

ALONG
THE
SCHUYLKILL
WITH
SCCAFF

WRITTEN
BY

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The
Twenty-First Ward
in
By-Gone Years

Some years ago—in July, 1914, to be exact—Penn in his "Men and Things" column of The Evening Bulletin, wrote a most interesting article on the Twenty-first Ward which may prove of interest to the readers of the Roxborough News.

What is now Manayunk, or that part of it nearest the Schuylkill, was in the days of its infancy called Flat Rock. About a hundred years ago—according to the Bulletin's writer—the region was entirely a rural and piscatorial community, somewhat notable, like the Falls of Schuylkill for its fisheries, and especially the catch of shad.

It came into existence chiefly as a consequence of the construction of the Schuylkill canal, when canals were the great objects of agitation for internal improvements and when the earliest coal that came into industrial use was brought down in boats or barges from the anthracite counties.

There were enthusiastic persons who predicted that the little settlement would soon develop into one of the most prosperous towns in the United States, that it would become an important seat of manufactures, that it might even make Philadelphia—that is the old city proper, between South and Vine Streets—look to its laurels in the course of time.

Sometimes it was spoken of in the sort of language which is now employed by town boomers; people were invited to settle there, and the spirit of some of the men who were

interested in its development who seem to have been not altogether unlike that which Joseph C. Neal, famous for his "Charcoal Sketches," described when he saw Pottsville and the craze which sprang up there in connection with the mining and carrying of coal when that industry was claiming general attention, to make the town a "modern metropolis."

One of the citizens who was interested in the development of Manayunk was Dr. J. A. Elkington, who was zealously concerned as one who would now be called a promoter, in various enterprises.

In a church celebration on the Fourth of July, 1828, Dr. Elkington delivered an oration in which he spoke with all the ardor and hopefulness characteristic of the man of progress who believes that he is living in great and unprecedented times. He looked back twenty years and told how, at the winter fireside, he would listen to his father recounting the trials and tribulations that were encountered crossing the Alleghenies and how the mountains and precipices almost overwhelmed them for their daring.

He compared the times and spoke of the possibilities that lay before the people of Manayunk.

At this time only nine years had passed since Captain John Towers and Charles V. Hagner had succeeded in putting Manayunk, as it were, on the rural map.

"It seems comparatively but a few months since in our favorite ramble along the Schuylkill," said Dr. Elkington, "we were accustomed to meet with nothing more imposing than a gentleman's country seat. But now, five miles from Philadelphia, we have the broad shadow of the cotton factory and the swift rushing of the water as it hurries away from the mill wheel. A flourishing and populous village has risen up suddenly where we lately paused to view the simple beauties of the landscape."

He then proceeded to give, on the authority of Andrew Young, a list of the factories which were in existence there in the early part of 1828.

The industries included the cotton factory of Richards, Rush & Company, with more than 3000 spindles.

and sixty power looms; the grist mill of Smick & Gorgas, which manufactured 300 barrels of flour a week; Mr. Rowland's mill, for grinding and polishing saws; Mr. Hagner's mill, Mr. Darrach's mill, for manufacturing wool for hats; Mr. Rising's mill, with 2000 cotton spindles; Mr. Brook's mill, for the manufacture of wool for beds; Mr. McDowell's mill, which manufactured paper in one part and had a thousand cotton spindles in the other; Mr. Morris's mill, conducted by Mr. Wagner, with more than 3000 cotton spindles, and the cotton mill of Borie, Maguerenne & Keating, which had more than 4000 spindles, manufactured 20,000 yards a week and employed more than 200 hands.

In addition it was said that soon there would be completed Mark Richard's rolling mill, Mr. Shippen's three factories, Mr. Eckstein's large paper mill and Moses Hay's mill for manufacturing woolen and worsted goods.

According to Dr. Elkington the first mill started on the bank of the river was Captain John Tower's, which was running October 10, 1819, and the first child born in the village was Christiana Margaret Baird, in January, 1820.

SCCAFF

"ROXBOROUGH NEWS" July 14th 1926.

"Germantown I. Gazette" July 15th 1926

Roxborough's Warriors

After the War of 1812 and before the War of Rebellion, in 1861, military matters were at a standstill in and around Roxborough.

The muster days of the militia had been abolished, but the people were occasionally treated to a sight of the Roxborough Troop, or First Company of Pennsylvania Dragoons, of which Charles Thompson Jones was captain. He was a large man, weighing nearly 300 pounds, and made an imposing appearance when on horseback.

As Captain Jones and his troop paraded down Ridge road, they, with their blue coats, buff trousers, boots, large epaulets, plumed hats and long sabers, must have presented a sight which recalled some of the Continentals who, in the War of Independence, had camped near the village.

They were a jolly lot of dragoons, and the troop was to Roxborough, Manayunk and the Falls what the present City Troop is to Philadelphia.

The Dragoons expected to go as a body into the Civil War and made preparations for that purpose. But those in charge of organizing the Northern forces made changes which were necessary on account of the proportions which the war threatened and soon reached. The government refused to furnish horses for the company and thus prevented that old military command from entering as a unit. The organization disbanded and the majority of its members enlisted in different branches of the service.

The constitution and by-laws of Captain Jones' troop were adopted December, 1848, probably a short

time after the organization of the company. The little pamphlet contained rules regarding the name of the company, the constitutional quorum and the number of yearly meetings, dues, fines, the duties of the commissioned and non-commissioned officers and so forth. The uniform was designated as that worn by the United States Dragoons.

The commissioned officers of the company, in January, 1857, when the entire number belonging to the troop, including commissioned and non-commissioned officers and privates, was fifty-two, were: Captain, Charles Thompson Jones first lieutenant, William Kirk; second lieutenant, John S. Nicholas; third lieutenant, Daniel Arbuckle; ensign, Nathan L. Jones; quartermaster, George W. Hipple; assistant quartermaster, Henry K. B. Ogle; surgeon, Dr. J. M. Morris; first orderly sergeant, William Wright.

The headquarters of the company in 1857 was the Levering Hotel.

Another militia company which was well known before the Civil War was Jackson's Rifles, of Manayunk. Dr. John Conry was captain and he had offices both in Manayunk and the Falls. Dr. Conry was a popular and esteemed citizen of the Twenty-first Ward. He had a large practice and was continually in demand, both as a family physician and neighborhood adviser. He took an active part in civic affairs and was at one time a member of the School Board of Philadelphia.

The Jackson Rifles were a well drilled company of picturesque appearance and on days like the Fourth of July and Washington's Birthday were accustomed to parade before the public. When the Civil War started the Rifles went to the front as a part of John F. Balliers' Twenty-first Regiment, with Arthur Shields as its captain. Dr. Conry's services to the community could not be spared at the time.

The company did good service on the Pennsylvania border, in the Shenandoah Valley.

SCCAFF.

Roxborough's Warriors

(Second article)

In addition to the Roxborough Troop and the Jackson Rifles there were, in Roxborough and Manayunk, ten or twenty years before 1860, several other well drilled military companies.

Captain John J. Belsterling commanded the Morgan Rifles.

A Falls of Schuylkill man captained the Roxborough Artillery. Its first lieutenant was John Liebert, and Peter Orth was second lieutenant. Like many other militia companies, in no way reflecting on it, it could not enter the Civil War as a body. Its members scattered and enlisted in various other branches of the Union Army.

Another company was known as the Roxborough Blues and was commanded by Charles V. Hagner. It served during the American riots, in 1844, and for a time was stationed at the Tiger Hotel, Fourth and Vine streets.

At least once a year these various companies came together for drill and inspection. They usually met on the "sand commons," which ground is now covered by the plant of the Philadelphia Paper Manufacturing Company. There were also times when they drilled on the "Carlisle lots," where the new Kendrick Playground is now, or at the "dark woods," still lower in Roxborough, not far from Manayunk avenue.

Company A, of the 119th Regiment, Pennsylvania Volunteers, with the exception of about ten men, was entirely recruited from Manayunk and Roxborough, at the time of the Civil War. The first commanding officer was Captain Andrew A. Ripka. James Dykes, who was a son-in-law of William Simpson, the owner of the old Washington Print Works, of West Falls, went out as first lieutenant and later became captain.

The 119th Regiment, Pennsylvania Volunteers, had its recruiting camp near the junction of Wissahickon

avenue and Hunting Park avenue.

