until the rafting season was over. The following winter (1845) he taught school in Cambria township. When the school term ended, he engaged as clerk in a store for one year, and then contracted to

manage a store for O'Neill & Rhey at foot of Plane No. 4 on the Allegheny Portage Railroad, and opened the first post-office, which was named Hemlock, at that point. Upon the expiration of the contract, which was only for one year, he sold out the store and started to go South. He went West as far as Pittsburgh, when, being offered a position in the wholesale commission and forwarding house of Rhey & Matthews, of that city, he gave up his southern trip and accepted it. The firm subsequently sent him to Johnstown to superintend for them the Johnstown and Conemaugh Furnaces. He moved into Cambria township in 1857, and was elected Justice of the Peace. The following year he was elected County Commissioner, in which office he served during the years 1858, 1859 and 1860. In 1858 he started the Ebensburg and Cresson Railroad, which was incorporated in 1859, when he became Chairman of Accounts, and afterwards Secretary of the Company. The latter positon he continued to hold until May 8, 1891, when the property and franchises of the company were sold under foreclosure of mortgage. In the meantime he had moved to Ebensburg, and was elected Burgess of the borough. This election was an exciting one, the political atmosphere being heated by the burning question of hogs being allowed to perambulate the streets of their own free will. "Hogs in," "Hogs out," became the rallying cries, and agitated the minds of the local statesmen until the election was over, and Squire Lloyd decreed that hogs must be restrained from pedestrian rights on the public thoroughfares. In 1861, Mr. Lloyd became the agent at Ebensburg, and continued to fill the position until January 1, 1900, when, under the pension rules of the Pennsylvania Railroad Company, he was retired. As cabinet-maker's apprentice, raftsman, school teacher, store clerk, furnace manager, trader, "Squire," Commissioner, Burgess and railroad official, Abel Lloyd has always held and maintained the respect and confidence of all those who have known or had any dealings with him.

ALTOONA.

A. T. HEINTZELMAN.

Although but fifty years old, Altoona is a city of no small proportions, and teems with industrial and commercial life. The great shops of the Pennsylvania Railroad Company are located there, and supplemented with kindred works, give the main employment which

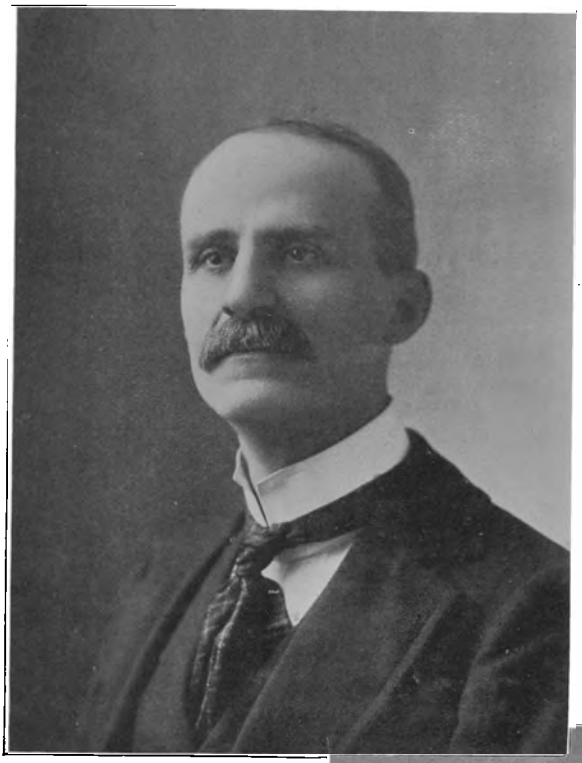
sustains fifty thousand people in comfortable and luxurious homes. Splendid stores, churches, hotels, schools and private residences adorn the streets; its trolley extends to various parts of Blair county. The general superintendence of the main line and branches of the Pennsylvania Railroad has its home there. In that home are to be found the motive power and machinery and scientific experts whose work has become famous and known the world over. There is but one "Mountain City" in the United States, in the sense implied by the term city, and that one is Altoona; and it is, therefore, no small honor to be the commercial representative of a great corporation within its limits.

Such has been accorded Mr. A. T. Heintzelman, Freight, Transfer and Scale Agent. Mr. Heintzelman was born near Manor Station, Westmoreland county, Pa., October 13, 1857. After attending the public schools he took up the study of telegraphy. He entered "AK" tower at Penn Station as a student, March, 1875, and mastering the profession, he served as an extra operator on the Pittsburgh Division unil July, 1876, when he was transferred to Philadelphia, and employed as an operator in Belmont switch tower until the close of the Centennial Exhibition. All the switches on tracks leading in and out of the Centennial station were controlled from that tower. It was about the first real practical demonstration of the utility of the interlocking system of switches now so generally used on railroads in this country. At the close of the Centennial Exhibition, Mr. Heintzelman returned to the Pittsburgh Division, carrying with him the following letter, which he prizes very highly, having won it when yet quite young in the service.

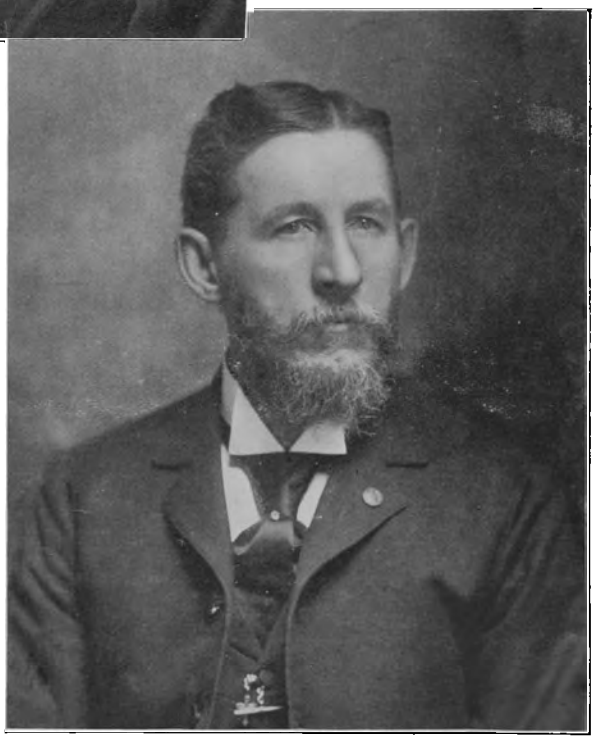
PHILADELPHIA, November 1, 1876.

MR. JOHN SUTER, *Division Operator, Pittsburgh Division, Pittsburgh, Pa.*

DEAR SIR:—Before the business in connection with the Centennial Exhibition had assumed any large proportions you kindly loaned to this Division the services of the bearer, A. T. Heintzelman, operator. As the Centennial Exhibition is now closed, and his services at an end in the position he held in Belmont tower, he returns to you with an enviable record. He has performed his duties in a most important locality faithfully and successfully, ever evincing



A. T. HEINTZELMAN.



W. B. HUMES.

a spirit of interest in the immense work which has been accomplished.

With many thanks for his services, I remain

Yours truly,

(Signed) CHAS. E. PUGH,
General Agent.

After his return to the Pittsburgh Division he was again employed as extra telegraph operator, and for a time filled the position of Night Yardmaster and Weighmaster at East Greensburg.

In April, 1879, he was appointed Freight and Passenger Agent at Ore Hill, on the Bloomfield Branch of the Pennsylvania Railroad. On October 1, 1881, he was offered and accepted the position of Chief Clerk to Mr. John C. Boggs, Freight Agent at Altoona, holding that position until December 1, 1881, when he was appointed Agent and Yardmaster at Hollidaysburg.

In November, 1882, Mr. Boggs having been given a leave of absence on account of ill-health, Mr. Heintzelman took charge of the Altoona agency in addition to his duties at Hollidaysburg. He continued in the dual position until May, 1884, when he was relieved of the Hollidaysburg agency, being succeeded by Mr. Richard Roelofs. In April, 1890, the 4th Street Scale was placed under his charge as Weighmaster.

He still holds the position of Freight Agent and Weighmaster (4th Street Scales) at Altoona. The growth of business at this station since his incumbency has been remarkable, developing from rather an insignificant local station into one of the most important on the line. Recently, his duties have been considerably enlarged by the opening of a transfer station, which is operated both day and night.

BELLWOOD.

W. B. HUMES.

Six miles east of Altoona, snugly nestling in the Logan valley, is the beautiful village of Bellwood, with its wealth of pure air, pure water and delightful scenery. It is the junction point whereat the interchange of traffic between the Pennsylvania and Pennsylvania and Northwestern Railroads is effected. The freight agent at this point is William B. Humes, who was born in Philadelphia on November 6, 1841. Mr. Humes attended the public schools of his native city until July, 1857, when he entered the employment

of T. W. & J. A. Yost, manufacturers of children's carriages at 214 Dock street. From there he entered the army, enlisting in Company C, 71st Pennsylvania Volunteers, better known to history and fame as Colonel E. D. Baker's 1st California Regiment. Mr. Humes participated with the regiment in the ill-starred expedition which culminated in the disaster at Ball's Bluff, Va., on October 21, 1861. With some two hundred members of the regiment he was made prisoner and taken to Richmond, where he remained incarcerated in Mayo's Tobacco Warehouse until February 22, 1862, when he was released. By reason of disability he was honorably discharged April 19, 1862. He subsequently engaged in business with J. H. Schenck & Son. On August 25, 1875, he entered the service of the Pennsylvania Railroad Company as a passenger brakeman on the New York Division. February 20, 1876, he was appointed a train agent and assigned to duty on the Middle Division with headquarters at Harrisburg. He served in that capacity until June 30, 1877, when the necessity for the train agencies having passed, the office was discontinued. July 1, 1877, he was appointed passenger brakeman on the Middle Division and ran until April 20, 1878, when he entered the freight office at Huntingdon as a clerk. October 1, 1885, he was appointed to his present position as Freight Agent at Bellwood.

W. H. LOVELL.*

On January 1, 1900, there was placed on the retired list of the Pennsylvania Railroad Company one of its oldest employes, in point of service as well as of years, in the person of William Harrison Lovell. Not only was he a senior in the railroad service, but he is one of the few surviving men whose identification with the transportation business of the Commonwealth was co-incident with the opening of the public works. Mr. Lovell was born in German valley, near Newton Hamilton, Pa., Sepember 20, 1820 and received his name from William Henry Harrison, President, who was a full cousin of his mother.

When about twelve years old he began to drive mules on the canal, and at twenty- one was captain of the canal boat "Wyoming," a Pennsylvania and Ohio Line boat, running between Hollidaysburg and Columbia.

*Mr. Lovell died at Altoona, June 3 1902.

W. H. LOVELL.

He left the canal in the fall of 1849 and entered the service of the Pennsylvania Railroad Company as time-keeper at Mifflin Shops, under Mr. Enoch Lewis. He remained at Mifflin until October, 1852, when he went to Duncansville, Pa., where he was clerk to Mr. E. M. Jones, the agent. Later, when Mr. Jones was transferred to the agency at Hollidaysburg, Mr. Lovell succeeded him as agent at Duncansville. He remained at Duncansville until the completion of the Newry Branch, when he was transferred to Newry as agent, remaining at Newry until the fall of 1870, when he was transferred to Blairsville, succeeding Mr. Jacob Zimmers as agent. He remained there until the spring of 1871, at which time the Butler Branch was completed to Butler, Pa., to which point he was transferred as agent by the late Robert Neilson, who was then superintendent of the West Penn Division. He remained at Butler until 1876, when he was transferred to Altoona ticket office, and thence to the Altoona freight station, where he remained until retired by pensioning, January 1, 1900, having completed more than fifty years' service with the Company. While at Duncansville,

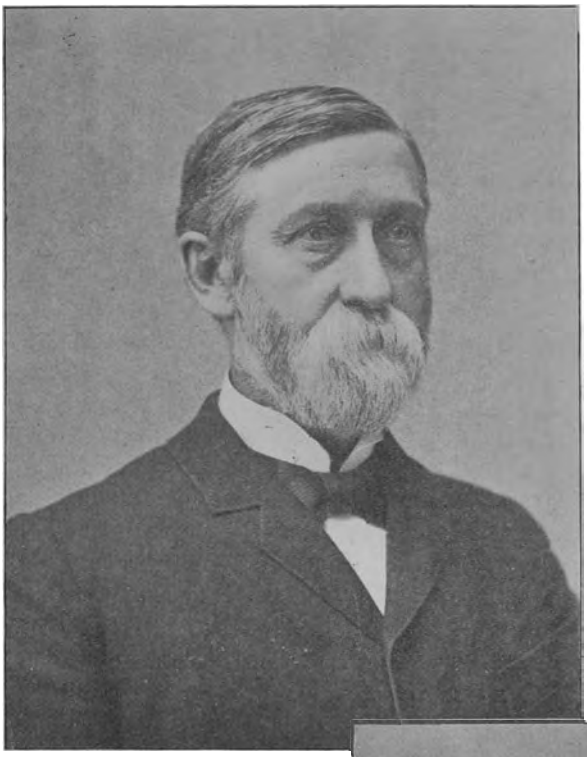
he was associated with Thomas A. Scott, Herman J. Lombaert and Robert Pitcairn, the latter being telegraph operator. Mr. Lovell has for many years been a member of the Presbyterian Church.

HUNTINGDON.

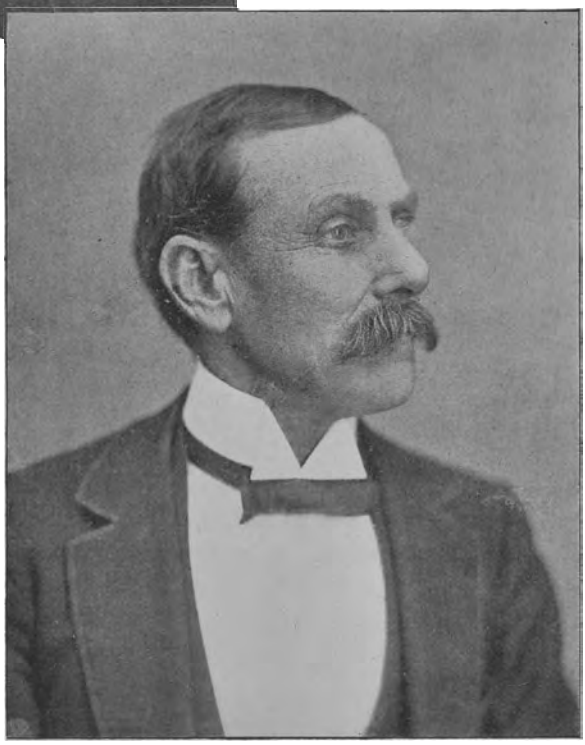
A. ELLIOTT.