Company E, of the First Regiment, Third Brigade, First Division, was largely from the present Twenty-first Ward. Its officers included Captain J. J. Belsterling, First Lieutenant Samuel Wrigley, Second Lieutenant John L. Staples.

In 1863, Captain Timothy Clegg raised a company in Manayunk, in two days. This company served in Colonel John Newkumet's Thirty-first Regiment, Pennsylvania Volunteers, in the Cumberland Valley.

Clegg later organized Company L, of the Twentieth Regiment, in one day. The regiment was for a short time at Fort McHenry, Baltimore—from where, at dawn, the waving of Old Glory inspired "The Star Spangled Banner," in the War of 1812. The regiment then went to Johnson's Island, Lake Erie, where it served for a few days in charge of prisoners of war. Next it went to Gallipolis, opposite the mouth of the Kanawho River, and still later the battalion of which Captain Clegg's company was a part was on duty at Weston, in West Virginia, and finally at Charlestown, in the same state, from which place the company came home. Every man in this company was from the Twenty-first Ward.

There was another company, the Garibaldi Guards, largely recruited in Roxborough, Manayunk and the Falls. Its captain was Charles H. Christman, of Germantown, and Theodore Geyer, of the Falls, was first lieutenant. The company had a long and honorable service in the War of the Rebellion.

A company known as the Wissahickon Guards served in the emergency campaigns of 1862 and 1863. The company was composed of men from the region of the upper waters of the Wissahickon—from White-marsh Valley and the vicinity—but had in its numbers men from Germantown, Chestnut Hill and Roxborough. These names appear in the list of members: Comly, Longstreth, Clayton, Yocum, Atkinson, Hough, Jenkins, Jones, Lukens, Potts, Roberts, Stackhouse and Yerkes. Its commanding officers were Captain S. W. Comly, First Lieutenant John C. Longstreth and Second Lieutenant

A. L. Taggart.

On April 3, 1861, a company known as the Home Guards of Roxborough was organized, being Company A of the Home Guard Regiment of Philadelphia. Its captain was Charles E. Graeff; first lieutenant, Horatio G. Jones; second lieutenant, John Thomas; third lieutenant, Anthony D. Levering; orderly sergeant, Elijah Cox, and second sergeant, Milton M. Hupert.

Roxborough also served its country in the wars following the Civil conflict of 1860-65 and the writer wonders if anyone has kept any record of the men who entered the great World War.

SOCAPP.

Manayunk in Days of Old

According to some old records, Manayunk—which was the Indian name for the Schuylkill river—ought to have been Manajunk, signifying in the language of the aborigines "Daughter of the Rivers"—that is, one of the daughters of the river Delaware.

There was a time, however, of which we learn that there was an agitation at the upper end of Manayunk—the Blocks—for creating the town of Jacksonville—perhaps a token of the popularity, in the section, of "Old Hickory," who was in the midst of his second Presidential campaign.

More than half a million dollars had been invested in the town's factories, and much pride was exhibited in the fact that \$10,000 was paid every four weeks for labor. "The cash," it was said, "is put into immediate circulation. It comes from the hands to the storekeeper, the butcher, the baker, the tailor, the shoemaker and the doctor; each getting their share; a new and vigorous spring is given to everything."

There was a school for "free and pay scholars of both sexes." Roxborough Lodge constituted a permanent part of the local improvements, and a library had been opened.

Ebenezer Hazard, in May, 1830, collated data from the United States Gazette concerning the laying of the cornerstone of the Catholic Church of St. John the Baptist. On this occasion the Rev. John Hughes, of Philadelphia, who afterwards became the celebrated Bishop Hughes, of New York, assisted by three other priests, proceeded from the house of Mr. Keating and performed the service. A record which was deposited in the cornerstone testified that Manayunk was eight years old and the

population was 1800. It is to be believed that Mr. Hazard was referring to the year 1828.

The site of the building was described as part of a sloping eminence considerably to the right of the entrance to the village as one proceeded from Philadelphia.

The Psalms of David formed the principal part of the ceremonial language. Mr. Hazard went on to say: "I noticed particularly, the Eighty-third, Eighty-sixth, One Hundred and Twenty-first and One Hundred and Twenty-Sixth—of the Vulgate Douay—as being peculiarly beautiful and appropriate for the occasion, and the translation of them in accordance if not with the rules of the Church at least with the wishes of the audiences. The whole ceremony came home to the mind, in which curiosity was succeeded by something which seemed to whisper to the heart of heaven and eternity."

The discourse of Father Hushes, then probably the most eloquent of the priesthood in this part of the country, was based on a text from the Twenty-eighth chapter of Genesis, "And this stone which I have set for a title shall be called the House of God."

Varied as the population was, at the time, there was a spirit free from religious strife. It was possible for men who were attached to one religion to show entire respect for those who were equally attached to another.

The trustees of the Presbyterian Church had granted, to the Catholics the use of their building for the preaching of the sermon, and thither the crowd repaired after the laying of the cornerstone.

Many years later, John Hughes, as a prelate in New York, was in the forefront of a great agitation his church on one hand and the Native American movement on the other, and for a long time no other upholder of his faith was more an object of criticism or hostility on the part of its opponents.

But at the time of the laying of the cornerstone of St. John's the

season of political uproar had not yet begun in the United States and the Protestants of the village could perform an act of courtesy to the Catholics of the community, even unusual as it was, without exciting any commotion.

Hazard went on to say: "That which struck me most, was the Roman Catholic priest shedding from the glittering robes in which religion arrayed him, the broken rays of the evening sun that beamed upon his vestments and his countenance. Where was he going? He was going to preach, by permission both divine and human, in a Presbyterian church and to a congregation of all religions. It was altogether a sight the like of which I had never seen before."

And the little Manayunk of those days has grown into a city in itself.

SCCAFF

A LEADER OF AFFAIRS In ROXBOROUGH

Captain Charles Thompson Jones served in the emergency campaign of 1862 as quartermaster with the rank of major, in the Blue Reserves, or Eighth Regiment, Pennsylvania Volunteers. In the emergency campaign of 1863 he saw service in a like position in the Thirty-second Regiment, Pennsylvania Volunteers. Captain Jones—or Colonel Jones, as he was later called—was at one time the old Twenty-first Ward representative in City Councils.

A biographical sketch published just after his death, in the Public Ledger and in the Manayunk Chronicle and Advertiser of January 28, 1897, read thus:

"Charles Thompson Jones was born January 10, 1814, at Roxborough. His father was the Rev. Horatio Gates Jones, D. D., who for nearly fifty years was pastor of the Lower Merion Baptist Church, and his mother was a daughter of Nathan Levering, one of the prominent citizens of Roxborough. His grandfather was the Rev. David Jones, A. M., for many years pastor of the Great Valley Baptist Church, in Chester County, and the famous fighting chaplain of General Anthony Wayne.

"Colonel Jones was educated at Roxborough Academy, founded by his great-grandfather, William Levering, and also at Mount Airy, under Rev. James Patterson. He devoted his early years to farming and when quite a young man he published a weekly paper, The Sun, devoted to the anti-Masonic cause, one of his assistants being Thaddeus Stevens. But about 1857 he himself became a member of the Masonic order and so remained all his life.

"Colonel Jones was active in his efforts to help elect Joseph Ritner as governor of Pennsylvania. In con-

sideration for his services, Governor Ritner offered a position to young Jones, but the latter recommended his brother, John Richter Jones, for a judgeship, which request was granted. This brother—the judge—later became colonel of the Fifty-eighth Regiment, Pennsylvania Volunteers, and was killed during the Civil War, near Newbern, North Carolina.

"Charles Thompson Jones was appointed by John Gest, the register of wills, as deputy register of wills, a position which he filled with great ability and a due regard for the law relating to fees. What money he made he put into farmland in Roxborough and Manayunk and divided the land into building lots, and in this way accumulated a large fortune.

"Judge Kind, in 1842, appointed him a member of the board of inspectors of the County Prison, which position he held until the consolidation of the city in 1854. He was afterward appointed a member of the board of inspectors of the Eastern Penitentiary and served in that position for a number of years until his term expired in 1883. He was at all times opposed to the contract system of letting out the labor of convicts and while a member of the board had the dark cells abolished, beside instituting other reforms.

"When a vacancy occurred in the board of county prisons the judges of the Court of Common Pleas at once appointed Colonel Jones to the position which he held at the time of his death.

"In 1853 Colonel Jones was chairman of the Whig State Committee, with David Taggart, of Northumberland, treasurer, and upon consolidation of the city, a year later, he was elected to Select Council from the Twenty-first Ward, as a Whig, being the only member of that party in Councils.

"The part he took in straightening out the debt complications which arose at that time, his persistent investigation of frauds upon the city treasury and the enforced payment of \$48,000 by the city treasurer and his securities are matters of record.

"After serving two years he retir-

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ed from Councils and was elected a member of the Gas Trust, and for three years was president of the board. He then entered Common Council, and afterwards was a member of the Select Branch for several years and the Common Branch for three years, but in 1865 was again returned to Select Council, where he remained until April, 1880, his successor being John S. Davies, a Democrat. In the spring of 1882 he was again nominated by the Republicans of the Twenty-first Ward as a candidate for Select Council, to fill the vacancy caused by the resignation of Mr. Davies and was elected, but the next year he was defeated by Dr. William H. Trites.

"Colonel Jones was for a number of years a member of the School Board of the Twenty-first Section, which he also represented on the Board of Education.

"When the question of making new charters for cities came up and a bill was passed by the Legislature, in Harrisburg, giving the governor power to appoint a commission, Governor Hartranft named Charles Thompson Jones as one of the members, and he faithfully performed his duties. He was anxious to have the new charter passed and it was by his advice that his brother, former Senator Horatio Gates Jones, then in the Senate, introduced the bill at three sessions.

"Colonel Jones was probably one of the best known citizens of Philadelphia and had many friends among the rich and poor. To the latter he had an ever open and liberal hand. At the time of his death he was president of the Middle Penitentiary Commission, now known as the State Reformatory, at Huntingdon, an institution in which he took a very active interest. He was also a director of the Ridge Avenue Railway Company and was connected with several other corporations."

SCCAFF.

An Early Historian of Roxborough

Horatio Gates Jones, who lived in Roxborough many, many years ago, was one of the town's first historians. He was the author of a series of articles on the history of the vicinity, published in the Manayunk Star, in 1859, just previous to the Civil War.

Later, in 1880, the same series appeared in the Manayunk Sentinel under the title "Historic Notes of Olden Times in Roxborough and Manayunk."

The stories, as far as can be ascertained, were never reproduced in book form, but were fascinating in their interest and contained an abundance of historical lore which Mr. Jones had collected from the old inhabitants of the "Hill-top," and vicinity.

The majority of the notes were gathered about the year 1845 and also a few from old documents, newspapers and books which related to the movements of Washington and Lafayette in the neighborhood.

Many of the tales contained the names of Levering, Righter, Holgate, Frey, Robeson and others, and also referred to the poor people of the town and the managers of measures instituted for their relief, and told of the old school and its teachers and trustees; of the movements of Colonel Allan McLane and his Revolutionary scouts, of the Hessian marauders, of descents upon the innocent farmers, of the burning of barns and the taking of grain and livestock, of the massacre of a band of Virginia troopers encamped in Roxborough in the Revolution; of the failure of Howe to capture Lafayette at Barren Hill; of the men of

the neighborhood enlisting to fight for freedom; of the roads, lanes and by-ways of the locality; of the mills of the Wissahickon, of the monasteries and the monks who lived in them, of the religious beliefs of Kelpius, whose hut and cave were on the hillsides of Wissahickon Creek and of mining activities along the same valley.

When the British, or their allies, the Hessians, left their camps which were in Nicetown and the Falls, for the purpose of plundering the districts outside their lines—in other words, the valley of the Wissahickon and the heights of Roxborough—they found their way by routes easily understood by anyone acquainted with the "lay of the land" in the vicinity.

Sometimes they went by old Township line, which is now known as Wissahickon avenue, and down along Wissahickon Creek to Gorgas Lane, or some other road which led up from the creek to the top of the hill. Again, they probably reached their destination by way of Ridge road.

The soldiers, doubtless, were occasionally ambushed along the latter route, by scouting parties from Washington's camps, at Whittemarsh and along the Schuylkill.

The articles were full of all this, a vast store of the most interesting facts to the lover of local history.

The father of Horatio Gates Jones was the Rev. Horatio Jones, who lived for many years in a house near the Schuylkill, which stood in ruins until a few years ago, on Main street, just opposite the Pencoyd bridge entrance to West Laurel Hill. The minister preached on Sundays and earned a livelihood as a fisherman on weekdays.

Two of the brothers of Horatio Gates Jones were John Righter Jones, who was a judge and colonel, and Captain Charles Thompson Jones, both of whom took an active part in the public life of the city, state and nation.

The Joneses were related to the Leverings, Waynes and other Revolutionary and pre-Revolutionary families.

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Manayunk of Old

The writer recently had the good fortune to obtain, from an old resident of the Twenty-first Ward, a historical booklet of Manayunk, which was distributed by the Manayunk Business Men's Association, at a carnival held in our bustling little mill-town, in November, 1908.

At that time the Manayunk Business Men's Association had as president John J. Bisch, W. J. Hurst was vice president, Jacob Metzler treasurer and our stout little real estate friend "Ben" Calverley was secretary.

But to get back to the history.

It was not until the eighteenth century had been well advanced that the place now known as Manayunk had any name. The term Flat Rock was applied principally to the large flat rock extending out in the river from the west shore. This term was also applied to the small settlement and was continued from time to time with that of Leverington, until finally, in 1824, the present name was adopted.

Manayunk, according to the booklet, received its name in the following manner:

Inhabitants of the little village were desirous of having a local name established so that the settlement could be distinguished from Roxborough, which was also known as Leverington. On May 14, 1824, the residents of the town gathered at a public meeting to decide upon the proper name of the community. Isaac Baird and William J. Brooke were appointed to select a name.

These two men called upon Henry Hagner, a classical scholar, who suggested the name "Udoravia." This name apparently satisfied most of the inhabitants, for at the next public meeting the appellation was adopted and a sign bearing the name, which to us of this day sounds like one of the comic-opera middle Euro-

pean kingdoms, was erected in a conspicuous place.

Captain John Tower, who was a soldier, shipbuilder and owner, born in Philadelphia, September 10, 1758, was one of Manayunk's pioneers. Captain Tower made no objection to the peculiar name of "Udoravia" but continued calling the village Bridgewater, which he had previously adopted.

It might be interesting to give here a brief outline of the life of Captain John Tower.

Tower was born of Scotch-English parents in a house on the site now occupied by the Jayne Building, on lower Chestnut street. He was early apprenticed to a shipbuilder and had not completed the term of his indenture when the war for liberty broke out. He served in the American army from the time of the battle of Trenton until the close of the conflict. After the war he became the owner of several vessels which, commanded by him in person, gave him a start in a prosperous career as a merchant.

Subsequently he engaged in the manufacture of woolens in Germantown, furnishing large quantities of cloth to the government during the War of 1812. In 1814 he moved to Rock Hill, on the west bank of the Schuylkill opposite Flat Rock, where he erected two substantial mills.

It was Tower who shrewdly saw the possibilities of Manayunk as a millsite, as the consequence of the operation of the canal of the Schuylkill Navigation Company. Obtaining possession of a narrow strip of rock, gravel, juniper bushes and

weeds on the river bank, he began to construct a capacious mill amid much headshaking of the older inhabitants, who predicted that the first ice freshet would sweep the structure away.

Within six months after the water had been turned into the canal he purchased, on April 10, 1819, the first water power sold by the Navigation Company, and began mill operations, which, extended from time to time, laid the foundations of Manayunk.

The name "Udoravia" did not

please a number of mill-owners, non-residents of the town, who came out daily from the city, and at their suggestion the name was changed to Manayunk, after the Indian name of the Schuylkill, with a slight change in the spelling.

The Indian name of the river, according to those who have searched ancient records, was "Mantung," and translated means, "the place where we drink." The Indians had given this name to the stream because it was here that they regularly drove their herds of cattle and livestock down the hills to drink from the Schuylkill.

The adoption of the name of Manayunk was unanimous, and the name became popular. It was spoken of by the few residents, and talked about by the people of Roxborough, Falls of Schuylkill and Germantown.

It spread on all sides and today the name is known throughout most of the United States. Old time minstrel troupes and other public entertainers would seldom go through a program without getting off the phrase, "All aboard for Manayunk."

But the prize of all, it seems to the writer, was when he heard of a lonely Falls of Schuylkill lad who was making a pilgrimage to New Orleans at a recent American Legion Convention. The doughboy from the Falls was far away from home and friends and very lach homesick, when all at once he heard a loud voice call out: "From the locks to the Blocks, it is nothing but rocks, Manayunk, Manayunk!"