Huntingdon is the county seat of the county of the same name whose rich river bottoms and fertile valleys have made it one of the most prosperous counties of the State. The town is beautifully situated at the confluence of Standing Stone Creek and the Juniata River, the hills adjacent commanding views of superlative grandeur. The enterprise and energies of its people have made it in traffic importance on the Middle Division of the Pennsylvania Railroad second only to Harrisburg; added to that, it is the transfer point of the traffic coming to and from the Huntingdon and Broad Top Railroad. The latter road not only covers the extensive coal fields of the Broad Top region, but, connecting with the Bedford Division of the Pennsylvania Railroad at Mount Dallas, penetrates the Maryland coal fields at Cumberland. The interchange of freight at this point with the large local trade makes the freight agency a very active and busy one. The Pennsylvania Railroad Company's representative is Alexander Elliott. Mr. Elliott was born in Indiana County, Pennsylvania, November 25, 1835. His ancestors came from England during the eighteenth century, his paternal grandfather settling in Huntingdon, Pennsylvania, where his father, Benjamin Elliott, was born in 1790, and from where he enlisted and served in the War of 1812.

The early years of Alexander Elliott were spent in Indiana county. He was educated in the common schools of that county, and at the Academy of New Castle, Pennsylvania. After spending two years as a salesman in a general store in Westmoreland county he, in October, 1856, entered the service of the Pennsylvania Railroad Company as an assistant in the freight office at Indiana station by appointment of the late Col. Thomas A. Scott. In January, 1859, he was transferred (also by Mr. Scott, who was then the General Superintendent) to Manor Station as Freight and Passenger Agent, and on June 1, 1865, to Huntingdon, as Freight Agent. Since the latter date he has been a continuous resident of the borough, efficiently performing the duties of his office. Mr.



A. ELLIOTT.



W. W. FULLER.

Elliott has always taken an active and influential part in local affairs, working for the welfare and improvement of the borough, in which he is deeply interested as one of its most extensive property owners. He has been elected at various times to borough offices, having served as Chief Burgess, Councilman and School Director, and also acted as Treasurer of a number of associations and organizations, especially designed to promote public improvement. He has for thirty years been prominently connected with the Masonic fraternity, being a Past Master, Past High Priest, Past Eminent Commander of Knights Templar, and for the past eleven years, has held the office of District Deputy Grand Master of the Grand Lodge of Pennsylvania for the counties of Huntingdon and Bedford, and part of Blair. He has been a member of the Presbyterian Church for over forty years.

MOUNT UNION.

W. W. FULLER.

Mount Union is the second town in population in Huntingdon county. It is located at the east end of the main gate to the Alleghenies, and whilst surrounded by mountains and hills, is the seat of considerable manufacture. The products of its chair factory and tanneries are eagerly sought after, and its flour has a commanding place in the market. The East Broad Top narrow gauge railroad reaching out to the important town of Shirleysburg, the twin towns of Rockhill and Orbisonia, and the towns of Three Springs, Saltillo, Robertsdale and Shade Gap, all in Huntingdon county, has its terminus there, and from those points throws on to the Pennsylvania Railroad a paying traffic of the products of mines, mills and factories. At this station, William W. Fuller is the Agent of the Pennsylvania Railroad. Mr. Fuller was born near Ickesville, Saville township, Perry county, Pennsylvania, November 6, 1837. He was unfortunate in the loss of his parents before he had reached his first birthday, and was left without even the tender interest which an elder brother or sister might have displayed had he possessed them. He was, however, brought up on a farm among relations, under the care of a kind and considerate uncle. Having previously acquired what was then called a "Free School" education, that is, a knowledge of the lower branches, with a smattering of geography and grammar, he was, upon attaining his

seventeenth year, sent to the Central Academy, Airy View, near Port Royal, Juniata county, Pennsylvania. That institution was then a popular and flourishing boarding school, enjoying a noted patronage from this State, as well as many other States of the Republic. It was under the tutorship of Dr. David Wilson, supported by a strong faculty, whose reputations as instructors were known far and wide. In the spring of 1856, he returned to his old home and entered a select school established there, and under the tutorship of a young graduate of Jefferson College. In the fall of the same year, and when but nineteen years old, he secured the position of Principal of the Port Royal schools. Thereafter, by alternating between teaching and going to school, he was enabled to further educate himself by attending "Markleville Normal Institute" at Markleville, and "Mt. Dempsey Academy," at Landisburg. Both schools were in Perry county. He closed his school days at the Millersville State Normal School. For nearly nine years he engaged in teaching, being successively Principal of the Port Royal, Duncannon, Thompsontown and Millerstown Public Schools. During the summer months of two of those years he was engaged in teaching select schools at his home and at Newport. On March 5, 1865, he gave up teaching, and two days later entered the service of the Pennsylvania Railroad Company, as assistant to W. J. Jones, Agent at Millerstown Station. He developed so rapidly in his new line of business that he was, on December 1, 1866, appointed Freight and Passenger Agent at Thompsontown, in which position he continued until April 1, 1876, when he was promoted to be Freight Agent at Mount Union. On April 1, 1885, the duties of Passenger Agent at that station were combined with those of Freight Agent, and laid upon him For over a third of a century his railroad service has been faithfully performed to the advantage of the Company and credit to himself. In all that period he has enjoyed but four vacations of one week each, with an occasional day off, and has enjoyed the unbroken confidence of his superiors and fellow employes. Although he keeps a close watch on all the minutæ of the agency and attends specially to all the accounts, yet he can be found almost daily assisting in handling all freight work. He takes permissable pride in saying that he "can do with a freight truck as much as the Irishman who said he could do anything with his spade but shave a man."

His calling as a teacher gave a very agreeable bias to his mind,

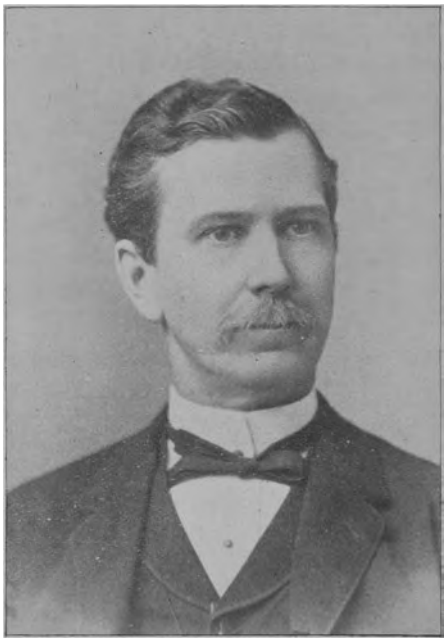
and has made him the life-long friend of the teacher, the educator and the lover of literature, many of his most cherished friends belonging to those classes. In all his busy years of railroad life he has never departed from adding to his intellectual advancement. For forty-two years he has courted the Muses, and in the fragments of time has produced some sweet verse. He has deservedly been crowned with the name of "The Poet of the Juniata Valley." Among the more notable of his poems which have attracted attention are: "The Eighth Wonder of the World;" "Jack's Narrows;" "The Horse Shoe Bend;" "The Limited;" "The Youths of Fair Saville;" "The Fox Chase on Sunday;" "The Vale of the Juniata;" "At Nicaragua's Shores;" "Hazel;" "The Boatman;" "The Maine;" and "Our Elms." His style of writing is correct, and on classical lines. He seems to derive great pleasure in singing the praises of the great corporation with which he has been so long and honorably connected.

HARRISBURG, PA.

THOMAS L. WALLACE.
W. L. FRY.

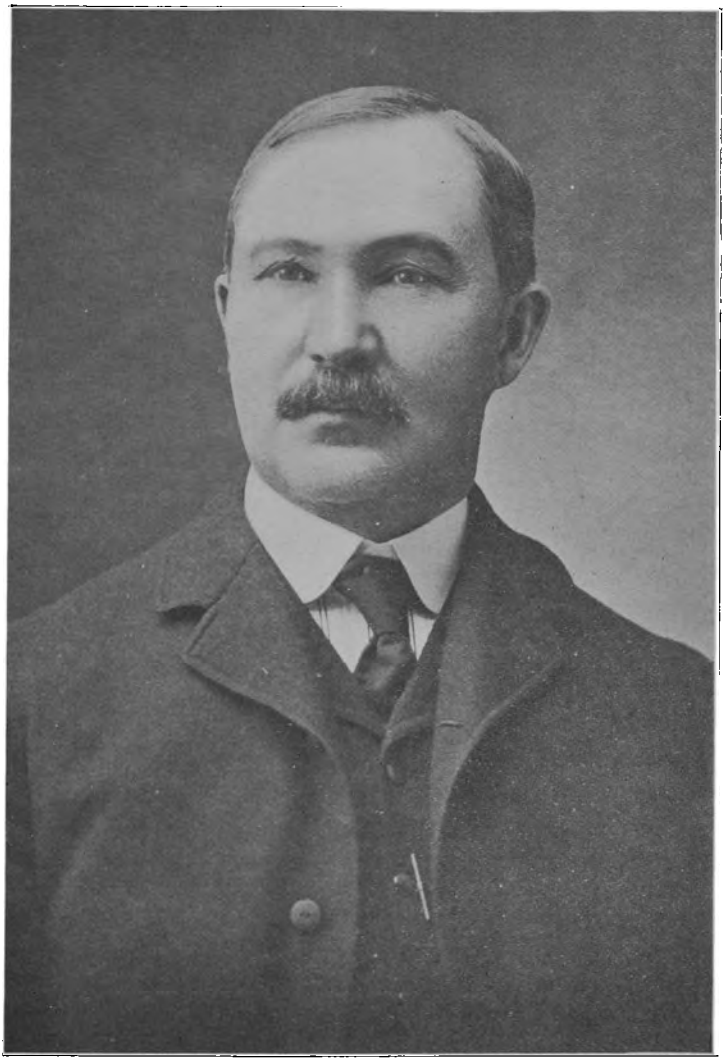
Harrisburg comprises the centre of iron manufacture on the lower Susquehanna. This, together with kindred and other industries, located within its borders, the agricultural and mining wealth of Dauphin county, the rich products of Cumberland, York and Lebanon counties, seeking its markets and the political activity of a capital, makes its mercantile life a busy one, and its railroad transportation interests of great importance. Lying, as the city does, across the pathways of the great valleys reaching from New York to New Orleans, railroads constructed on the north and south lines intersect the great Pennsylvania line from East to West, causing an interchange of traffic of large dimensions. Competition in transportation is very acute, and the shrewdest men are required to enter into it. The business of the Pennsylvania Railroad Company for many years was conducted by Thomas L. Wallace.

On January 1, 1898, Mr. Wallace laid down the Agency with its unceasing cares and great responsibilities, and assumed quieter and less wearing duties with the Division Freight Agent's Department. The retiracy of Mr. Wallace from the Harrisburg agency after forty years in the freight service of the Company, thirty-



THOMAS L. WALLACE.

eight years of which he served as Agent, is an occurrence to be noted; for such a service for such a length of time points to fidelity, faithfulness, intelligence and confidence as eminently necessary qualities to achieve success. Mr. Wallace having been born in Clearfield, Pa., September 8, 1837, was not quite twenty years of age when he entered the service of the Pennsylvania Railroad Company at Hollidaysburg in August, 1857. In May, 1859, he was transferred to the Freight Office at Harrisburg as a clerk to John A. Cannon, and when Mr. Cannon resigned as Agent in November of that year Mr. Wallace, although but a little over twenty-two years of age, was appointed to the vacancy. From thence every movement for the advancement of the freight interests of the Pennsylvania Railroad Company and its controlled and operated lines in Harrisburg and vicinity either originated with him or had his most hearty co-operation. The business that grew up under his hands and eyes was intricate in character, requiring constant watching and delicate handling. During the war the vast stores of the Government, including



W. L. FRY.

cattle, horses, grain, hay and feed, that had to be handled at Harrisburg threw a volume of business upon his care which cannot be appreciated to-day. The direction of the operations of the Freight Department had not then, nor for many years afterward, been concentrated as it is to-day, and in consequence there was a large latitude and a broad discretion allowed the Agent. In the wise use of that latitude and discretion Mr. Wallace so conducted the business of his station that hundreds of thousands of dollars which otherwise would have been lost to the Company flowed into its coffers. Polite, kind, energetic, his soul seemed wrapped up in his desires to earn money for his employers, and that he accomplished it in no small degree is so well known that repetition of the fact is hardly necessary. The interchange with other roads and lines during his administration grew to enormous proportions. The iron, coal, live stock and lumber which passed in interchange with the "Reading" system was very heavy, and required the closest watch on rates and charges to secure the best results. For years he collected all the charges on the live stock from the West destined to New York, and all on the bituminous coal for manufacturing purposes in the valley of the Schuylkill. At the same time the interests of the merchants and manufacturers which were being developed around him were receiving his closest attention. It is impossible to give in detail the business which he managed so well, but when it is told that he collected and accounted for a sum of money approximating seventy-five millions of dollars, without entailing the loss of one cent to anyone, some faint understanding can be had of what he was doing those many years.

Throughout those years he was characterized by his kindly and gentle manners, and Christian virtues. His charity was boundless, and his confidence in his fellow man unfaltering. He never lost patience with the most trying customer, or turned down a wayward employe. His whole life seemed to be uplifting. For sixteen years I sat by him in the office and never once heard an impatient or improper word from his mouth, or saw him act but in full accordance with morality, sobriety, honesty and truth. His fidelity to the interests intrusted to his care was a religion with him, and was a splendid guide to the young men who served under him, and who by reason of that training have since been advanced in the service.

Mr. Wallace was succeeded by Mr. George D. Ogden, who conducted the business with such marked ability that he was pro-

moted January 14, 1901, to be Division Freight Agent. Mr. Ogden was succeeded by W. L. Fry.

Among the many men who have won promotion on the Pennsylvania Railroad by faithful, conscientious and intelligent service, none stand higher in the esteem of the management than Mr. Fry. He was born at Coburn, Centre county, Pa., September 19, 1851. His elementary education was received in the public schools of his native county, after receiving which he entered Bucknell University, at Lewisburg, Pa., from which he was graduated. He entered the service of the Pennsylvania Railroad Company on April 1, 1873, as a clerk in the Freight Station at Sunbury, Pa. In 1874, he was transferred to the position of assistant weighmaster at Nanticoke, Pa. From that time until 1885 he served successively as clerk at the Shamokin scales, where he inaugurated the way-billing of coal direct from the mines, and Chief Clerk at the Sunbury Agency. On January 1, 1885 he was promoted to be Agent at Lewisburg, Pa., and on July 23, 1893, to be Freight Agent at Williamsport, Pa. The vast lumber and large manufacturing interests of the latter city in their relations to transportation were handled with such ability and tact by Mr. Fry that when the more important post of Freight Agent at Harrisburg was to be filled the selection naturally settled upon him, and he was promoted to it, entering upon his duties there on January 14, 1901.

BUFFALO.

ROBERT S. BEATTY.

Buffalo is one of the most important cities in the United States. Its wonderful power, derived from Niagara Falls; its great steel plant; its elevators and coal docks; its splendid harbor and central position; its strong banks, superb parks and the incomparable Niagara River, have made it a potential factor in the industrial and social development of the country. Thirty railroads enter the city, and these, with the lake transportation companies, have been developing the city until at the present time there is possibly no other section of the United States which shows so steady and rapid advancement on lines of permanent prosperity.

The Pennsylvania Railroad Company has taken a strong position in Buffalo, and is rapidly increasing its already large facilities. Its freight interests are looked after by Mr. Robert S. Beatty.

ROBERT S. BEATTY.