Needless to say the Falls boy located the Manayunker and revived at once, from his spell of the blues.

SCCAFF.

Early Education in Manayunk

The first school in Manayunk was situated in a little building on the west side of Main street, just below Rector street. The school house was a new departure of Andrew and Peter Robeson.

Then came the Green Lane School, taught by Philip Oty, the Shurs Lane School, now known as the Charles T. Jones School, the Schuylkill School, at Mount Vernon and Fairview streets, and the parochial schools of St. John the Baptist, St. Mary of the Assumption and the Holy Family Roman Catholic Churches.

The Dutch Reformed Church, which is known to the present generation as the Fourth Reformed Church, was organized in 1826. Its location is on the Roxborough side of Manayunk avenue, actually being in Roxborough.

Mount Zion Methodist Episcopal Church came in 1827; First Presbyterian some time in the neighborhood of 1828; St. John the Baptist Roman Catholic, in 1830; St. David's Protestant Episcopal in 1831; Ebenezer Methodist Episcopal in 1847; First Baptist, 1851.

The members of the First Baptist Church had previously worshipped in Roxborough Church which had been constituted in 1789.

Mount Vernon Mission was started in 1873. Holy Family Roman Catholic, Emmanuel Methodist Episcopal, Epiphany Lutheran and the Polish Catholic Church are other places of religious worship and study that are situated in the lower part of the Ward.

When speaking of educational advantages we must naturally include the newspapers which have and do serve the community.

The Chronicle and Advertiser, formerly issued by John E. Milligan and Samuel F. Ehly, holds the honor of being the oldest newspaper in the district. It was established January 1, 1869, by James Milligan, who died in 1908, after an eventful and

successful life, after editing the paper for almost forty years. No man accomplished more for the physical and moral advancement of Manayunk than did James Milligan.

Three attempts to publish a weekly paper had been made prior to the appearance of the Chronicle. They were the Manayunk Courier, the New Era and the Manayunk Star. The latter was issued from the press of Samuel H. Sloan during the years from 1869 to 1861. Sloan was bought out by Josephus Yeakel, who, on November 6, 1870, issued the Sentinel, which was later owned and published by Fred A. Lovejoy. Mr. Lovejoy passed to his reward within the past year. The Advance and Review was another sheet which made up what was known as "Newspaper Row," on Main street.

In the early history of Manayunk, a library was instituted by Jacob B. Smith, a Roxborough school teacher. Shortly after this venture, Mr. Smith died but he bequeathed all of the valuable books to the library. The library, whether through lack of efficient management, or some other cause, did not long survive its founder and was merged with the Lyceum, which was in a small building near St. David's church. For a time it was known as the Arcanum. Roxborough Lyceum, it is said, started from this small beginning.

James Milligan took an active interest in another small library, shortly after taking up his residence on Manayunk in 1854. This library furnished most of the education obtained by Maurice F. Wilhere, who became widely known as an orator and a magistrate.

When the Philadelphia Free Library was searching for a site for the present Andrew Carnegie library building, John F. L. Morris came forward and presented the city with the land.

Mrs. Catherine Stevens, in her will, made provisions for a reference library which was to be erected on Krams avenue.

And so, as the years roll on, more and better educational advantages are at the disposal of the inhabitants.

SCCAFF

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Back and Forth in the Old Days

The earliest transportation facilities afforded the people of the Twenty-first Ward to reach the city consisted of a stage owned and driven by Jacob Shuster, who established a line from Roxborough to Philadelphia.

Shuster was induced by the payment of \$65 to run his stage for three months through Manayunk. He found the change to be a paying one and procured additional horses and stages.

Like Twell's experience, of today, Shuster soon found opposition, for John Crawford, seeing Shuster's success, established a competing line.

Crawford continued business in Roxborough until the Manayunk and Roxborough Inclined Plane Railway began, in 1870, or thereabouts.

John Small also drove a stage coach regularly to the city from Manayunk until the advent of the Ridge avenue horse cars, which began running from Ridge and Columbia avenues in the fall of 1859 and continued until the line was merged with the Union Traction Company, whose electric street cars are now operated by the Philadelphia Rapid Transit Company.

The Norristown Branch of the Philadelphia, Germantown and Norristown Railroad was constructed in 1834 as far as what is now the lower side of Walnut lane. The first cars were run out from Ninth and Green streets to Manayunk on October 18, 1834.

The train of four beautiful cars, each drawn by two horses, left the depot, in town, at 4 P. M. arriving early in the evening.

The passengers, numbering 130, filed down to the old Fountain Park Hotel, at Falls of Schuylkill, which was formerly the home of General Thomas Mifflin, the first governor of Pennsylvania, where lunch was served.

The first locomotive-drawn train passed through Manayunk on Satur-

day, August 15, 1835, the day the road was opened to travel to Norristown.

If anyone who is interested enough will go into the Columbia avenue station of the Reading Railroad he will see as a permanent exhibition the "Rocket," one of the first eight locomotives purchased by the old Philadelphia, Germantown and Norristown Railroad. The "Rocket" was named for George Stephenson's famous engine which in 1827 won both fame and fortune for its inventor.

The engines were built by Braithwaite & Company, of London, England. Upon their arrival in this country they were hauled by canal boat up the Schuylkill to Reading, Pa. They were then drawn by horses to the Reading's tracks at Seventh and Penn streets, Reading, and were placed in service between Reading and Norristown, which was as far as the Reading's tracks reached. Later a consolidation was effected with the Philadelphia, Germantown and Norristown Railroad, by whose rails the trains entered Philadelphia.

The engines ran at the speed of twenty-five miles an hour and weighed eight and four-tenths tons.

In 1885 the Pennsylvania Railroad was in operation over its Schuylkill Valley Division, crossing over the river on its old "S" bridge.

Local capitalists, with Peter Liebert as president, organized and equipped the Roxborough, Wissahickon, Manayunk and Barren Hill Electric Railway, by which the climbing of the hilly streets became a matter of choice and was no longer a necessity.

With the advent of the automobile and the autobus, the Twenty-first Ward is now connected in every direction with all of the surrounding country. Today it is possible to travel for miles and enjoy eight or ten hours' pleasure and return home the same day. Think of traveling up to Royersford, to Lakeview Park, in the old days, for a swim and a ball game! It would have been impossible.

In speaking of the transportation of the years that have gone it would seem neglectful to fail to mention

the steamboats which traveled up and down the river and canal, hauling both passengers and freight.

Manayunk was widely known as an "inland port" for canal boats. What an attraction it was for the early settlers to watch the boats pass through the locks and the jolly company of "mariners" who gathered about the canal commissary, presided over by good old "Billy" McFadden, with his "Two of wheat and one of rye, three eights are twenty-five; hurry, your boat's in the locks."

What an inspiration those boats were for the lads of the neighborhood, whose highest ambition was to become the owner or captain of one of the boats, especially a lime schooner!

SCCAFF.

The Founders of Roxborough

NO. 1

The ways and means by which this column is filled, from issue to issue, are as the Irish say it, "strange and queer." Indeed, there have been inquiries on the subject, but, so far as the general formula is concerned, we have sworn a gypsy oath never to reveal it. But the story of how this one, at least, was obtained may be told.

Howard Malcolm Levering — the gentleman insisted on our dropping the "Mister," our usual salutation of politeness to men who are our elders — who resides in upper Roxborough, and who at one time served this Ward in City Councils, is the possessor of a rare volume of some 1000 pages, called "The Levering Family, Its History and Genealogy," which was written by Colonel John Levering, of Lafayette, Indiana, and published in 1897.

The author of this exceedingly interesting volume was an associate of the Victoria Institute, or Philosophical Society of Great Britain, a companion of the Military Order of the Loyal Legion of the United States, author of "Personal Recollections of the War of the Rebellion, etc"; a member of the Indiana Historical Society and of the Indiana Academy of Science.

This man of rare attainments, with due regard for details, compiled a history which is most complete in its arrangement. H. M. Levering, the possessor of the volume into which I was fortunate enough to peer, spent more than two years investigating family records in Roxborough, for the information of the

author, Colonel John Levering.

On the title page of the book is pictured the Levering family coat-of-arms, consisting of a shield bearing one over the other, three running rabbits, or hares. Beneath the shield appear the three Latin words, "Ducit Amor Patrie," which translated signify a love of their country.

John Levering, in his volume, speaks of an earlier work, entitled "The Levering Family," which was published in the year 1858, by Horatio Gates Jones, of Roxborough.

Much of the local historical matter, printed in the book of 1897 was gathered from the pages of the local history, compiled by Mr. Jones.

And now to mention some of the facts which were unearthed while "digging" in "The Levering Family, Its History and Genealogy."

There is an ancient town called Leverington — as Roxborough was known in the earlier days—in Cambridgeshire, England, although the founders of Philadelphia's Roxborough came from Germany. It is thought probable that some other branch of the clan Levering had traveled over to England with the early invaders of that country.

The earliest known progenitor of the Leverings bore the first name of Rosier. The oldest record evidence possessed was that furnished by Wigard Levering—the first of his family to settle in America—in his well-written family register which related his parents to Holland.

In a still preserved family Bible is the family register, written by Wigard Levering after his immigration to America, in 1685. Roxborough's founder stated: "I, Wigard Levering, was born in Germany, in the principality of Westphalia, in the district of Munster, and town of Gemen. My father's name was Rosier Levering. My mother's name was Elizabeth Van de Walle, who was born in Wesel. In the 23rd year of my age, I was married to my beloved wife, Magdalena Boecker, who was also born at Leyton."

Wigard and Gerhardt Levering in 1684-5 were fresh accessions to the ranks of the followers of Pastorius, having arrived before the month of August, 1685.

Francis Daniel Pastorius was a

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Highly educated German, the author of several volumes and master of a number of languages. He came to America in 1683, as the agent of the Frankfort Land Company, which originated in a circle of intelligent and cultivated mystics, or pietists. This company bought of William Penn a tract of land near Philadelphia, which included the present Germantown and its vicinity. Pastorius joined the Society of Friends, and eventually became the head and law-giver of the Germantown settlement. In 1688 he drew up a memorial against negro slavery, which was adopted by the Friends' Meeting, both at Germantown and Philadelphia, and was the first protest made by a religious body. Pastorius is the chief character in Whittier's poem, "The Pennsylvania Pilgrim."

Among the papers willed by Horatio Gates Jones to the Historical Society of Pennsylvania is a written contract for transportation of Wigard Levering and his family to Philadelphia, dated March, 1685. The instrument stipulates that, "We, the subscribers, do acknowledge and confess by these presents that we have contracted and agreed together, that Doctor Thomas Van Wylch and Johannes Le Bruu, in behalf of the Pennsylvania Company, in which they and other friends of Frankfort and other parts are engaged to accept or receive me, Wigard Levering, old 36 or 37 years, and Magdalena Boschers, old 36 years, and four children, Anna Catherine, William, Amelia and Sibella, respectively 1/2, 2 and 1/2, 5 and 9 years, to and for the service of the aforementioned Company, to transport by shipping out of Holland, or England, to Pennsylvania, upon their cost, etc."

On arrival in Pennsylvania, they agreed to report themselves to Francis Daniel Pastorius, who was the general agent for the company.

Lack of space prevents us from completing the story of the founding of Roxborough in this issue, and so it will be continued in next week's publication.

SCCAFF.

The Founders of Roxborough

NO. 2

The readers of last week's article, will, I believe, be glad to see this continuance of the story, which, on account of the lack of space, was held over for this issue.

Those who read the previous account will recall that the greater part of the information it contained was gleaned from "The Levering Family, Its History and Genealogy," written by Colonel John Levering, a noted scholar and historian, of Lafayette, Indiana, which was published in 1897.

Some of the notes were obtained from Horatio Gates Jones' book, "The Levering Family," which was written in 1858, and the details concerning Pastorius, the founder of Germantown, were taken from an article, printed in an old issue of the Penn Monthly, by Professor Oswald Seidensticker.

A deed that was recorded in August, 1685, stated, "On the 10th of that month and year, Francis Daniel Pastorius, as the attorney of Jacob Van de Walls and others, forming the Frankfort Land Company, conveyed to Wigard Levering a lot in Germantown, containing fifty acres of land." The deed is in the German language and closes as follows: "So done in Germantown, on the 10th day of the Sixth Month (August) in the year of Christ 1685, in the sixteenth year of the reign of King James the Second, of England and in the fifth year of the reign of William Penn."

The Jacob Van deWalle, a member of the Frankfort Land Company, who is spoken of in this deed, was evidently some relative of Wigard Levering, as his mother's maiden name was Elizabeth Van de Walle, who was born in Wesel, Germany.

Gerhardt Levering, more than

likely, accompanied his brother, across the Atlantic Ocean to the then new land of America, for it is also recorded that Gerhardt purchased a tract of land of like size to that of his brother.

Later both Wigard and Gerhardt became freemen and exercised their rights, as Wigard acquired 500 acres by purchase and Gerhardt bought 100 acres adjoining. These tracts reached from the Wissahickon Creek to the Schuylkill River and embraced a considerable portion of Roxborough—formerly known as Leverington—Manayunk, Wissahickon, Manatawny and reached down to the Falls of Schuylkill, taking in a great part of the beautiful Wissahickon Valley of Fairmount Park.

Leverington Cemetery occupies a portion of Wigard Levering's purchase of more than two centuries ago and is upon or near to the spot occupied by the old pioneer as a dwelling place. His remains were interred in the old, original portion of that burying ground, in a plot that was set apart for himself.

Many of the first-buried bodies in the old part of Leverington cemetery were removed many years ago to make room for the march of progress. The section which was used in the early days was near where the present Martin street runs back towards Wissahickon Creek.

How long Wigard Levering remained in Germantown cannot be positively ascertained, but is more than likely that he removed to Roxborough in 1691-92, as on February 24, 1691, he bought from Thomas Hill, of the city of Philadelphia, merchant, and Rachel his wife, for the sum of £68, a tract of 200 acres of land situated in Roxborough.

In this deed he is designed as "Weekhard Libering," of Germantown. The land is described as follows:

"All that tract of land situate, lying and being upon Schoolkill, beginning at a corner marked Hickory Tree thence by the lands of John Jennett five hundred and thirty perches, east, northeast to a post for Corner standing on the east side of Wischikon Creek. Thence by the

lands of Germantown township northwest by north, seventy perches to a post standing by A large White Oak, mark for another corner; thence By the land of Mary Fincher, west south west, five hundred and fifteen perches to a White Oak standing By the Schoolkill; thence by the Schoolkill, the several courses thereof to the first mentioned mark Hickory Tree, containing by estimation two hundred Acres—a little more or less—"Together with a Mansion House and all other Buildings, Orchards, Gardens, Apple Trees, etc, etc."

It is highly probable that this was the period of Wigard Levering's settlement in Roxborough, as his name does not appear in Germantown after this date.

On July 5, 1697, Wigard Levering made another purchase of 300 acres, adjoining his former tract, "conveyed by Christopher Libthorne, of Philadelphia, Brazier, and Mary, his wife, late widow of Francis Fincher."

By this later purchase Wigard Levering became the owner of 500 acres of land in one entire body. This had originally been patented by William Penn to Francis Fincher, by a warrant dated April 25, 1684, and confirmed by Fincher, through a deed from Penn's commissioners, dated November 4, 1691.

In the large book, "The Levering Family, Its History and Genealogy," there followed a complete history of all of the succeeding generations of the Levering family. The various surnames of the descendants of Wigard and Gerhardt Levering run into the thousands, every letter in the alphabet being utilized many, many times.

Wigard street and Gerhardt street, in Roxborough today, are probably, aside from the living members of the Levering family, the best reminders of these two old founders of the "Town on the Hill."

Manayunk As a Borough

Although Manayunk had established a name of its own in 1824, it was still part of the Township of Roxborough.

A petition was submitted to form a borough of the collection of houses down nearer the banks of the Schuylkill. The petition was listened to and the town was incorporated as follows:

"In the court of Quarters Sessions of the Peace, for the County of Philadelphia:

"In the matter of the petition for the incorporation of the borough of Manayunk, June 11, 1840, and affidavit of J. V. Tittermary, filed as to the advertisement of the 3rd instant in the American Sentinel and United States Gazette.