The career of Mr. Beatty has not been meteoric, flashing brilliantly across the business skies only to be lost in the mysterious depths, but has been steadily a forward one; slow, perhaps, but sure, and its successes must find their origin in both strain and temperament. How much difference of opinion there may be regarding the theological correctness of the religious views of the blended sons of Scottish heights and Irish heather, there can be no question that the American scion of Scotch-Irish stock is painstaking, tenacious and conscientious. 'Twas from that stock he sprung. He was born at Armagh, Indiana county, Pennsylvania, February 24, 1855, and was educated in the country schools of that vicinity and at Jefferson Academy at Steubenville, Ohio. He entered the service of the Pennsylvania Railroad Company in March, 1875, as a clerk at Derry Station on the Pittsburgh Division, from whence he was transferred to Pittsburgh as shop clerk, and subsequently to Pittsburgh Transfer as general clerk; in June, 1885, sent to Mantua Transfer as general clerk, and in September, 1887, appointed Agent at Engelside. In 1894, when all the stations on the New York Division between the Zoological Garden and Frankford Junction were placed within the jurisdiction of the agency at Germantown Junction, he was appointed agent to supervise them. Subsequently, all the agencies on the Chestnut Hill and Cresheim Branches were added to his jurisdiction, supervision and care. On January 14, 1901, he was appointed Freight Agent at Buffalo, N. Y. He was Third Vice-President of the Pennsylvania Railroad Department of the Young Men's Christian Association of Philadelphia, and always ready, willing and enthusiastic in promoting the work of the Department. His tireless energy, together with his sunny nature and overflowing charity, were no small factors in bringing it to the high standard of success which it has attained.

The personality of Mr. Beatty is attractive. He is nearly six feet two inches tall, weighs about 240 pounds, and his appearance is commanding. Gentle of speech, kind of heart and charitable of disposition, makes him a charming person, whether in the pursuit of business or of pleasure, and always a welcome guest in the social circle. Withal, he is possessed of a modesty—some call it diffidence—which makes him shrink from public attention, public prominence, or applause. This latter quality, however, is not the result of any weakness of character, or a desire to shrink from assuming proper responsibilities or the performance of proper duties,

for, when occasion demands it, he is fearlessly aggressive and unmovable in his stand, in whatever direction he may consider to be the right one. Though generous to a fault, he has none of the elements of profligacy in him. With deep religious convictions he is not intolerant. In his devotion to his Company's interests he so conducts its affairs that he makes no enemies and is always careful not to magnify its competitors' importance by denunciation or detraction. On the contrary, he recognizes that his is the important business and, in consequence, has no time to spare to detract from its successful pursuit by talking, good or bad, about that of any one else.

COLUMBIA.

C. S. MURRAY.

Columbia, situated on the left bank of the Susquehanna river, about 29 miles below Harrisburg, although a minor city of Pennsylvania, is a point of more than average importance in its relation to internal travel and commerce. Prior to the construction of the dam for supplying the Susquehanna canal with water, the river scenery thereabouts was of noble grandeur in its wild picturesqueness. The completion and maintenance of the barrier in the stream, however, did not eliminate that feature of the locality's beauty for it formed a placid lake, which, viewed as a part of the splendid perspective to be had from "Chiques' Rock," a rugged cliff rising almost perpendicularly from the river at the western limits of the town, adds an artistic touch to nature's canvas. The incomparable scenery of the Susquehanna finds in the view from that cliff its best expression, and brings the visitor, as he stands there and gazes in contemplation on Columbia and its gem-like settings, into close touch with the inspiration which caused the Poet Campbell, in describing another spot higher up the stream, to sing:—

"A valley from the river shore withdrawn
Was Albert's home, two quiet woods between,
Whose lofty verdure overlooked his lawn;
And waters to their resting-place serene
Came fresh'ning and reflecting all the scene;
(A mirror in the depths of flowery shelves);
So sweet a spot of earth, I ween,
Have guessed some congregaton of the elves
To sport by summer moons, had shaped it for themselves."

C. S. MURRAY.

Jacob L. Gossler, in his delightful monograph entitled "An Old Turnpike Road," published by him in 1888 for private distribution, speaks thus of the town: "My native town, Columbia, to which I have so often alluded, is charmingly situated on the eastern bank of the Susquehanna, here broadening to over a mile in width, and assuming a lake-like appearance. There are high hills once crowned with luxuriant woods, at either extremity, between which the town securely nestles, extending back from the river, and gradually ascending to a broad table-land studded with fine and well-tilled farms, comfortable dwellings ,and the immense barns so common throughout Lancaster county; a rich agricultural country, occupied by well-to-do and intelligent farmers, with here and there a white spire and a pretty village."

But it is not to the scenic, poetic or romantic, combined or alone, that Columbia is indebted for the place it occupies in the Commonwealth it adorns. Nature, so prodigal in the bestowal of scenic effects, was none the less so in the distribution of material for prosaic prosperity. Gossler shows the results in 1888 when he describes the town "as flourishing with upwards of ten thousand inhabitants, a railway centre and the terminus of two canals; has numerous furnaces, rolling-mills and factories within its limits; fine stores, pure water, good streets, gas and electric lights, three newspapers, many churches, excellent schools and all the modern improvements." The town has advanced along those lines with the passenger trolley, telephone and automobile added. The population is now over 13,000. In the early days of Pennsylvania the best crossing of the Susquehanna river in the line of communication between the North and the South was found there. It has ever since been a prominent station on the thoroughfare of American advancement. At the close of the Revolutionary War, and before the records of the eighteenth century had passed into the history of the ages, the tide of emigration which set in from the seaboard to the Carolinas and Virginia and its western territory, crossed the river at that point. When the nineteenth century opened it found that "Wright's Ferry," which had been established in 1730, and known the wide world over, was inadequate to the demands upon it, and that its terminii had dropped its name the one on the right bank of the river becoming Wrightsville, the other, on the left bank, Columbia, as they had grown by that time into settlements of note. Emigrants at times would reach the Ferry in such num-

bers that it would require several days to pass them and their belongings over the river. The Philadelphia and Lancaster Turnpike Road, the first road of that character of any length made in America, completed in 1794, was extended to Columbia by the Lancaster and Susquehanna Turnpike Company in 1803. The travel over these roads made it necessary for the erection of the Columbia Bridge, which was completed in 1814, to take care of it. The situation of Columbia and its rich agricultural and mineral surroundings, commanded the attention of the home seekers and it soon became a popular and populous settlement, whilst the discovery of the great deposit of hematite ore in the neighborhood created a manufacturing centre of great value. These natural advantages, garnered by an intelligent and industrious population, made the trade of the locality one to be sought for by transporters. The rapid development of the country demonstrating the inadequacy of the then existing methods of transportation, the Commonwealth of Pennsylvania, in order to retain the flow of trade and travel within and through its territorial limits, adopted a system of railroads and canals and made Columbia the converging point, which became and continued for many years to be the most important transportation point in the State for interchange and transshipment. The entree of the Philadelphia and Columbia Railroad in 1834 was followed by the York and Wrightsville in 1840, and the Columbia Branch of the Harrisburg, Portsmouth, Mt. Joy and Lancaster in 1851. A few years subsequent to the latter date the Columbia and Port Deposit was added to the rail facilities of the town, and in 1857, through its leases and purchases the Pennsylvania Railroad Company became the sole transportation factor in its prosperity. As Columbia leads all other towns in Lancaster county as a railroad centre, so it does in the manufacture of iron and its products. Before the State was gridironed with railroads Columbia was recognized as a mart of value. The traffic of the Susquehanna river, consisting of millions of feet of lumber and thousands of tons of produce, grain, flour and whisky, concentrated there, and thence distributed to the eastern seaboard through the cities of Philadelphia and Baltimore. The completion of the canals and railroads increased the volume of the business. Stage coaches, Conestoga wagons, canal boats, packets, river rafts and arks threw a floating population into the town, which caused a restless activity in its streets and along its levees and wharves. The busy scenes at the basin,

where hundreds of canal boats concentrated preparatory to passing through the outlet lock or to unload or transship their lading, or in the inn yards, as the caravans of Conestoga wagon teams drove in, or the raftsmen congregated to assort their kits, have been shifted to the tracks and great yards of the Pennsylvania Railroad, over and through which the traffic of a continent is handled. A glimpse of the magnitude of the traffic can be had in viewing the number of cars which passed through these yards east and west on the main line and to and from the branches, during the year 1898, the aggregate being 879,991 cars.

The local business is made up principally of coal, iron, silk and lace, the coal being brought to Columbia in large quantities by canal and stored and later loaded on cars and distributed to points east and west. The iron business is now confined to the manufacture of skelp and merchant bar iron. Most of the furnaces which made the Columbia district famous, and at one time numbered thirteen, are things of the past, but four remaining,—one at Wrightsville, two at Chickies and one at Watts.

The four rolling mills employ 1,000 hands, the silk mills 1,000, the lace mill 200, and there is in the employ of the Pennsylvania Railroad about 1,000 men. Other principal industries are the manufacture of stoves, employing 200, and the Grey Iron Novelty Works, employing 100 hands, respectively.

Mr. Charles S. Murray, the Pennsylvania Railroad Company's Agent, is well adapted to look after his employers' interests at that point. He is a gentleman of marked intelligence and affability, and infused with the spirit of progress which distinguishes the employes of the Company, his time, energies and abilities have been devoted to his duties. Mr. Murray was born at Carlisle, Pa., October 15, 1839, and received his education from private tutors and in the public schools of that town. After leaving school, he took up the study of dentistry, but before completing it he entered the service of the Adams Express Company at Philadelphia. Acquiring a taste for the transportation business, he lost much interest in his selected profession, but after remaining some time with the express company, he resigned, and returned to the study of dentistry. In 1855, he established an office in Newport, Pa., where he practiced his profession for a number of years. In 1869, a Western fever carried him to Mexico, Missouri, but discovering that his emigration was a mistake, he returned east before the close of the year. The desire

to enter railroad life took possession of him again, and applying for a position on the Pennsylvania Railroad, he was appointed to the Agency at Christiana and entered upon his duties February 1, 1870. On June 1, 1872 ,he was advanced by transfer to the agency at Middletown, and on March 1, 1880, was promoted to the agency at Columbia.

LANCASTER, PA.

E. K. DAVIS.

Lancaster City has a strong individuality. Its wealth is generously distributed among its people, who excel in intellectual force and form a hospitable and hearty democracy wherein capital and labor march with unanimity of purpose side by side in perfect harmony. It is the county seat of a district, the agricultural development of which reaching the highest point yet attainable yields a productiveness rarely equalled. The domestic leaf tobacco trade of the United States has its chief depot there and the requirements of its agricultural surroundings have created a large and prosperous live stock market within its limits. Diversified and successful manufacturing establishments are numerous. Beautiful and substantial homes abound and the mercantile houses are many in number, large in the extent of their dealings, and rival in the spirit of commercial enterprise those of the larger cities. Two hundred thousand people having their wants supplied through the mediumship of those places of business activity makes rail transportation both safe and profitable and the carrying companies doing business in the city have kept pace with the latter's progressive spirit in supplying facilities and representatives to meet the wants. In the Freight Agency of the Pennsylvania Railroad E. K. Davis is installed as Freight Agent, fitting to a nicety the requirements of the position. Mr. Davis was born near Intercourse, Lancaster county, Pennsylvania, October 11, 1836, and was educated in the public schools of that county. He entered business in 1852, and was engaged in clerical, mercantile and other pursuits until July 1, 1869, when he entered the service of the Pennsylvania Railroad Company as Freight and Ticket Agent at Christiana. On December 1, 1869, he was transferred to Coatesville as Freight Agent, and on July 1, 1871, was appointed combined Ticket and Freight Agent at that

E. K. DAVIS.

station, where he continued to fill the duties with satisfaction to the Company and its patrons until September 1, 1891, when he was promoted to be Freight Agent at Lancsater.

PHILADELPHIA.

F. H. MEYERS.

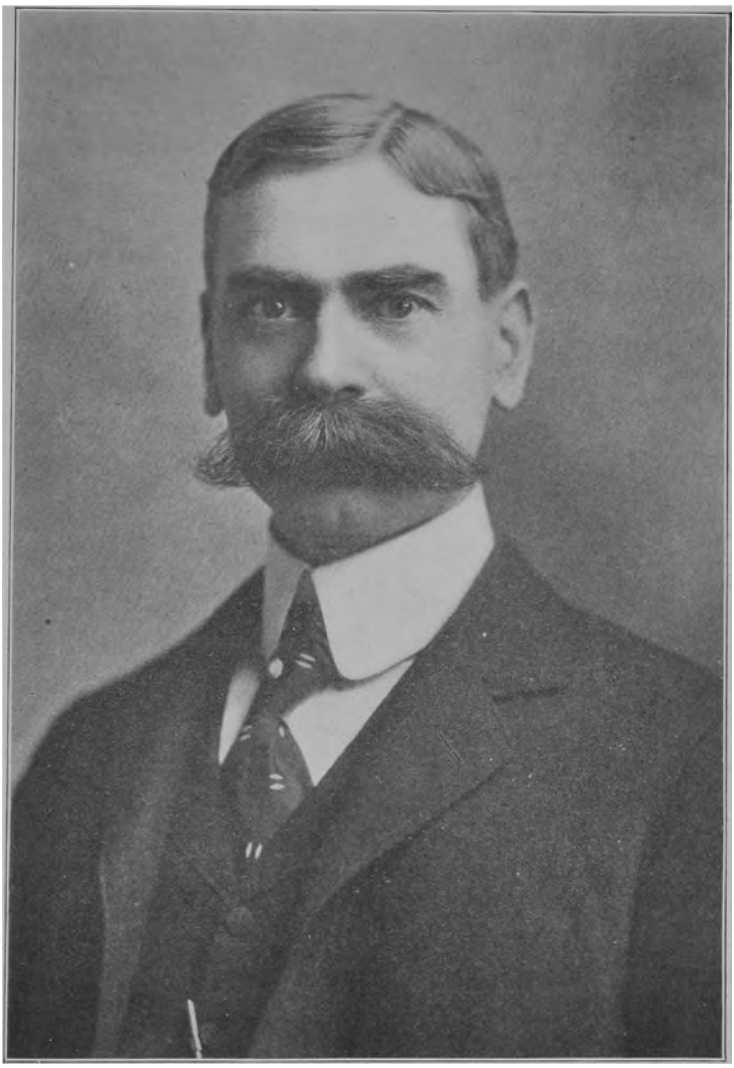
The Philadelphia Freight Agency of the Pennsylvania Railroad Company is the largest and most important single one in the world, as to territorial extent, amount of charges collected and the great variety of commercial interests with which it is in contact. The territory covered by it is practically all the city south of Vine street

from river to river, and west of the river to Fifty-third street, including the territory operated by the Philadelphia, Wilmington and Baltimore Railroad Company. All of the freight stations and employes in that area come within its jurisdiction. Some estimate of the extent of the business transacted in the agency may be gleaned from the facts that the average number of cars handled monthly is, in round numbers, 50,000, containing 800,000 tons of freight, whilst the average monthly collections exceed one million of dollars.