"And now, to wit: June 11, 1840, it appears to the satisfaction of the Court that the rule to show cause why the decree should not be made agreeably to the prayer of the petitioners, taken June 3, 1840, has been published in two daily newspapers of the city, at least three times, and no exceptions being filed, the Court, on motion of F. A. Raybold, Esq., attorney for the petitioners, order and decree that the report of the jury filed May 22, 1840, be confirmed absolutely, and that the prayer of the said petitioners be granted, and said borough incorporated, agreeably to the Act of the Assembly of 1st April, 1834.

"In witness whereof, I have hereunto set my hand and affixed the seal of the said court, this 11th day of June in the year of our Lord one thousand eight hundred and forty.

JAMES ENUR, JR.

"Clerk"

The petitioners were: William Rawler, Joseph Ripka, James C. Kemp-

ton, Ira Jonas, James Downward, George Shields, Alexander Quinton, John Brown, Roger Foster, George W. Davis, James Spence, William Welch, James Rube, David Miller, Lewis Verkes, Thomas F. Shroon, Samuel Mullen, Jesse Mancill, Robert M. Harris, Ezekiel Shor, Philip City, Jr., Valentine Kaely, Joseph Sutcliffe, J. D. E. Koch, Beriah Jones, Stephen Norman, James Devou, Jesse R. Shoemaker, William Stevens, Joseph Raihart, Henry Barr, James Thomas, Hugh Mullen, James Barr, Amos Phillips, George Thomas, Andrew Barr, Dennis Kelley, James McCue, Robert Donnelly, J. Wimpenny, Robert White, George Walther, Israel V. James, William McFadden, William Carr, James Cook, Samuel R. McClennen, George Sutton, John Allison, Yeamans Paul, Benjamin Zeigler, Peter Fee, Charles Boon, John Donnelly, Andrew Young, George Jaggar, James M. Smith, John P. Thompson, Daniel Bannister, John Maxson, John D. Prosser, Benjamin Tibben, John Mitchell, John Gilleland, William Abbott and Benjamin Miles.

Joseph Ripka had the honor of being the first burgess of the new borough, and D. R. Brower was chosen town clerk. These men were later succeeded by James Shaw and John Alexander, respectively.

The borough continued until the act of consolidation which included all of Philadelphia. Harry Nixon was the last burgess.

The city was then divided into twenty-four wards, and Manayunk was included in the Twenty-first, which at that time included all of the territory which is now the Twenty-first, Twenty-eighth, Thirty-second, Thirty-seventh, and Thirty-eighth wards.

In the apportionment of the police districts, the Twenty-first Ward was made the thirteenth, over which William Adams was appointed lieutenant by Mayor Robert T. Conrad. The old police station was at Mechanic-now Roxborough-and Liebert streets. It disappeared from the city map when the park was laid out in front of St. John the Baptist Church.

There is some dispute upon the

location of an old jail on what is now Pennsdale street, a building which had formerly been used as the Borough Hall. The old town hall "lock-up," was used until the erection of a station house on Station street.

This story is also disputed, some saying that there was a station house between Pennsdale and Cotton streets, although the men who are still doing duty in the thirteenth District claim no knowledge of any other location than the one at Mechanic and Liebert streets.

Upon the demolition of the old Quinton Hotel, at Main and Carson streets, the present police station was erected.

Among those who succeeded William Adams as lieutenant of the district were: John Brown, Edward Holgate, John W. Kelly, William H. Taylor, Robert H. Ward, who resigned after four days' service; A. C. Allison, William Lush, who was appointed in 1897; James L. Taylor, who was later transferred to the thirty-ninth district; Frank P. Zinn, and the present commander, James L. Taylor, who was sent back to his old district more than seven years ago.

SOCIAFF

**FINANCIAL
INSTITUTIONS
OF THE
TWENTY-FIRST
WARD**

While the Civil war was in progress Manayunk manufacturers had an unusual season of prosperity, owing to army contracts. Many new factories were established and the older ones grew beyond all bounds. The prosperity of the factories naturally spread to the people of the community and resulted in additional houses being built, an influx of new citizens and as a consequence the town increased in population, size and wealth.

The Manayunk National Bank was organized in 1871, at the time of the prosperous season which followed the erection of the new mills in the Civil War period. Previous to the opening of this local bank, the nearest financial institution was at Germantown. There are still some citizens who recall having to drive over to Germantown for the pay roll of some of the mills.

The first president of the Manayunk National Bank was F. H. Shelton, and John J. Foulkrod was the cashier.

The Manayunk National has grown considerably since the days of its beginning, having recently taken over the East Falls Bank and Trust Company, at Ridge and Midvale avenues, in East Falls. In addition to this new branch at the Falls, the home quarters have undergone very extensive alterations, the floor space being more than doubled.

The present officers are as follows: Chairman of the board of directors, R. B. Wallace; president, William A. Dyer, who was formerly cashier of the Federal Reserve Bank of Philadelphia; vice presidents, John J. Foulkrod, who is a member of the law firm of Porter, Foulkrod & McCallach, and a son of the Manayunk National's first cashier, and Eugene J. Morris; cashier, L.

H. Birkmire; assistant cashiers, William H. Goshaw and A. F. Skrobaneck.

Vice President Eugene J. Morris and Assistant Cashier A. F. Skrobaneck are in charge of the East Falls branch.

Another institution that has zealously guarded the monies and affairs of the people of this Ward is the Manayunk Trust Company, now at 4340 Main street.

This Company was organized in 1889 with Richard Hey as president. At that time Graham J. Littlewood was vice president and Thomas H. Ashton was secretary and treasurer.

The Trust Company's humble beginning was in a building at 4449 Main street, near McDowell Paper Mill. It now has two branches, one in Roxborough, at 6062 Ridge avenue, and the other in Wissahickon, at 5152 Ridge avenue.

Trust funds, until the end of 1925, exceeded \$1,968,466.27. The present officers are: President, Thomas H. Ashton, the original secretary and treasurer; vice president, J. T. Littlewood, of the famed dye firm of that name; second vice president and secretary, Charles A. Jordan; assistant secretary, Arley R. Morrison; treasurer, Lazelle Thornton; assistant treasurer, Shockley D. Jenness, and trust officer, Francis S. Cantrell.

The Roxborough Trust Company was formed for the purpose of affording banking facilities for the people up on the hilltop. The first meeting was called for January 29, 1918, and on March 11, 1918, the charter was granted, and business was started nine days later in a small frame structure, next door to the Roxborough postoffice, on Ridge avenue. Shortly afterwards the trust company moved over the street, to an old stone building at Green lane and Ridge avenue.

Today, eight years after its organization, the Roxborough Trust Company is in its third home, a modern banking building, beautiful in architecture both inside and out.

George H. Littlewood has been president since the Trust Company was organized. This same fact is also true of the vice president, Erwin M. Simpson. Erwin C. Stein was the first secretary and treasurer.

but that position is now held by Edward C. Snyder, Jr., with Seth W. Watson as his assistant. Alfred R. Haig was the original title and trust officer and still serves in that capacity. This, too, is true of the real estate officer, Charles W. Irvin.

There is a little interesting history concerning the present location of the Roxborough Trust Company which is worth repeating. Over Ridge avenue, then Manataway road, many scouting parties of the Continental troops found their way, for in 1777 General Armstrong's forces were encamped on this plot of ground and took part in the battle of Germantown.

At the time of the Civil War, when Green lane and Ridge avenue was the site of a store, the town prophets and those who help opinions of what ailed the country gathered in the place to discuss the progress and outcome of the struggle. Many of the discussions, held around the store's castiron pot-barreled stove made their impression on the life of Roxborough and Philadelphia.

SCCAF

The Original Twenty-first Ward

The recent protest of the citizens of the Twenty-second Ward, which lies between Wayne Junction and northwest city line, east of Wissahickon avenue to Stanton avenue, against having their ward divided into two smaller wards, reminds the writer of the original boundaries of our own Twenty-first Ward.

The old Twenty-first Ward covered a very large territory, including Roxborough, Manayunk, Wissahickon and the Falls of Schuylkill and all of the northwest section of the city, down to Montgomery avenue. Its eastern limit, at Hunting Park avenue—then Nicetown lane—was Wissahickon avenue—then Township line—and southeast of this point it included a part of Toga, and down to Eleventh street and Montgomery avenue.

In some old city documents of 1854, at which time the consolidation took place, the Twenty-first Ward was defined as follows: "That part thereof lying within the present bounds of the borough of Manayunk and the townships of Roxborough and Penn, and the southern boundary thereof shall be as follows: 'beginning at Montgomery street and the river Schuylkill, thence along the said Montgomery street to Eleventh street, thence along Eleventh street to Susquehanna avenue, thence along Susquehanna avenue to Germantown avenue.'"