Frank H. Meyers was appointed Agent to succeed L. N. Walton, deceased. This was a well earned promotion and a merited recognition of the services of a gentleman well equipped to perform the vast responsibilities of the position. For over 30 years Mr. Meyers has been in charge of the vast freighting interests, both foreign and domestic, of the Pennsylvania Railroad Company in the Washington Avenue Wharf District. The export and import trade of the Port of Philadelphia, handled in connection with Pennsylvania Railroad Company's lines, passed under his eyes and to a great extent his direction. So thoroughly conversant is he with all the intricacies of that service that problems in connection therewith difficult of solution have been invariably sent him to solve, with unfailing satisfactory results. With the large manufacturing interests in the district in their relation to transportation he is equally well advised. His services to the Company have not, however, been confined to the duties of the position. During the Centennial year, Mr, Meyers rendered valuable service in handling the foreign exhibits to and from the Exhibition without any delay to them or the regular business of the district, and without increasing his office expenses. His work in that direction entered largely into the success of that historic event. He has been appointed on many general committees to solve special transportation subjects, and was a member of that one having in charge the subject of establishing a transfer station between Philadelphia and New York, and which resulted in the construction and organization of Mantua Transfer.

Mr. Meyers was born in the old district of Spring Garden, Philadelphia, February 6, 1844, and educated in the public schools. In 1860 he was advanced from the Hancock Grammar School to the High School. After one term of study in the latter he entered commercial life as a bookkeeper. On April 1, 1863, he entered the service at Washington Avenue Wharf as manifest clerk in Leech

F. H. MEYERS.



WILLIAM HAMMERSLEY.

& Co.'s office, having as contemporaries in the office, Robert W. Smith, now Treasurer of the Pennsylvania Railroad Company, James S. Swartz, present Treasurer of the International Navigation Company, and the late John Whittaker. After filling various positions in the office, Mr. Meyers, on June 1, 1867, when Leech & Co.'s transfer station at that point was abandoned, was placed in charge of the west-bound business, and on May 1, 1870, placed in charge of the district, which has grown in extent and value with the passing years. July 19, 1900, promoted to be Agent at Philadelphia, and on October 1, 1901, he was appointed to the additional agency of the Philadelphia, Wilmington and Baltimore Railroad Company at Broad and Washington Avenue. Mr. Meyers is an influential member of the Pennsylvania Railroad Department of the Young Men's Christian Association of Philadelphia.

BROAD AND WASHINGTON AVENUE DISTRICT.

WILLIAM HAMMERSLEY.

William Hammersley, the Chief Clerk in charge of the Broad and Washington Avenue District, is well adapted for the very trying position which he fills with so much credit and grace. Keenness of perception, suavity of manner, and smoothness of speech enable him to meet daily the hundreds who seek the office and supply him the force for rapidly transacting the many-sided business which environs him. He was born on the 12th of July, 1860, and educated in the common schools of Philadelphia. On May 10, 1873, he entered the service of the Pennsylvania Railroad Company as messenger boy in the freight office at Thirteenth and Market streets, Philadelphia. On August 14, 1874, he was transferred to the Washington Avenue Wharf station and served in the district through all the positions of a freight agency from messenger boy to chief clerk in charge of Federal street station.. On July 1, 1883, he was selected from the latter position by Mr. William J. Latta, General Agent, as his Chief Clerk. He served in that capacity with marked ability until November 8, 1899, when Mr. Latta having resigned, the General Agency was largely absorbed by the Philadelphia Terminal Division. From then until July 19, 1900, he acted as Special Agent for Mr. D. H. Lovell, Superintendent of that Division. Upon the latter date he was promoted to be Chief Clerk, Philadelphia Agency,

under Mr. F. H. Meyers, at No. 8 Walnut street. On October 1, 1901, he was appointed Chief Clerk in charge of the Broad and Washington Avenue District.

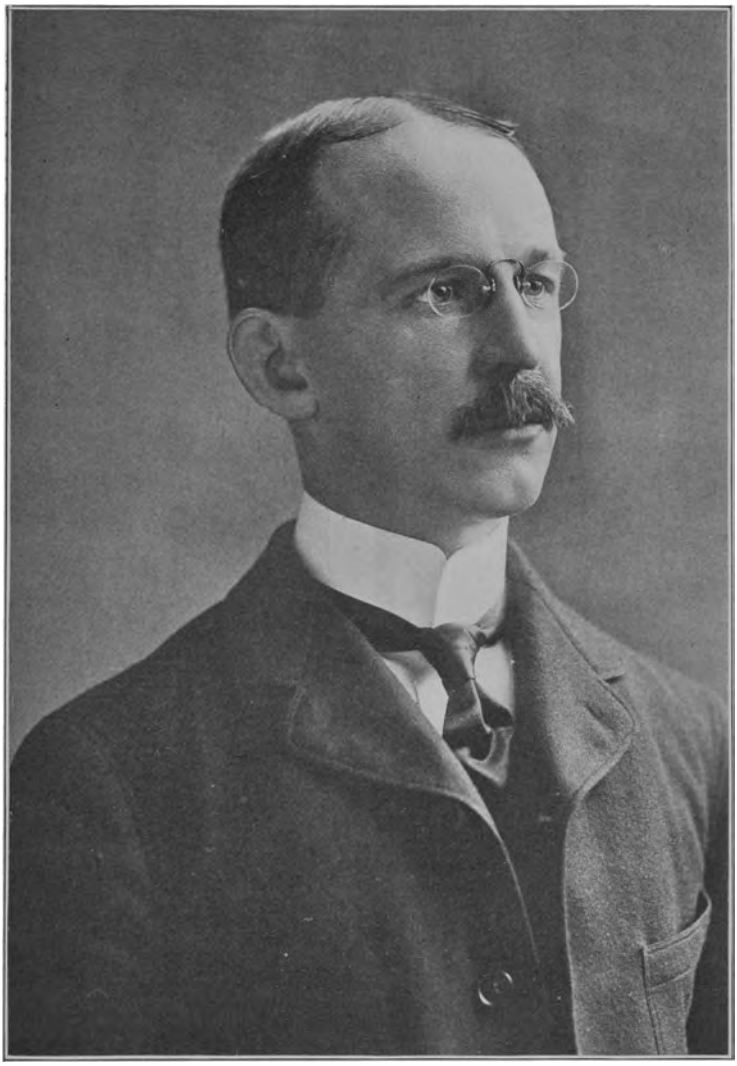
He was a school director in the Twenty-fourth Section of the First District of Pennsylvania, Chairman of the Committee in charge of the largest school in the section, and ranked among the prominent directors of the district. Mr. Hamniersley takes a deep interest in the Pennsylvania Railroad Department, Young Men's Christian Association of Philadelphia, and is Chairman of its Library Committee. To him is largely due the securing of the splendid library attached to that institution, and with the aid of the librarian, the success of its administration.

WASHINGTON AVENUE WHARF DISTRICT.

CHARLES C. KINNEY.

Charles Clinton Kinney, Chief Clerk in charge of the Washington Avenue Wharf District, was born at Circleville, Pickaway county, Ohio, November 8, 1860. In 1865, the family moved to Harrisburg, Pa., where Mr. Kinney entered the public schools, which he attended until he was fourteen years of age. At the end of that time, he obtained employment in the insurance office of John F. Eaton and subsequently located himself in the book store of George Bergner. On the 1st of January, 1878, he entered the office of the "Harrisburg Telegraph" as a printer's apprentice and served four years learning the trade. He finished his trade on the 21st of January, 1882, commended by his employers as one of the best "jours" that ever graduated from the office. On January 23, 1882, he entered the service of the Pennsylvania Railroad Company at the Lancaster freight station as a clerk. Passing through all the grades of the service in that office, he reached the Chief Clerkship March 24, 1884. On May 1, 1884, he was promoted to be Chief Clerk, Kensington District, Philadelphia. On July 6, 1892, as Assistant Superintendent, Mantua Transfer. On January 15, 1902, he was appointed to his present position.

He has acquired a mastery of the many and varied transportation problems that of necessity presented themselves in the positions in which he has been employed. He is a very active member of the Pennsylvania Railroad Department of the Young Men's Christian Association, and to him is due the credit for the high order of



CHARLES C. KINNEY.

D. R. RICHARDSON.

entertainments which, for the past eight years, have been a very attractive feature of Philadelphia's winter amusements. On his shoulders has devolved the labor of providing a weekly bill of high-class amusement fare, for the winter months, at once uncostly, clean, wholesome and easily digested. The work has been well done, and he has displayed an ability as an amusement purveyor to be envied by anyone. As Chairman of the Base Ball Committee of the Department, he has developed one of the best, if not the best, strictly amateur teams in the State, and has given the patrons of the grounds at Fifty-second street as fine exhibitions of that sport as could be desired. Temperate in his life, modest in his deportment, conscientious in the discharge of his duty, earnest and faithful almost to a fault, he has gone forward from one position to another, until to-day he ranks in the knowledge of practical railroad work with the very best of the younger men in the service of the Pennsylvania Railroad Company.

KENSINGTON DISTRICT.

D. R. RICHARDSON.

The Kensington District practically covers all the territory north of Vine street to the mouth of Frankford creek, west from the river Delaware to Eighth street, thence out Eighth street to the line of the Connecting Railroad. It embraces the River Front Railroad with Canal and Commerce Street Branches, the Kensington Branch, the Westmoreland Street Branch, the Kensington and Tioga Railroad, the Frankford Creek Branch and Fairhill Railroad. Large and commodious stations are scattered throughout the District and named Kensington, Shackamaxon, Commerce Street, Somerset Street, Tioga and Richmond Street, and Fairhill. The District is the great manufacturing territory of Philadelphia, producing a million tons of freight annually to the Pennsylvania Railroad. David R. Richardson was appointed to the Agency April 7, 1900, succeeding Hamilton Markley, deceased.

Mr. Richardson was born in Pittsburgh, Pa., in 1855, and attended the public schools in that city, the University of West Virginia at Morgantown for two years, and finally was graduated in the commercial department of the Pittsburgh Central High School in the class of 1877. He entered the service of the Pennsylvania Railroad Company at Walnut Street Freight Station, July, 1877,

and after serving in various clerical positions was promoted to be Chief Clerk to Mr. L. N. Walton, Freight Agent, July, 1892. Mr. Richardson is an affable gentleman, wide-awake to the commercial necessities of his new position and having all the elements within himself to do so, bids fair to make a higher mark in the service of the Company.

GERMANTOWN JUNCTION.

ROBERT L. FRANKLIN.

The importance of Germantown Junction as a growing centre for handling a valuable part of the ever increasing freight traffic of the Pennsylvania Railroad Company in the city of Philadelphia is generally recognized. Such growth is due to the industrial and commercial conditions which have brought that locality into such prominence. For years the tendency of manufacture and trade has been to develop in that direction, until at the present time there is possibly no other section of the city of Philadelphia which shows so steady and rapid advancement, on lines of permanent prosperity. It must be understood that Germantown Junction is the headquarters of that district, so important to transportation interests, that is bounded by a line beginning at Girard avenue and the Schuylkill river, thence along that river to the Wissahickon creek, to the Montgomery county line, to Tacony creek, to Frankford creek, to Kensington avenue, to Front street, to Susquehanna avenue, to Broad street, to Girard avenue, thence to the Schuylkill river. Territorially, it comprises more than one-fourth the area of the city of Philadelphia. It embraces Engelside, Ridge Avenue, Diamond Street, Germantown Junction and North Penn Junction, stations on the New York Division, and all the stations on the Chestnut Hill and Cresheim Branches. It was but a few years ago when the freight traffic offering or being handled within that area was inconsequential. To-day, however, the principal lumber, coal and domestic grain business in the city is being done there. Large industrial establishments for the making of almost all the varied articles of manufacturing product have grown up, as if by magic; the great brewing interests of the city are located there and have developed to so great an extent that an internal railroad system has become a vital part of the facilities for handling the traffic at Engelside.

R. L. FRANKLIN.

The rapid building up of property, both along residential and industrial lines on the Chestnut Hill and Cresheim Branches has also caused a large and valuable freight traffic to be established.

The Freight Agent in the District is Robert Leighton Franklin, who was born in Lancaster, Pa., October 31, 1862. He is a son of the late Hon. Thomas Emlen Franklin, a leading member of the Bar, and Attorney General of Pennsylvania, under Governor Johnston. His grandfather, Walter Franklin, was a prominent jurist of the same State, and its Attorney General under Governor Snyder, from July 9, 1809, to October 2, 1810. Mr. Franklin was educated along collegiate lines. Upon leaving school he chose the railroad business for his life's work, and although surrounded by elegance and refinement in his home and social life, he turned from more fascinating lines of endeavor, and entered the Pennsylvania Railroad service as an ordinary warehouseman at the Lancaster Freight Agency in the summer of 1882. Diligently, day by day, for eleven months he trundled a truck and assisted in loading and unloading freight cars, thus acquiring by actual experience, the foundation of railroad knowledge on commercial lines. In 1883 he was sent by William J. Latta to the way-bill room at Seventeenth and Market streets, Philadelphia, to learn classification, rates and way-billing. In 1884 he was transferred to the Kensington Agency as general clerk, schooling himself in accounting and the administrative details of a large agency. On September 1, 1885, he was promoted to the chief clerkship of Shackamaxon Freight Station, one of the more important sub-agencies in Philadelphia, and placed in charge of its large less-than-carload traffic and carload deliveries in yard and on numerous private sidings located on the River Front Railroad and Canal Street Branch. He conducted the business with so much credit to himself and satisfaction to the management, that when it became necessary to reorganize and elevate the standard of the freight business of Washington, he was selected as the Freight Agent of that place, entering upon his duties June 1, 1893. The high standard to which that station has advanced, and the estimation in which it is held by the community and the Company, is almost wholly due to his unrelaxing efforts. His successful management of that station won him his promotion to the more important position at Germantown Junction, and he entered upon his duties January 14, 1901.

PIER 16, NEW YORK.

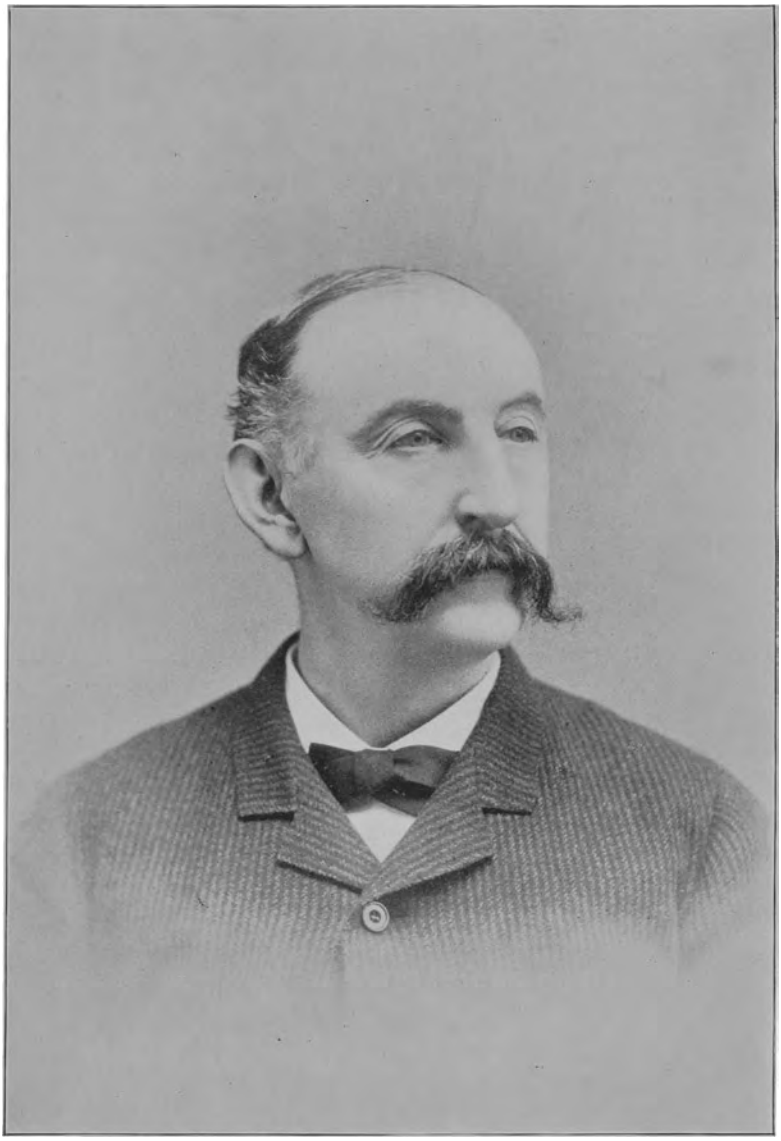
JOHN T. ROBB.

Pier 16, North River, New York, is one of the most important freight stations in the Pennsylvania Railroad's system in the metropolis. Adjoining the Company's most important ferry at Courtlandt street, it occupies a prominent position in its relation to the commercial interests of the city. At this Pier freights are received from New York Division, Walnut Street Wharf and the Kensington District, Philadelphia, a few points on the Amboy Division, in car loads, Gray's Ferry, on the Philadelphia, Wilmington and Baltimore Railroad, and from points on the New York and Long Branch Railroad. Freights are forwarded from it to the same territory with the addition of that of the Pennsylvania Schuylkill Valley Railroad and Baltimore on the P. W. & B. Railroad. The largest and most valuable of its receipts are the products of the mills in the Kensington District, and consists principally of textiles, many car loads of which arrive daily hot from the looms. The Pier is in charge of John T. Robb as Freight Agent. His love and aptitude for the business is inherited, his father having become connected with the old New Jersey Railroad and Transportation Company in the transportation of freight between New York and Jersey City by trucks as early as 1838. Mr. Robb was born in Newark, N. J., November 13, 1839, and his school career was limited to an education in the Academy of that city. In 1857 he became associated with his father and continued with him until 1865, when, upon the introduction of the float system and the retiracy of the elder from business, he became Freight Agent at Pier 16. During the 37 years he has occupied that position, he has by his careful and constant attention to the business of the Pier in all its details, his consistent and persistent economy of administration within the line of good service carved for himself a place in the highest rank of efficient and invaluable Freight Agents.

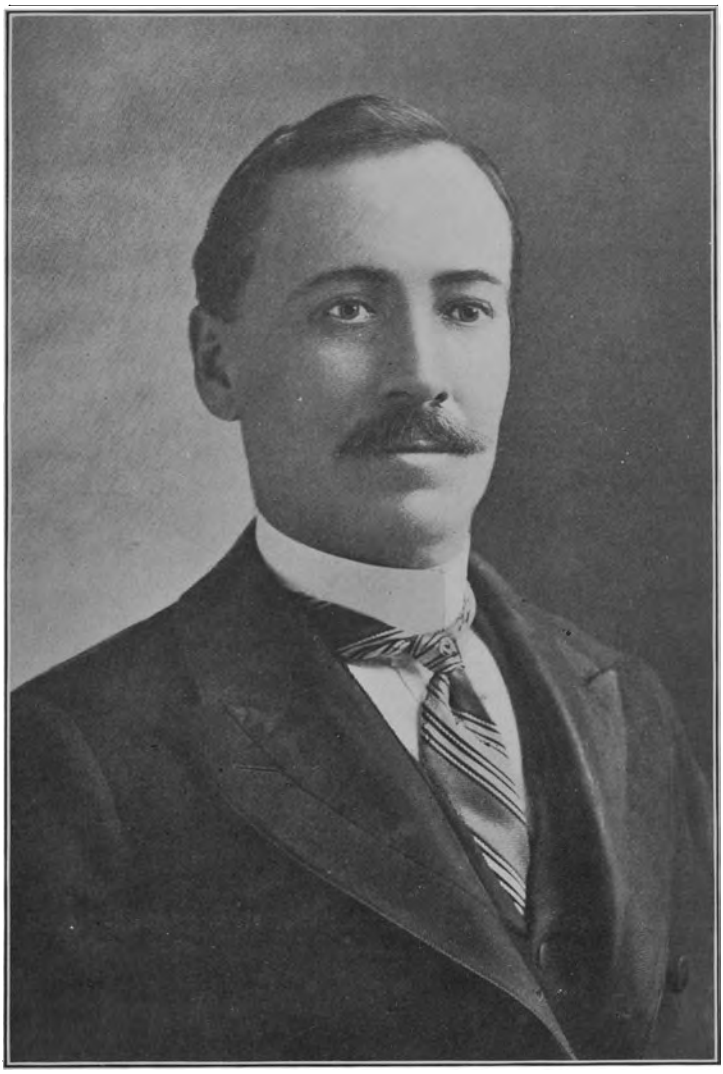
WASHINGTON, D. C.

W. W. BOWIE.

Washington City, with its imposing public buildings, its wide and well shaded streets and avenues, beautiful parks, splendid resi-



JOHN T. ROBB.

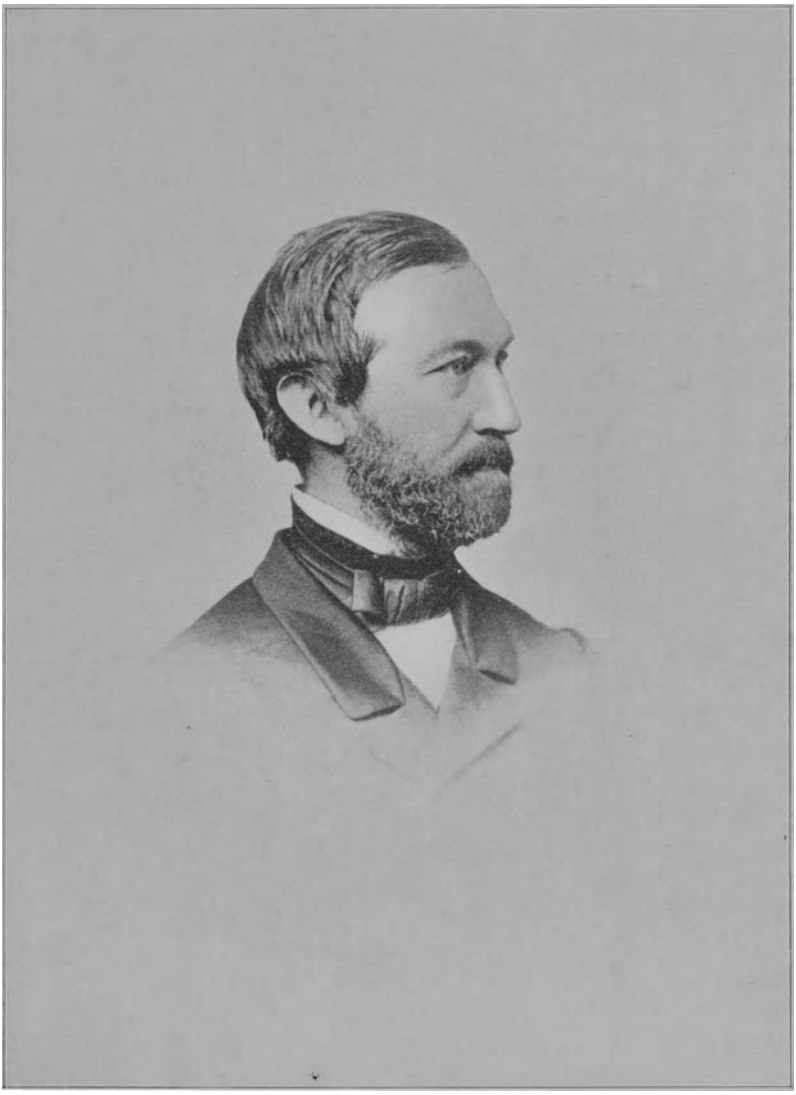


W. W. BOWIE.

dences and temperate climate, is the pride of the American patriot, and the delight of the foreign visitor. In perfect harmony, the historic Potomac flowing by, the Virginia hills overlooking, and Maryland's fertile fields surrounding, form a frieze to the picture. Within its boundaries dwell the Executive, Legislative and Judicial dignitaries of the central government, the representatives of the various countries of the world, and the largest aggregation in any American city, according to population, of wealth and fashion seeking social prominence. Laid out for governmental purposes and with a view to defense against an enemy, it is not intended to become a commercial city in the sense of a trade and industrial centre; for that reason, it is not gridironed with a ramification of intricate tracks, turnouts and sidings. Its commerce is, therefore, almost wholly confined to supplies for the various branches of the government and for the domestic consumption of the residents. The consequence is, that while the freight agent has a large clientele, in national officials and in the city merchants, he also comes in direct contact with the domestic life of a large part of the population. This makes his platforms and warehouses the receptacle of the greatest number of separate consignments for direct delivery at any one single station. The service enters the homes or business places of over one thousand people daily, and as that service is constantly changing, not less than twenty-five thousand persons receive it annually. Ladies and gentlemen, merchants, diplomats, cabinet officers and government officials are frequent visitors on business to the station. Their character, standing, influence, and many-sided personality makes it necessary for the agent to be a man of widely diversified abilities, possessed of refinement, delicacy, diplomacy, zeal and ambition, added to a careful training in and full knowledge of the business methods so necessary for the conduct of the commercial part of transportation which now prevail. The Pennsylvania Railroad Company in furtherance of its policy of selection has placed in charge of the Washington Freight Agency, Walter Worthington Bowie, who comes from a well-known family of Maryland. His father, Major Thomas F. Bowie, served on Confederate General Fitz Hugh Lee's staff during the Civil War. His grandfather was General Thomas F. Bowie, one of the incorporators of the Baltimore and Potomac Railroad Company. Mr. Bowie was born April 22, 1858, near Nottingham, Prince George county, Md. He attended

the public schools in Nottingham, and later at the Academy at Upper Marlborough, Md. He, however, owes the best part of his education to his mother, who was a highly educated woman. After leaving school he undertook farming on the ancestral plantation, and pursued it for several years, but being ambitious for a greater remuneration for his services than he could obtain in agricultural pursuits, he entered the employment of Blanford & Co., tobacco and grain merchants, in Baltimore, and remained there two years. On July 17, 1883, he entered the railroad service as a clerk in the Freight Agency, Washington, D. C., under George F. Gilbert, and after passing through the various grades—warehouse clerk, bill clerk, manifest clerk, etc., early in 1890, he was appointed Chief Clerk at the station, being the first and only chief clerk that the agency has had since its organization up to the present time, and it was his faithful service in that position that won him promotion to the agency.

Mr. Bowie is a man of literary tastes, and has published a very creditable book on the genealogy of the Bowie family. This book in its knowledge and completeness is a model of its kind, and reflects great credit upon its author, who made the most careful researches for and compiled it in his leisure hours.



EDWARD MILLER.

IN MEMORIAM.

EDWARD MILLER.

In the year 1847, when John Edgar Thomson assumed the Chief Engineership of the Pennsylvania Railroad and began the surveys and construction of that great national highway, he had for his Associate Engineers, William B. Foster, Jr., and Edward Miller. The former was in immediate charge of the Eastern, and the latter the Western Division of the line. The Eastern Division extended from Harrisburg to the crest of the mountain, and the latter from that point to Pittsburgh. Subsequently, the line between Altoona and Johnstown was set apart as the Mountain Division, and came under the supervision of Mr. Miller. The student of the railroad history of Pennsylvania will find indelibly impressed upon its pages the names of these three men, all of whom have long since passed away, leaving behind them clear records of grandly accomplished work. Upon the tablets which record their achievements and those of other prominent Pennsylvanians in the construction of great public works, Mr. Miller's name stands out like a clear cut cameo. He was distinguished as an engineer, contractor and citizen, and beloved by all who knew him. He left as a sure guide to generations of men to follow, and as a rich inheritance to his children, a long record of what he had accomplished during his useful and pure life.

Mr. Miller, who was born in the city of Philadelphia, January 6, 1811, was graduated from the University of Pennsylvania with the Mathematical Honor when he was but 17 years of age. He immediately joined the engineer corps on the Lehigh canal as rodman under Chief Engineer Canvass White. In that corps were some of the best, and best known men in the engineering profession of the day, and some of whom were developing that high standard of ability which afterwards characterized them. Among these were Sylvester and Ashbel Welch, W. Milnor Roberts, Solomon W. Roberts, Anthony B. Warford and George E. Hoffman. With such companions Mr. Miller's strong character and natural abilities advanced, and he at once took his place in his profession as one

destined to become a master. Upon the completion of the Lehigh Canal in 1829, Mr. Miller entered the service of the Commonwealth of Pennsylvania as Assistant Engineer and was assigned to duty on the Western Division of the Pennsylvania Canal, then being constructed under the direction of Sylvester Welch as Principal Engineer. That work being completed in December, 1830, Mr. Miller was transferred to the surveys on the Allegheny Portage Railroad. On the 30th of March, 1831, Sylvester Welch, with whom Mr. Miller had been associated from the time he entered professional life, became Principal Engineer, with Moncure Robinson as Consulting Engineer. As a system of inclined planes had been adopted as a necessary provision for a portage over the mountains to connect the eastern and western divisions of the canal, the proper machinery for operating the planes became a subject of great importance. Careful and intelligent investigation of the subject being necessary, Mr. Miller was selected to go to Europe and examine the machinery used in operating the railroads there. He sailed in the spring of 1831, and spent the greater part of the summer and fall of that year in England and Scotland, where, among others, he carefully examined the Liverpool and Manchester and the Cromford and High Peak Railways, and acquired a large amount of professional and mechanical information. Upon his return to this country he was advanced to be Principal Assistant Engineer under Mr. Welch, and on June 28, 1832, when but a few months over his majority, was placed as Superintendent in charge of machinery on and for the Portage Railroad. In that position he designed and superintended the construction of all the machinery for that road. When the road was completed and opened for use, March 18, 1834, Mr. Miller had ten of his stationary engines in successful operation at the planes, and ten others contracted for to be used in case of accident, or to increase the power of the road, should increased business demand. The machinery proved superior to any in use elsewhere, and its success added to the high appreciation already held of Mr. Miller as a civil and mechanical engineer. Before the close of 1835 Mr. Welch and his associates completed the "Old Portage Road." It was the finished product of their toil and brain, and was looked upon as one of the grandest achievements of the age, and as an evidence of the progressiveness of the Commonwealth. A writer of the day, in speaking of Mr. Welch, said: "He has raised a monu-

ment to the intelligence, enterprise and public spirit of Pennsylvania more honorable than the temples and pyramids of Egypt, or the triumphal arches and columns of Rome." Mr. Miller, for the signal part he had taken in producing the result, deservedly received a large share of public appreciation. When Mr. Miller first went to the Allegheny mountain, its topographical features were comparatively unknown. As an accomplished geologist and scientific engineer, he made personal observations and explorations; these, joined to his accurate instrumental work and conscientious study, enabled him to become an important factor in reducing the obstacles which the rugged region offered in railroad construction. In 1836 he was appointed Chief Engineer of the Catawissa Railroad and the Morris and Essex Canal. On his work on the Catawissa Railroad, Solomon W. Roberts, a recognized authority, said in 1872: "The Catawissa Railroad has a summit tunnel of about 1,200 feet long, excavated through rock. The rise from the Susquehanna, at Catawissa, to the tunnel on the head waters of the Little Schuylkill, is very nearly 1,000 feet in about 33 miles. Mr. Miller fitted his line to the ground with very great care, and in such a way that the road has no grade exceeding thirty-three feet in a mile, so as to encourage locomotive power to the greatest possible extent. This necessitated the building of several very high bridges to carry the grade across lateral ravines entering the main valley. The location was a very bold one, nothing like it having been attempted in the country before, and it showed a considerable degree of originality and self-reliance on the part of the young engineer who made it." Mr. Miller left the Catawissa road before its construction was completed and became Chief Engineer of the Sunbury and Erie Railroad, a projected line which lay principally through an almost trackless wilderness. During the years 1838 and 1839 he made surveys of the whole line, and on March 1, 1840, he made a full report to the Board, describing the routes of the various surveys in a clear and comprehensive manner. The construction of the road was postponed by reason of financial conditions which had brought distress to the people and disaster and failure to many similar enterprises, but when the road was built more than a quarter of a century afterwards, it was along the general lines designated by Mr. Miller. In 1840 Mr. Miller became, first, Consulting, and then, Chief Engineer of the New York and Erie Railroad, a road designed to ex-