Since about 1865, the old ward has been divided into the Twenty-first, Twenty-eighth, Thirty-second and Thirty-eighth Wards.

That part of the original ward which extended along Ridge road to the Wissahickon Creek was known as North Penn Township. The uppermost dwellings in old North Penn Township, in 1864, were the present "Barnett Garden" and two small houses which stood in back of it. A little further down the Ridge, at

the foot of School lane, stood a little yellow frame house, which was torn down in 1916 to make room for the coal bunker for the Queen lane pumping station.

There is a story concerning one George Miller, who once occupied the house. His physical prowess made him the terror of all evildoers. It is said that his grip was so strong that he could place an apple in each hand, hold his arms at full length and crush the apples to a pulp. He was also said to have been strong enough to lift a barrel of cider by its chime and drink from the bung-hole.

Miller was given credit for being the first farmer to raise sweet potatoes in the County of Philadelphia.

At the time of the original Twenty-first Ward, its Second Division polling place was in a building which still stands at the Calamet street entrance to the Falls bridge. It is now occupied by a part of Grace Reformed Sunday School.

A jollification dinner was held there in November, 1864, in honor of the re-election of Abraham Lincoln. The hall—for it was then known as Shantz's Hall—was the headquarters of the Lincoln and Johnson Club, of which Jacob Dietrich was president and Joseph B. Walker, secretary.

One night, just after the election, the Rev. John Enoch Chesshire, of the Falls Baptist Church, was called upon to preside at a meeting. One half of those present wanted to parade, while the remainder were in favor of holding a mass meeting. The reverend gentleman held the deciding vote and suggested a supper, as a compromise, and so the feast was agreed upon as a way to show their jubilation for the return of Lincoln.

More than 200 partook of the "eats," and the affair was declared a success. Great quantities of food were left over and these were distributed to the families of which the father was in the army.

The writer once attended a Democratic mass meeting held in Masonic Hall, on Main street, and a memory

serves me right; it was on the occasion that "Bill" Berry ran for governor. In the annals of that contest Berry was marked down in the defeated column, but his followers in the Twenty-first Ward gave their opponents "a good run for their money."

The candidate for governor was evidently well known personally to several of the older men in the audience, the speaker calling them by their Christian names. One of these old-timers was seated alongside of this humble scribe and I made bold to ask him where he had become acquainted with the fiery Chesterite. He said:

"Why, Bill there used to be the engineer down in Simpson's old mill, at Cooksockey, which was across the Schuylkill, at the foot of Midvale avenue. When the mill was torn down many years ago, Bill went with the company to their new plant, at Eddystone. Later he went into the engine and boiler manufacturing business for himself and upon gaining prominence he entered politics in Chester. They're running him for governor on account of the record he made as state treasurer."

There are probably thousands of interesting tales concerning the political fights of the Twenty-first Ward, known to the old voters of this once large political division, which if they could be obtained would be well worth the printing.

SCCAFF.

Manayunk a Century Ago

One hundred years ago Manayunk was the subject of a letter written to Poulson's Advertiser, an old Philadelphia newspaper. The Evening Bulletin of August 11, this year, contained a reprint of the letter, which follows:

"The towing paths on the Schuylkill being now completed, the following account of a short excursion to Norristown in the packet-boat Comet, may, perhaps, be not uninteresting to some of your readers whose business will not allow them an absence from the city of more than a day or two.

"Leaving the inn of Mr. Evans, at 155 Race street, on Saturday morning last, at 6 o'clock, in a stage, we proceeded to the boat at the Fair Mount dam, which place we left a few minutes after 7. Two horses having been attached to the boat by a tow line of sixty or seventy feet in length, we went at the rate of about six miles an hour and arrived at the locks at Flat Rock about 8 o'clock.

"We landed and walked about half a mile to Renshaw's Tavern, in the flourishing village of Manayunk, situated on the banks of the canal, where a very good breakfast was prepared and the charge moderate.

"As it took a considerable time for the boat to pass the lower locks and get up the canal as far as the tavern, ample time is allowed for breakfasting without detaining the boat. We got aboard again at a quarter before 9 and left the canal in about twenty minutes.

"There are two other canals before reaching Norristown, but they are short, and there is not much time lost in passing through them. We were landed at Norristown at a quarter past 11 o'clock.

"The boat is covered with a roof

and has complete accommodations for thirty or thirty-five persons, is furnished with a bar, and the captain is very obliging and attentive.

"The banks of the Schuylkill between the Falls and Norristown, with the exception of a very short distance, are a continual range of undulating hills rising to a height of 100 feet and upwards, and covered with a thick wood, which is highly gratifying to the eye of a person accustomed to a thickly built city.

"Norristown is a large and rapidly improving borough, situated on the east bank of the Schuylkill and contains upwards of 1000 inhabitants. There are a great many new buildings being erected, among them a large factory belonging to Mr. B. McCready, of this city, and a handsome Episcopal church.

"About half a mile below the town, on the opposite side of the river, stands a neat stone church—built nearly seventy years ago (in 1756) belonging to the Swedish Lutheran congregation, whose members are very numerous in the neighborhood. "The scenery in the vicinity is exceedingly picturesque, and any person spending a short time there cannot fail to return highly delighted with the visit."

At the time the Schuylkill Navigation Company started operations at Flat Rock, in 1818, there were but eleven dwellings in the whole distance from Righter's Ferry—in the neighborhood of the present lower Fencoyd property—to Flat Rock. These were: Samuel Levering's farm house, on what is now Walnut lane; Waldreth's house, half way up the hill behind the Polish Catholic Church; two small houses between Main street and the canal, occupied by Benjamin and Michael Tibben, who had a shad fishery on the island; Anthony Levering's house, on Green lane, near Silverwood street, which was the first dwelling erected in the Twenty-first Ward, it being

30

built in 1737; the Stritzel house, at the head of Kraus's avenue, and the same family's house at the foot of the same thoroughfare. This house was torn down when the turnpike road—Main street—was made.

Beside all these there were Benjamin Levering's farm house, at Main and Umbria streets; John Tolden's dwelling, at the foot of Fountain street, and a cottage on the Rush estate. The entire population numbered about sixty souls.

With the completion of the canal, the facilities afforded by it for furnishing water power, in the years which followed made Manayunk known as a manufacturing center. The old Eagle Mill—erected by Captain John Towers—and that of Charles V. Hagner, now known to most old folks as the Arcola Mills, were for more than a year after the canal was finished the only manufacturing establishments in the place.

Among other pioneers of industry the names of the following will always be mentioned in history: William J. Brooke, William Rowland, Thomas B. Darrach, James Elliott, M. R. Carside, Mark Richards, Samuel R. Wood, Boris, Lagurens and Keating, Peter Robeson, George Smick, William Alexander, and S. and T. Wagner.

Later the names of William Morrison, Moses Hay, Samuel Eckstein, G. Patterson, Robert Shippen and Joseph Ripka became familiar, especially that of Ripka, who revolutionized the business and in his day became the greatest manufacturer of Manayunk.

SCA.F.

The Ridge Road in Early Days

Ridge road has been for more than two centuries a main highway from Philadelphia, through Roxborough, to Norristown, Perkiomen and beyond.

It is a natural highway, for its ups and downs and twists, as it follows the hills and valleys along the eastern side of the Schuylkill, now bordering, now running away from the stream, cutting a diagonal course in one of the earliest settled parts of the city, shows how the men who constructed it closely followed the lines of an old trail.

It is supposed to have been a well established Indian path long before the arrival of William Penn.

There is an abundance of records that tell that it was not long after the Welsh, Swedes and Germans had settled in the lower section of the Schuylkill Valley, in and around Norristown, that the need of a shorter cut to the city other than the old German Towne road, impelled them to better the old Indian trail until it became known as the Mandawny road.

That was in 1706, when the farmers had settled in the section between Roxborough and Norristown. Flour and grist mills had sprung up along the Wissahickon and later, when the road was opened to Perkiomen, other mills used the water of that creek to turn their wheels.

That the Ridge was used during the Revolution is proved by the Valley Forge Orderly Book, on page 72 of which will be found the following orders of the day, issued by General George Washington, on October 3, 1777, when preparing for the battle of Germantown:

"Headquarters, Skippack, 2d. Oct. 1777.