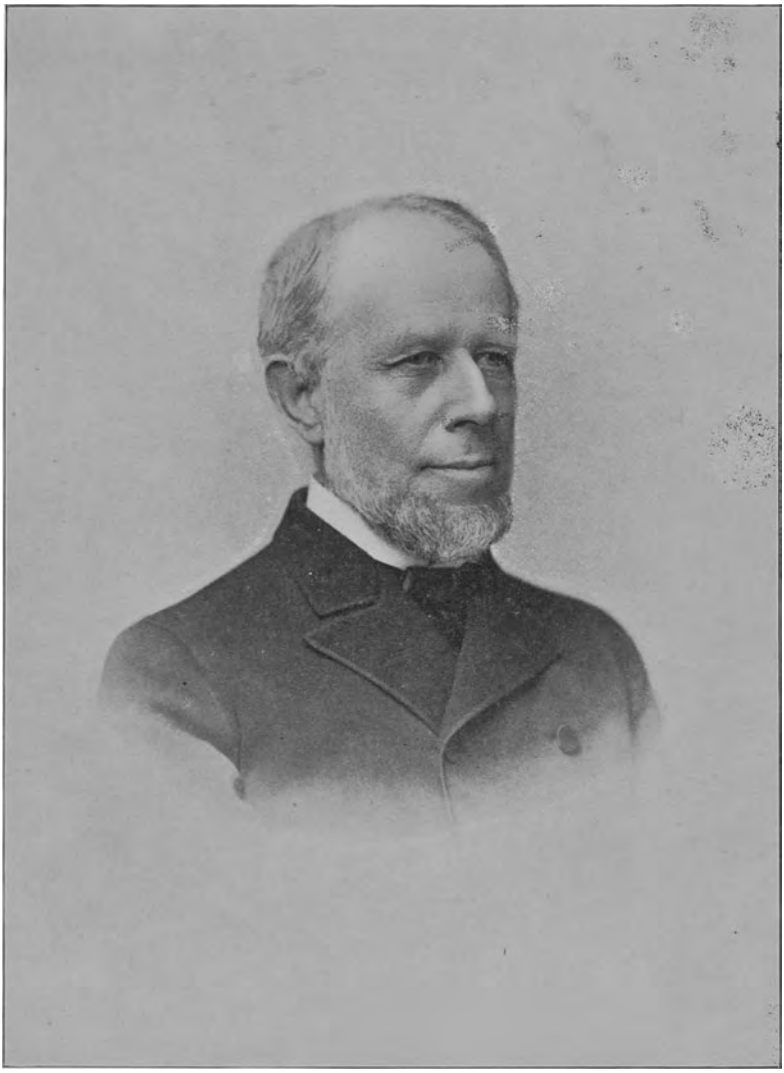
tend from the Hudson river to Lake Erie as a competitor of the Erie Canal. For three years he devoted his time and skill in pushing forward that work, completing and opening for public use its first division. Work on the line being suspended in 1843, he accepted the Presidency of the Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company, a position he occupied for two years, during a part of which period he visited Europe in the financial interests of the Company. In 1845, he became Chief Engineer of the Schuylkill Navigation Company and enlarged its canal so as to double its tonnage capacity. In April, 1847, he was called to the Associate Engineership of the Pennsylvania Railroad, and continued in that position until the spring of 1852, when he succeeded John Edgar Thomson as Chief Engineer. At the close of 1852 the Western Division of the Pennsylvania Railroad from Pittsburgh to the Conemaugh Viaduct was completed, and the Mountain Division between the latter point and Altoona was rapidly approaching completion. All of that part of the gigantic work had been done under the personal supervision and direction of Mr. Miller, and it stands to-day as the greatest monument to his professional ability. He was deeply devoted to the Pennsylvania Railroad enterprise, and to the city of Philadelphia, as is evidenced in his annual report as Chief Engineer of the road, dated January 31, 1853. Having notified the Board previously of his intention of resigning from the service, he says in conclusion: "I pray that God may speed you in the noble work which now rapidly approaches completion, and already begins to afford some earnest of its future success. I feel no doubt that it will, when completed, afford the best reward to those who have labored so long in its construction by pouring a tide of wealth in the lap of the fair city which we all love, 'Dear old Philadelphia.'" Mr. Miller was a close friend of and confidential adviser with President Thomson, and in hearty accord with that distinguished officer's policy in the furtherance of the interests of the Pennsylvania Railroad. After leaving the Company's service and having been asked by the latter for his opinion in reference to assistance given and to be given Western connections, which have since become part of the Company's system west of Pittsburgh, he replied under date of January 4, 1854: "In my report a year since to the Pennsylvania Railroad Company, on the subject of Western extensions, I endeavored to

show that there were required to develop the resources and capabilities of our great Central Road,—the Ohio and Pennsylvania Road with its prolongations to Chicago; the Cincinnati and Marietta, to Southern Ohio and Kentucky; and a central line to Columbus, Indianapolis and St. Louis. The two first are now secured through the concessions granted by your Company. The Central Line remains, and needs and deserves your patronage. I believe the future history of the Pennsylvania Railroad Company will be a very bright one, and that its stockholders will never regret the assistance they rendered to their Ohio friends."

When Mr. Miller resigned from the Pennsylvania Railroad, the engineers of his corps presented him with a large and very handsome silver pitcher. It was heavy, richly chased and artistically designed, and bore the inscription: "Presented to Edward Miller, Esquire, by the Principal and Junior Assistants of his Corps on the Pennsylvania Railroad. Testimonial of Respect and Esteem for him as their Chief Engineer and of the Remembrance they will ever cherish of him as a kind and considerate Gentleman. 1853." This pitcher was left to his daughter, Mrs. Jefferys, in Mr. Miller's will, and is prized by her as her most precious possession.

In 1853, Mr. Miller was chosen Chief Engineer and afterwards elected President of the North Pennsylvania Railroad. Retiring from that service he was, in 1856, appointed Chief Engineer at St. Louis of the Pacific Railroad of Missouri. In 1862, the Pennsylvania Railroad Company having assumed the control of the Philadelphia and Erie Railroad, Mr. Miller, having completed his engagements in the West, moved to Phlladeiphia, and entered into a contract for the completion of the unfinished portions of that road. He prosecuted the work with such success that the road was completed and in operation on the 17th of October, 1864. In the winter of 1865-66, he constructed under contract the Warren and Franklin Railroad from the Brokenstraw at Irvineton down the Allegheny river to Oil creek. He then, as a member of the firm of Shoemaker, Miller & Co., became interested in the construction of the Eastern Division of the Kansas Pacific Railroad, in the Western Division of which road he had money invested. Mr. Miller died at his residence in Philadelphia, Thursday, February 1, 1872, and was buried, February 5, in Woodlands Cemetery. Mr. Miller was upwards of six feet in height, and was a man of the highest grade of moral and

intellectual culture; of finely cultivated literary and artistic tastes. He was possessed of a high sense of honor and the purest integrity. Solomon W. Roberts, previously quoted, whose intimate acquaintance with him extended over forty years, bore this testimony of him: "Although many millions of dollars have been disbursed under his direction, on various public works, his accumulations after many years of professional labor, had not been large. He was proud of his profession; looking upon it as the art of directing the great sources of power in nature to the use and benefit of man; and he considered the civil engineer to be, not only the interpreter between the man of science and the mechanic, but also a captain of industry, bound in honor to set a good example to those working under him of all uprightness and integrity." Mr. Miller was religiously educated, and in 1843 connected himself with the Presbyterian Church, and his church relations were always of the closest character. His religious faith was strong, his honesty proverbial, his generosity large-hearted and open-handed; his manners sympathetic, kind and cordial. In the language of Josiah Copley, in the "Presbyterian Banner," "He combined, as is rarely seen combined, strong native talent, fine scholarship and profound practical science, with the buoyant simplicity of boyhood, with a fresh and rich facetiousness, and with the faith, and hope, and charity of the Christian. The faith and piety of such a man, it may be well supposed, would be clear, bright and joyous,—and so it was." Edward Miller was an honor to his times as well as an honor to his country, and his life and life's work occupies an unblemished page in the history of Pennsylvania. The illustration of his influence upon character finds its best expression in the lives of his children, who survive him. His eldest son, J. Imbrie Miller, is a distinguished civil engineer, at present engaged as Chief Engineer in charge of the Nicaragua survey under the Isthmian Canal Commission; another son, the Rev. E. Rothesay Miller, is a missionary stationed at Morioka, Japan; a third is the Rev. William Hamilton Miller, D. D., pastor in charge of the Presbyterian Church at Bryn Mawr, Pa.; a fourth is John Craig Miller, M. D., Professor of Anatomy, Physiology, etc., in Lincoln University, Pa.; whilst three daughters, Mrs. Charles P. B. Jefferys, of West Philadelphia, and the Misses Matilda Campbell and Mary Virginia Miller, of Bryn Mawr, are very earnest in their devotion to good works.



JOSEPH D. POTTS.

COLONEL JOSEPH D. POTTS.

Any biographical history of the Pennsylvania Railroad Company would be incomplete that did not contain a sketch of Colonel Joseph D. Potts. Colonel Potts was a man of unusual ability; conspicuous for originality of thought, comprehensiveness of mental grasp, clearness of perception; precision of statement; accuracy in the use of language; thoroughness in the study of detail or in whatever he undertook to perform; wonderful self control under the most trying provocation; and quiet but strong influence over his associates and subordinates.

Mr. Potts was born at Springton Forge, Chester county, Pa., December 4, 1829, and was the son of David Potts and Rebecca (Speakman) Potts. He was a descendant in the sixth generation of Thomas Potts, who was the pioneer ironmaster of the Schuylkill region. His great-great-grandfather, John Potts, was the founder of Pottstown, Montgomery county, Pa., and his grandfather, Joseph Potts, was the owner of Glasgow Forge and Valley Forge, near the former of which ancient iron establishments, his father, David Potts, was born.

The subject of this biography did not follow the occupation with which his family had been identified for so many years, but turned his attention to civil engineering. In 1852 he was appointed on the Engineeer Corps of the Sunbury and Erie Railroad. Subsequently he became Vice-President of the Steubenville (Ohio) and Indiana Railroad Company, and in February, 1858, he was appointed Superintendent of the Western or Pittsburgh Division of the Pennsylvania Railroad, which position he held until November, 1859.

Upon the breaking out of the Civil War, Governor Curtin, of Pennsylvania, recognizing Mr. Potts' great abilities and executive energy, appointed him as Lieutenant-Colonel upon his active staff, and the Chief of the Transportation and Telegraph Department of the State. This position he held until December, 1861, at which time the Department was transferred from the State to the Federal Government. In 1862, while serving with the militia of the State, called out in consequence of Lee's invasion, Mr. Potts was detailed by General Reynolds as Military Superintendent of the Franklin Railroad, extending from Chambersburg to Hagerstown, and performed prompt and valuable service in that capacity.

In February, 1862, he was appointed by the Pennsylvania Railroad Company, lessee, to the very responsible position of General Manager of the Philadelphia and Erie Railroad, from which he resigned in 1865.

From 1865 to 1877 he was President of the Empire Transportation Company, and on February 20, 1869, was elected President of the Erie and Western Transportation Company.

During his Presidency of the Empire Transportation Company that Company became the most extended and efficient corporation engaged in the through freight carrying business, its traffic arrangements covering over 25,000 miles of railroads. It owned and operated through its auxiliary companies over 500 miles of pipe line, for gathering the crude petroleum for shipment to the refineries in its bulk tank cars, it being the originator of this method of transporting oil. It also operated through the Erie and Western Transportation Company, a large fleet of freight and passenger steamers on the Great Lakes; together with the docks, warehouses and grain elevators required by this branch of its business; a fleet of steam canal boats and barges operated on the Erie canal, in connection with the Lake Fleet.

All of this widely extended business, embracing almost every known method of transportation, was created and developed under the direct guidance of Mr. Potts. He held the Presidency of the Empire Transportation Company from its inception in 1865 until 1877, when it sold its entire equipment, plant and good will, and closed its existence, he continuing as its President until the final dissolution and the complete and satisfactory division of its assets among its shareholders.

Mr. Potts continued to hold the position of President of the Erie and Western Transportation Company until June 7, 1891. At this time his other investments having become so varied and his time and energies so taxed, he decided to resign, thus obtaining relief from the cares and responsibilities which the holding of this position entailed. The directors and stockholders accepted his resignation very reluctantly, and gave expression to their feelings of appreciation of their President's splendid service, and the loss which they sustained in his withdrawal.

A special committee of the former body, consisting of William Thaw, Henry H. Houston, William H. Barnes and George B.

Bonnell, to whom his letter of resignation was referred, reported as follows:

"Mr. Potts' proposed retirement will sever relations which have existed between him and this Company since the beginning of its operations. Uuder his fostering care the Company has so grown that it is to-day prosperous, substantial, strong and healthy, financially and otherwise. So highly appreciated are his services that the Committee feel they are speaking, not only for the Board of Directors, but for the whole body of stockholders, in saying that to him is due in the largest measure this excellent condition of affairs; that without his foresight, his unfailing power of resource, and his untiring energy, no such result could have been obtained."

While putting aside many of the cares involved in holding executive positions in connection with his transportation interests, Mr. Potts retained a Directorship in most of these companies until the time of his death, and in addition to these duties he became largely interested in the iron and oil industries.

In 1874 he became Managing Director of the National Storage Company, and in 1879 President of the National Docks Railroad Company, both being New Jersey corporations. These positions he held unil 1884, when he resigned them both, though retaining a directorship in the companies.

For some years prior to 1885 he was President of the Girard Point Storage Company of Philadelphia, and was Director in the same at the time of his death. He was also, from its inception, a large owner and Director in the International Navigation Company, which operates the American and Red Star Lines of ocean steamers, and also a Director of the Inman and International Lines of ocean steamers.

At a meeting of the Board of Directors of the International Navigation Company, held in Philadelphia, December 4, 1893, the President announced to the Board the death of Colonel Potts; whereupon, on motion, the following minute was adopted; and the Secretary instructed to send a copy to Mrs. Potts and family:

"The members of the Board have learned of the death of their late fellow member and associate, Joseph D. Potts, with profound grief.

"The relations of Mr. Potts to the affairs of this Company were most intimate and constant; he belonged to its whole existence

and history. His high abilities and sterling character made him a valued counsellor and co-worker.

"Ripe experence in railroad, lake and ocean transportation, and also in manufacturing and commercial life, made him ever helpful in advancing the affairs of this Company to successful results.

"The interest of Mr. Potts in this Company was marked by a personal devotion amounting to an affection for the service.

"To his associates he was a loved friend, closely in touch with the daily life of each. It is here the qualities of the man were best shown; earnest, thoughtful, loving, loyal to every bond, helpful in every need.

"We, his fellow members of this Board, his close personal associates, will deeply feel his loss. His life was part of ours; his memory is our abiding reverence."

In the latter years of his life, Mr. Potts withdrew as far as possible from the active and care-involving positions which he held, encountering, however, that strong opposition from friends and associates which is always called forth when men of great capability seek to lay aside their business burdens.

His rest from the many cares and burdens of an unusually active business life, had been well earned by years of faithful and incessant toil, exercised in a number and variety of channels seldom exceeded by one man, and calling for such brain vitality and energy as few men are able to bring to bear upon their enterprises.

In 1879, Mr. Potts purchased a large interest in the Potts Brothers Iron Company, Limited, Pottstown, Pa., which at that time operated a rolling mill at Pottstown. In 1880 this Company acquired control of the Chester Pipe and Tube Company, of Chester, Pa., and operated the same in conjunction with their rolling mill. In 1890, Mr. Potts purchased from the Potts Brothers Iron Company, Limited, their interest in the Chester Pipe and Tube Company, and held the position of President of the latter Company at the time of his death.

In 1880 he purchased the Isabella Furnace property in Chester county, Pa., formerly owned by his father. This plant he entirely remodeled, making it modern in all respects.

At the time of his death, Mr. Potts was President of the Enterprise Transt Company, a company organized for the acquiring and developing of oil and mineral lands.

Mr. Potts was appointed and elected to many positions of trust and honor, among which may be mentioned the following: Trustee of Western Saving Fund of Philadelphia; Trustee of the University of Pennsylvania, and Member of the Board of Inspectors of Prisons in Philadelphia county.

Notwithstanding his many duties, he took a deep interest in everything connected in any way with the improvement of Philadelphia, freely giving his time and energies, as well as his financial aid, to all movements having in view such improvements.

He was also a member of many organizations, the few here mentioned showing how wide a field his interests covered: American Philosophical Society, American Society of Civil Engineers, Academy of Natural Sciences of Philadelphia, American Institute of Mining Engineers, Philadelphia Board of Trade, Civil Service Reform Association, Franklin Institute, Genealogical Society of Pennsylvania, Historical Society of Pennsylvania, Pennsylvania Forestry Association, Philadelphia Society for Organizing Charity, Union League, Manufacturers' Club, Art Club, Rittenhouse Club and the Philadelphia Country Club.

On June 8, 1854, Mr. Potts married Mary, daughter of Dr. William and Margaret (Pollock) McCleery, of Milton, Northumberland county, Pa.

It was while on a visit to Milton in search of health that Mr. Potts was stricken with paralysis, and after a brief illness, during which he never recovered full consciousness, died there December 3, 1893, deeply mourned by all who knew him.

His widow and two sons, William M. and Francis L. Potts, survive him.

Colonel Potts had no superior in the exhaustive analysis of transportation problems. His conclusions were never those of impulse, but always represented thorough, careful study. He had a substantial reason for each of his business acts, and had a confidence in his own judgment that his careful methods in arriving at his conclusions fully justified.

In the Empire Transportation Company, and its allied interests, which he originated, and whose organization he developed, there was a true family feeling. Annual meetings supplemented daily intercourse by mail, and brought the members of the official family in close personal contact with each other and with their respected

head. It is not too much to say that each man in the organization commanded the aid and support of every other one; and that all united in an unbounded respect and affectionate regard for Colonel Potts. More than twenty years have passed since the Empire Transporation Company ceased to exist as an active corporation and became merely a memory, but in loving memory it lives and will continue to live so long as there remains a single one of the old family who stood so loyally together during its busy competitive life.

Colonel Potts was an eminently patient man. Although business responsibilities demanded his constant care, he unstintingly allowed a portion of his valuable time to be occupied and his official hours lengthened by people who had no claim whatever upon him, but who found comfort in coming to him for advice and counsel in their business and other troubles.

While the quiet and retiring nature of Colonel Potts prevented his ability commanding the general and public recognition to which it was entitled, he was well known and his merit fully recognized among the ruling spirits in the transportation world with whom his business interests brought him into close and constant contact.

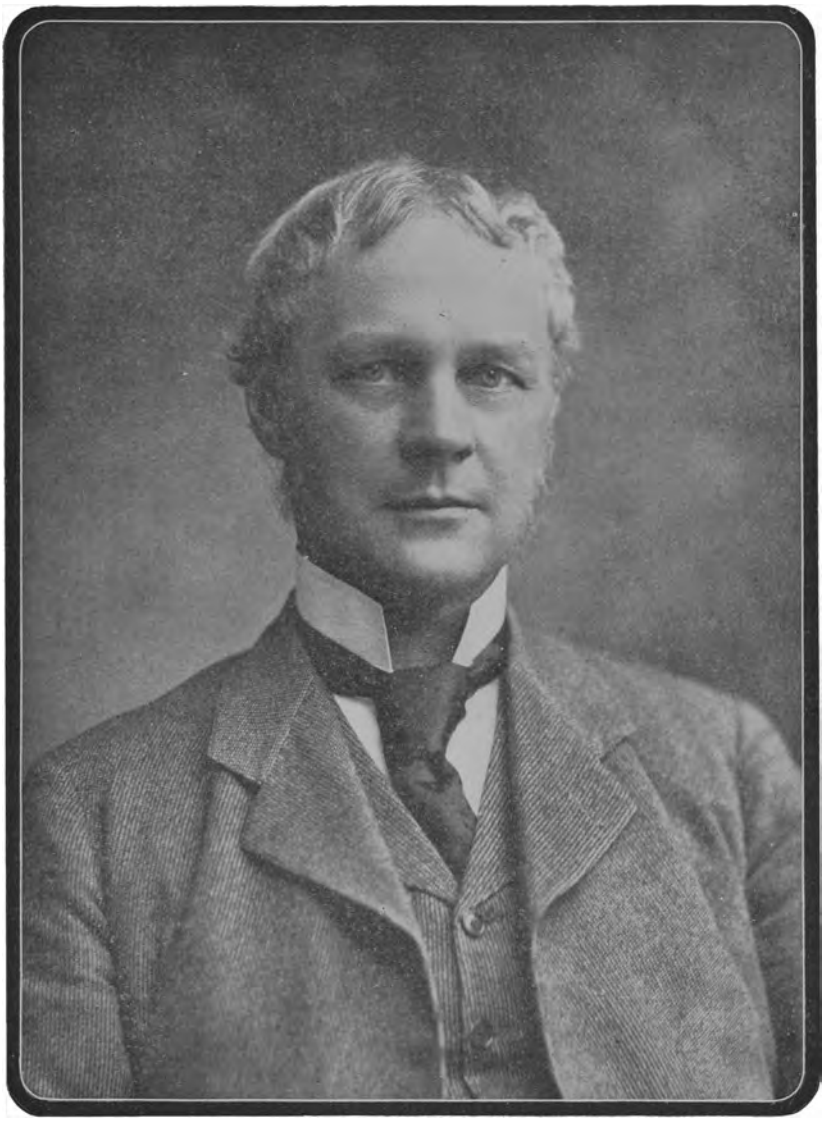
His power of quick and accurate comprehension of transportation accounts was little short of marvelous. He was able to determine their accuracy or error almost on sight, and by an unerring instinct that was not the least valuable of his varied accomplishments.

His life was an industrious and useful one, and his early death brought a deep personal affliction to many a heart in which there will live a loving regard for the "Colonel" so long as that heart continues to beat.

JOHN CLARK SIMS.

John Clark Sims, Secretary of the Pennsylvania Railroad Company, died in Philadelphia, Sunday, January 6, 1901, of heart failure.

Mr. Sims was the son of John Clark and Emeline Marion Sims, and was born in Philadelphia, September 12th, 1845. For three generations back his ancestors were identified either with the military, scientific, religious or commercial history of Pennsylvania, and the city of his birth, and the traditions and honors of that ancestry received added lustre by his life. His elementary education was obtained through private tutors and in private schools. After being prepared in this manner, he entered the University of Pennsylvania,



JOHN CLARK SIMS

and was graduated from the Department of Arts, in June, 1865. Upon leaving the University he registered as a law student with Hon. Peter McCall. In October, 1868, after a three years' course of study, he passed a creditable examination and was admitted to practice at the Bar of Philadelphia. Shortly after his admission he went abroad, devoting two years to travel and observation. On January 1, 1876, he entered the service of the Pennsylvania Railroad Company as Assistant Secretary, which position he held until March 23, 1881, when he was promoted to the Secretaryship, upon the resignation of Mr. Joseph Lesley. In April, 1881, he was elected as Secretary of the Junction Railroad, and on March 21, 1889, Secretary of the Philadelphia, Wilmington and Baltimore Railroad, and of the Philadelphia and Baltimore Central Railroad Companies. On June 1st, 1898, to his duties as Secretary were added those of Superintendent of the Pennsylvania Railroad Company's Employes Saving Fund.

His duties covered a wide range of subjects connected with the administrative and executive functions of the Company, and placed him in the closest confidential relations with the officers and Board of Directors in all their deliberations. The responsibilities of the position, by reason of that fact, were very great, but not too great for him to carry with graceful and unwavering fidelity. The duties of his office, exacting though they were, did not occupy his exclusive time, for he found the spare hours to devote to other interests, and it is not surprising that he filled a number of positions of responsibility and trust that demanded executive talents of a high order. He was for nineteen years Accounting Warden of St. Paul's Episcopal Church at Chestnut Hill, and at the time of his death was a Lay Deputy to the Diocesan Convention of Pennsylvania, President of the Chestnut Hill Academy, Trustee of the University of Pennsylvania, member of the Board of Managers of the University Hospital and the University Veterinary Hospital, and the Girard Trust Company. Mr. Sims was active in the performance of social functions and his hospitalities were always most delightful. He was an aknowledged French scholar, a good musician and a man of fine literary tastes, which he held under high cultivation. Business, arts, science and the promotion of charitable institutions did not consume all the hours he had free from rest and social duties, for the athletic sports found in him a warm friend and generous advocate. He was a member of the International Cricket Committee that had

charge of some of the most important matches ever played in America against foreigners, as well as of the Committee which sent to England the Philadelphia teams in 1884 and 1889. The Pennsylvania Railroad Athletic Association, which is now merged into the Pennsylvania Railroad Department, Young Men's Christian Association, owed much to his energy and love of sport. He was first President of the organization and was largely instrumental in securing for its use the grounds at Fifty-second street, which form now quite an attractive feature of the latter Association. He was a member of the Society of the Cincinnati in the State of New Jersey, and of the Pennsylvania Society Sons of the Revolution, the Germantown Cricket, the Philadelphia, the University and the Penn Clubs.

Mr. Sims was a splendid specimen of the physical man, and possessed a strong and amiable character. A man of education and polish, gentle, obliging, courteous and sympathetic, he was both alert and tactful, and always held his business matters under a proper reserve. Universally popular, he was nowhere more truly loved than among the officers and employes of all grades in the service of the Pennsylvania Railroad Company, and none will cherish his memory with greater foundness.

On the 9th of January, 1901, at a meeting of the Board of Directors of the Pennsylvania Railroad Company the President announced the death of Mr. Sims.

Whereupon, on motion, the following minute was adopted:

"Mr. Sims was born in this city on the twelfth of September, 1845, was graduated from the University of Pennsylvania in the class of 1865, and admitted to the bar in 1868. He entered the service of the Company as Assistant Secretary on the first of January, 1876, and was elected Secretary on the 23d of March, 1881.

"He had therefore just completed his twenty-fifth year of faithful and efficient service, when a career which seemed to promise many more years of useful activity was suddenly cut short, and the Company deprived of a valued and most capable officer.

"Singularly adapted by nature and fitted by education and experience for the performance of the important duties entrusted to him, his conduct was actuated by a high sense of duty which won for him the entire confidence of all his associates.

"To the members of this board, so long accustomed to his hearty greeting, his unfailing courtesy, and his cheery voice, his

untimely death has brought a feeling of profound sorrow and a deep sense of personal loss.

"A lover of his fellows, he was in turn beloved by all sorts and conditions of men, and by his ever ready sympathy, his helping hand, and cheering word, he had specially endeared himself to a wide circle of devoted friends.

"In making this record, the Board gives but brief and inadequate expression of their affectionate regard for him during his long association with the affairs of the Company."

A writer in the "Evening Bulletin" paid this truthful tribute to Mr. Sims:—

"Most intelligent Philadelphians may in some measure understand the character and services of the late John Clark Sims, for publicly all know of his intense and careful devotion to civic interests. His work for the Pennsylvania Railroad and for the University of Pennsylvania stands out boldly and speaks for itself, so that 'he that runs can read.' But it is not this side of his life that I desire to mention. It is John Clark Sims at home, the man as he really was, who is known to but a limited few of his sorrowing acquaintances. It is well known that the true character of all men shines forth alone in the home circle. As one of many who have shared fully of his bountiful friendship and warm sympathy and who have known him in his home I experience some hesitancy in invading its portals and speaking of the true beauty of the well ordered life which he led therein as well as among men of affairs.

"But it is not overstepping the bounds of public tribute to say that in John C. Sims man or woman, young or old, had but to seek assistance and advice to receive it up to the fullness of his power. Busy beyond the usual ken of man, Mr. Sims was never too busy to drop his work and lend an attentive and sympathetic ear to all who came to him. He was ever ready to give his time in an effort to smooth the path of the unfortunate and uplift their hearts and inspire them with renewed courage. Personally I have knowledge of many men who owe to his kindly and ready help their present positions in life. To the young man, particularly, Mr. Sims was a devoted friend. He had the uncommon faculty of meeting young men as one of their own years; this ability was so marked that he could mingle with them freely, take part in their conversation and sport, be, indeed, as an elder brother in their countless interests.

"Unassuming, gentle, with a sympathy as great and tender as

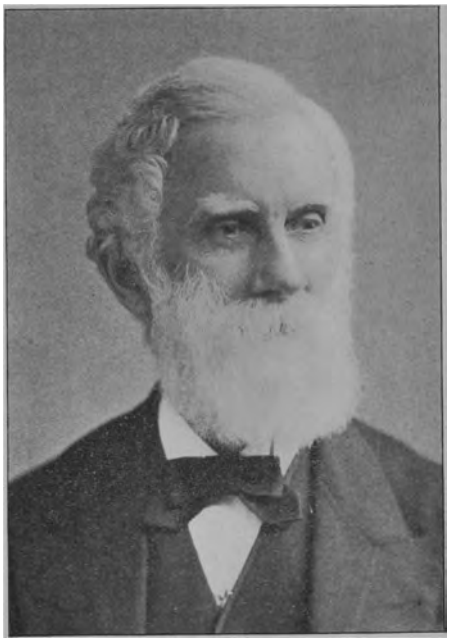
that of any woman, warm-hearted, and big in his perfect spirit of generosity and forgiveness, his friends will ever retain his memory as a thing blessed and rare. Yet he never seemed to understand the beauty of his life, or the rare character of his noble sympathy; in fact, he was one of the few men who do right because it is right, who love the truth for truth's own sake, who love their fellows because it is right to love them, and who did all this as a natural duty. It is given but to few of us to see life in the same beautiful truthfulness and holy spirit as God in His infinite wisdom gave to John C. Sims.

"And it may be said without trespass upon the privacy of his home, that with the prayers of his bereaved and afflicted ones, there have gone forth also those of hundreds of grief-touched men, for they, too, in some poor measure, knew him, and loved him, and honored and esteemed him, as only men can honor and esteem the whole souled and true."

The funeral took place on January 8th, and was largely attended. The services, which were held in St. Paul's Episcopal Church, Chestnut Hill, were conducted by Rev. Dr. J. A. Harris, Rector of the parish, in accordance with the ritual of the Church, assisted by the vested choir of fifty voices, who sang the processional and recessional hymns and chanted the responses. Interment was made in St. Thomas' churchyard at Whitemarsh, Montgomery county. During the committal service conducted by Dr. Harris, the Orpheus Club, of which Mr. Sims was a member, sang, "Hark, Hark, My Soul," and "Paradise, O Paradise," and after the benediction, "The Long Day Closes." Thus has passed away a good man, whose every duty in life was well done, and one who by his charming manners, thoughtful kindness, cheerfulness, humor and unvarying courtesy having endeared himself to all those with whom he came in contact, will long be held in reverent and loving remembrance.

COLONEL EDWIN JEFFERIES.

The death of Colonel Edwin Jefferies at his home in Germantown, March 28, 1899, removed from the ranks of the living a person who had been connected with the earlier stages of rail transportation development in Pennsylvania, and one whose life reflected honor upon himself and the commonwealth. He was a man of sterling worth and high Christian character. Honorable, upright and just, he adorned whatever station he was called upon to occupy, and being



COL. EDWIN JEFFERIES.

thorough in business, aimable in disposition, kindly in speech and helpful of hand, was highly esteemed wherever known. Colonel Jefferies was born in Lancaster, Pa., June 20, 1815. He was the son of Thomas Jefferies, a prominent citizen of that city, grandson of Captain John Jefferies, and great grandson of Colonel Joseph Jefferies. The two latter were active and distinguished officers during the American Revolutionary War. Colonel Edwin Jefferies was educated as a Civil Engineer, and as such assisted in laying out the Lancaster water-works. On February 14, 1839, he was appointed Motive Power Clerk, or Manager, at the Parkesburg Shops, belonging to the State, and connected with the Philadelphia and Columbia Railroad. Upon taking possession of the shops, Mr. Jefferies found a good and competent set of mechanics with whom he began advancing the standard of the work, and improving the machinery. With the exception of not making in the rough the crank axle and iron castings, all the motive power work, except the building of a locomotive outright, was done in those

primitive shops, under Mr. Jefferies' management. The improvement of the Gifford injector to pump hot as well as cold water into the boilers; in providing safety chains between the engine and tender, and the invention of the sand box are all credited to him. Mr. Jefferies was also responsible for clearing up wrecks, which were frequently occurring. In writing upon that part of the work, he said: "Without telegraph or telephone, block signals or even headlights to locomotives, it was at that early day of railroading a difficult problem to care for the distressed trains. To enable us to render succor, there was kept at each end of the road and at Parkesburg, a wrecking car provided with all necessary appliances for such emergencies. Whenever informed of trouble by a messenger on a farmer's horse or at night, if the 'Night Line' was an hour behind time, the watchman on duty should notify me of the fact I would then instruct him to fire up the 'Night Owl' and call out the wrecking party. When all was in readiness, we would start out in search of the derelict. Fearing a train might be met with on the same track upon which our train was moving, I placed two men, fleet of foot, on the bumper of the engine to alternate in running curves with red lights. I never missed one of the many hazardous expeditions, and always took charge without any interference from any source." The foregoing reminiscence shows the resourcefulness of the man, a resourcefulness which raised him to the foremost rank among the railroad men of his day. He continued with the State until 1854, advancing himself and improving the service. His efforts were recognized, and Governor Bigler made him a member of his staff, with the rank of Colonel. In 1854 he assumed the Superintendency of the West Chester Railroad and made marked improvements in its management, putting the motive power and road-bed in better condition, and enabled that Company to withstand the assaults by unfriendly restrictions on the part of the State Road officials, and the friends of proposed competitors. When, in 1857, by reason of the purchase of the Public Works the Pennsylvania Railroad Company re-organized its transportation divisions, they tendered him the position of Superintendent of the Middle Division, but for reasons highly creditable to his unselfish character he declined the appointment. In 1858 he formed a partnership with the late J. Barlow Moorehead and began the manufacture of iron at the Merion furnace in Conshohocken, which he conducted successfully for fourteen years, when he disposed of his iron interests, and retired, since which

time he lived the life of a country gentleman, devoted to good works. For twenty-five years he was an active member of Christ Church, Germantown, a member of its Vestry, and one of its Lay Deputies annually to the Convention of the Diocese of Pennsylvania. He was a member of the Young Men's Christian Association, and one of the organizers of the Germantown Relief Society. The following letter from one who knew him well is a just tribute to his character:

"EMMANUEL RECTORY, HOLMESBURG, Philadelphia, April 5, 1899.

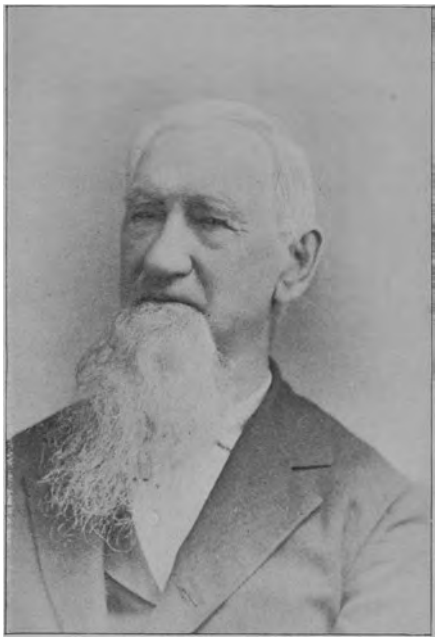
"COLONEL WM. B. WILSON:

"MY DEAR SIR: Permit me to thank you for the opportunity which you so kindly have offered me of paying my humble tribute of respect to the memory of Colonel Edwin Jefferies. It was from a long acquantance with Colonel Jefferies, as I saw him in the relations which he sustained to the Church that I have formed an opinion of his character and learned to admire and appreciate the many noble qualities of his head and heart. My knowledge of him began with my connection with Christ Church, Germantown, of which he was the Accounting Warden for some time. In performing the duties of that responsible position, he always showed himself to be a man of the highest honor, probity and integrity of purpose, a loyal and devoted Churchman, and a wise, experienced and efficient adviser and director in all the financial affairs of the parish. Socially and personally he was one of the most truly kind-hearted men whom it has ever been my good furtune to meet. In all his intercourse with others he was characterized by that genuine and unaffected cordiality which, so different from that which is assumed, always carries with it the conviction of its sincerity. Colonel Jefferies was a man whose heart was so overflowing with a broad charity, a pure and disinterested benevolence, a spontaneous and natural kindness, that there was no place in it for an unworthy motive or an ungenerous trait. As an active and faithful Churchman, his death removes one who will be deeply and sincerely missed. As a public-spirited citizen his community has sustained a loss which will be long and sorely felt. As a man—true, loyal, upright, respected in every relationship in life—his memory will always hold a sacred place in the minds and the affections of a host of friends whom he leaves behind.

"Very sincerely yours,

"ARNOLD HARRIS HORD."

The funeral services ,conducted in Christ Church, Germantown, April 1, by the Rev. Dr. Faulkner, were largely attended by representative commercial, railroad and professional people. The remains were interred in West Laurel Hill Cemetery.



PETER BOUGHNER.

PETER BOUGHNER'S REMINISCENCES.

CONTRIBUTED BY H. P. L.

Peter Boughner was born January 23, 1816, at Snydertown, Northumberland County, Pa., and is now living near Paxinos in the same county. He is one of the few men remaining of those who helped to build and operate the early railroads of this country. His railroad career began in 1832 as a laborer upon the construction of the Danville and Pottsville Railroad and continued throuh various grades until 1867 when he resigned.

This railroad was chartered in 1826. The celebrated Stephen Girard was one of its strong supporters. It was to begin at Danville tunnel the Shamokin Hill just west of the present Reed's Station; from there it was to run through Paxinos, Shamokin and Ashland to the foot of the mountains where the Philadelphia and Reading

Railroad's Mahanoy Plane is now, then up the mountains by one plane and down the other side by three planes into Pottsville.

Coal was known to exist in the Shamokin region, and to get this to market was the object of the promoters of the railroad. Construction began simultaneously at the eastern and western end of the road, but for financial reasons the work of connecting them was suspended and that part of the road between Shamokin and Ashland was not built. At the western end instead of tunneling Shamokin Hill and building into Danville a branch line was laid to Sunbury. Of course every one expected the main line to Danville would be built, and it was the chief topic of conversation. Young Boughner and his friend Bill Farrow, who is still living at Snydertown, thought they would have some fun out of this, so they painted "SHAMOKIN CAR" in big letters on the sides of a store box, put it on a jumper sled and drove over the proposed route into Danville. They created much excitement, and the people flocked to see "the first car that came to Danville." They were given their dinners, and their horses were fed, and they returned home much pleased with the result of their trip. This was the first and last car that reached Danville over the line of the Danville and Pottsville Railroad.

The railroad had its ups and downs, mostly downs. It was divided into parts, and had its name changed several times, until at last the western end became the Shamokin Valley and Pottsville Railroad and was leased by the Northern Central Railway Company and is now known as its Shamokin Division.

Young Boughner started to work upon the grading of the road in 1832, and until 1835 he was sometimes engaged upon the eastern end and sometimes on the western end of the road, but after that date he became permanently fixed upon the western end where he remained until he resigned in 1867.

The track consisted of a strap iron rail spiked along the inner edge on top of a wooden rail or stringer which was supported about every 5 feet by a sill or cross tie resting upon broken stone in a trench dug into the roadbed. The roadbed was graded 22 feet wide so as to accommodate two tracks with 5 feet between them. Only one track, however, was built and that was upon the northern side of the roadbed.

Mr. Boughner was employed either as a laborer or as a foreman upon all the different kinds of work connected with the construction of the road, and had gained so much experience by the time it was

put into operation between Sunbury and Paxinos in 1834 that he was given charge of the Maintenance of Way Department, and his jurisdiction was extended to Shamokin in 1837, when the road was completed to that place.

His duties were numerous. He was Track Foreman, Supervisor, Master Carpenter, Assistant Engineer and Contractor all at once, and there is no knowing what else he might have become if he had not resigned. His title was Supervisor.

The transportation of anthracite coal was then, as it is now, the principle business of the road, but in those days it was loaded into canal boats at Sunbury, and when cold weather closed the canal, the road was stopped. The cars were "four tonners." They looked like the mine cars now used at the collieries. The motive power was horses. Three or four were hitched tandem, and would pull six or seven cars of coal. The hauling was done by contract, the contractors furnishing their own horses. The railroad company owned no motive power until 1838, when it purchased two small locomotives. These locomotives had one pair of driving wheels and had an arrangement for using sand very much like modern locomotives. They had whistles, but they did not have cabs to protect the engineer and fireman, nor did they have bells. They burned anthracite coal, soft coal cost too much; water was pumped by hand for them. The first engineers were Frank Clark and George Shipe. The locomotives were used two years and then abandoned because they were too hard on the track, and horses were again employed. Maintenance of Way men still find this trouble, but they do not suggest this easy method of overcoming it.

Mr. Boughner's friend, Dr. Awl, of Sunbury, saw these locomotives unloaded from the canal boats and put together at Sunbury and tells how the people talked about them, how they would surely explode or something dreadful would happen, so when it became known that they were to be started everybody went to see the operation. The water was pumped into them, the fires were started, all was excitement, fear was overcome by curiosity, one by one the people drew nearer and nearer, and at last they surrounded the wonderful machine and began to examine its parts in detail when the engineer turned a spigot to let off some steam, and then occurred the second "Great Skedaddle" in the Susquehanna Valley. The first was caused by the Indians, the second by the engines. Some climbed fences and fell upon the opposite side with others on top of

them. Many were hurt, but none seriously. One of the locomotives was afterwards sent to Palo Alto yard near Pottsville, where it was used for many years to shove cars over the scales. The other disappeared, no one seems to know where. Mr .Boughner was upon a train pulled by one of these locomotives from Sunbury to Shamokin in forty-five minutes, a speed of about twenty-five miles per hour. This was considered very fast.

At first there were no freight or passenger stations. Platforms were built at the few places where regular stops were made, but trains would stop anywhere to let passengers get on or off. Baggage was not checked; each person took care of his own. There were no tickets; if any one paid his fare he did it on the train, but very few paid; the friends and acquaintances of the employes and managers were carried free, and, of course, everybody had a friend on the road under such circumstances. The trains were run very much like a farmer drives his wagon; if he overtakes a friend, he gives him a ride. The passenger car was attached to the rear of a freight train. At first there were no turn-outs, all trains ran towards Sunbury in the morning and in the opposite direction in the afternoon, and they all ran close together so as to help one another in case of accident or derailment. But after a little while this system of running trains could not be maintained, and two turn-outs were built—one at Paxinos, and the other at Snydertown, so that trains could pass. If by chance they met at other places, the train having the lightest load had to back. While the small locomotives were in use in 1838 and 1839, the engineer sent a man ahead around all curves if he thought the other train might be met.

A taste for fast travel must have developed in the public while these small locomotives were in use, for there was a demand for greater expedition than was furnished by the freight service. To meet this demand Solomon Martz, who died about two years ago at his home at Reed's Station, ran a train consisting of one car called the "Black Hawk," exclusively for passengers and mail.

One luxury obtained, the public wanted more. Stations were now demanded. By this time the railroad had some four-wheel box cars. The bodies of a few of these were taken and made to supply the want. The station at Sunbury was one of these box cars, and it was continued in service until 1872 when the Philadelphia and Erie Railroad Company built the present station at Third and Arch streets.

There was not much need for freight stations in those days, and perhaps there would not be now if freight was handled in the same way. When a car of freight was received at Shamokin it was allowed to stand until after working hours in the evening, when enough men would get together, lift the car off the track, attach a rope to it, and pull it through the streets to the stores where the goods were unloaded.

All these arrangements were done away with in 1852. In that year the second track was laid, iron rails were used, and the first track, the strap rail track, was taken up. Horses were taken off, and locomotives were put on, and have continued on ever since.

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