"The Troops to be ready to march at Six o'clock this evening. The Divisions of Sullivan & Wayne to form the Right wing, and attack the Enemy's left; They are to march down the Monotony Road.

"The Division of Greene and Ste-

phens to form the left wing and attack the Enemy's right. They are to march down the Skippack Road. General Conway, to march in front of the Troops that compose the Right wing, and file off to attack the Enemy's left. General McDougal to march in front of the Troops that compose the Left Wing, and file off to attack the Enemy's right flank.

"General Armstrong to pass down Ridge Road by Lovering's Tavern and take guides to cross Wissahickon Creek about the head of John Vanderling's mill dam so as to fall in about Josh. Warners new house.

"Smalwood and Foreman to pass down by a mill, formerly Daniel Norrie's and Jacob Edjes Mill into the White Marsh road, at the Sandy Run—thence to White Marsh Church—there take the left hand road which leads to Jenkins Tavern, on the old York Road, below Armitages beyond the Seven Mile stone; half a mile from which, a Road turns off short to the Right hand fenced on both sides, which leads through Enemy's Encampment at Germantown Market House.

"Genl. McDougal to attack the Right Wing of the Enemy in flank—General Smalwood and Foreman to attack their Right wing in flank and Rear General Conway to attack the Enemy's left flank and Genl. Armstrong to attack their left wing in flank and rear.

"The militia who are to act on the flanks are not to have any cannon.

"The packs and Blankets to be left. The men to carry their provisions in their Haversacks; or in any manner least inconvenient.

"All the Pioneers of each Division who are fit to march are to march in front of their Respective Divisions with all the axes they can muster.

"Every Officer and soldier to have a piece of white paper in his hat.

"Picket on the left at Van Deerling's mill will be taken by Genl. Armstrong—One at Allens House on Mount Airy by General Sullivan—One at Lukens Mill by General Greene.

"Each colum to make their disposition so as to attack the picquets in their Respective Routs precisely at 5 o'clock with charg'd bayonets.

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without firing, and the Column to move on to the attack as soon as possible.

"The columns to endeavor to get within two miles of the Enemy's picquets at the time above mentioned.

"The Columns of Continental Troops and Militia to communicate with each other from time to time by Light Horse.

"Proper Flanking parties to be kept out from each Column.

"G. WASHINGTON."

For a long time the Ridge was a rough and rocky road and sometimes the ruts were so deep as to make the journey anything but pleasant for those who rode in cart or carriage.

The turnpike company that first controlled its traffic, a century ago, adopted that name in 1811. In that year Governor Simon Snyder signed an act authorizing General Francis Swain and other men to construct an "artificial road" over the "Ridge."

The old "Ridge" changes slowly and today you can go along its route within the city and find many a concern doing business at the same stand where its founders, years and years ago, set out to capture the trade that came down from the Wis-sahickon and beyond.

SCAUFF.

Richard Harding Davis

Charles Belmont Davis, novelist and editor, who died recently in New York, was a brother of the late Richard Harding Davis.

While it may be true that most of the book-lovers of Roxborough, as well as many of those in other parts of Philadelphia, are in possession of the knowledge that the last earthly remains of Richard Harding Davis lie buried in Leverington Cemetery, it is possible that there are some who are not acquainted with the fact.

With no sign or identifying mark to indicate his last resting place, Richard Harding Davis, one time famous war correspondent, author, playwright and journalist, sleeps in a quiet spot in the center of the cemetery overlooking the Wissahickon Creek.

Davis, who is credited by many Spanish War veterans as the man who "made" Theodora Roosevelt, through the tales that he wrote concerning "The Man with the Big Stick," was educated at Lehigh and Johns Hopkins Universities. In the early nineties, Davis found employment as a reporter on the staff of the old Philadelphia Press, at Seventh and Chestnut streets. He was familiarly known to his fellow-reporters as "Dick" Davis; a generous, warm-hearted fellow, with nothing "high-hat" in his demeanor towards his co-workers on the famous old newspaper, although he was something of a dandy in the choosing of his wearing apparel.

Davis also worked for the Philadelphia Record and the tale of how he happened to lose his position with that "sheet" is pretty generally

known among newspapermen.

James Chambers, who, I believe, lived in Germantown, was at the time city editor of the Record. One day he happened to observe Davis writing a story, wearing a fancy pair of gloves. Davis was fired on the spot.

"Dick" earned a reputation for himself as a newsgatherer in Philadelphia. When the Johnstown flood occurred Davis and Robert Brannan, of the Press reportorial staff, were sent to the stricken town to "cover" the story.

Davis always maintained that Brannan was the most natural newspaper reporter that he ever came in contact with. Brannan's ability to ask the right question at the right time and his laconic manner of writing always called for praise from Davis.

At the time Davis worked for the Press there was also employed there a youth by the name of Gallagher. The lad's Christian name cannot be verified, for it was never used around the office, he being known simply as "Gallagher." He was a rollicking sort of a character who had a knack for telling humorous stories and making what we in this jazz age call "wise cracks." The story that brought Richard Harding Davis' fame was centered around this witty Irish youngster.

"Gallegher" first appeared in Scribner's Magazine, but was not published in book form until after the author had moved to New York. The book that ultimately appeared was a collection of short stories which the writer named "Gallegher," spelt with an "e" in the center, supposedly from the manner in which the youthful Celt pronounced his own name.

The book was once brought to Gallagher's attention and the only remark he made, when told that the story was about him, was: "Hell, he spelt me name wrong!"

The first book was an almost instant success, and the rapidity with which Richard Harding Davis forged to the front in popularity as a writ-

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et of short stories need not be recapitulated. His rise was without parallel in his own generation. The scenes of his first stories were principally laid in the old Philadelphia Press office.

The following are some of Richard Harding Davis' works: "Soldiers of Fortune," "Gallegher," "The Princess Aline," "Our English Cousins," "Van Bibber and Others," "About Paris," "The Ruler of the Mediterranean," "Exiles," "The King's Jackal," "Ranson's Folly," "The Bar Sinister" and "The Man who Couldn't Lose."

Among his plays were: "Taming of Helen," "Ranson's Folly," "The Dictator," "The Yankee Tourist" and "Who's Who."

Davis' father, L. Clarke Davis, was at one time managing editor of the Public Ledger, and his mother was Rebecca Harding Davis, from whom he is supposed to have inherited many of his literary gifts.

David S. Davis and his wife, the grandparents of the noted writer, lie buried in the southeast corner of Leverington Cemetery.

L. Clarke Davis, too, was originally buried in the same plot, but Rebecca Harding Davis made arrangements to move her husband's body from a spot which had become distasteful to her to a place in the rear center of the cemetery, under a lone pine tree.

Here can be seen the graves of Davis' father and mother, with a stone which reads: "L. Clarke Davis, 1854-1904, and his Wife." Next to this grave is the last resting place of America's great short story writer, with no stone or other marker.

Davis was first married in 1899 to Cecil Clark, a daughter of J. M. Clark, and was divorced by her in 1912. A few days later he married Bessie McCoy, the well-remembered "Yama Yama Girl" of stage fame.

Davis was stricken by the hand of Death while speaking at the telephone in his New York state home, in 1915. His body, like those of his parents, was cremated in the crematorium at Chelton Hills Cemetery. In accordance with his wishes and placed in a dark coffin, adorned simply with long silver handles, before being buried in Leverington Cemetery.

SCAFF.

The Bridge at the City Line

There are numberless people who are under the impression that the City avenue bridge over the Schuylkill is an inter-county structure, but this is not true.

When the bridge was constructed, in the nineties, by a syndicate of which the late J. V. Merrick, of Roxborough, was a member, a three-cornered plot of ground was bought from the estate of George B. Roberts, just south of City avenue, on the west bank of the river.

The Roberts family had controlled this ground since 1683, when John Roberts, came over from Bala, the clan's ancestral seat in Merionethshire, Wales. The present day suburb of Bala owes its name to the Roberts plantation.

The family, at some time, established the iron mill, along the Schuylkill, the location of which was adorned with another Welsh name, Pencoyd. This mill has been greatly enlarged and is now known as the American Bridge Company's Pencoyd plant.

George B. Roberts, from whose estate the land on the west side of the Schuylkill was obtained, to build the City Line bridge, began his business life as a railroad lineman eighteen years after he had been born at Bala.

Mr. Roberts became the head of what is now the Pennsylvania Railroad. Under him, the Philadelphia, Wilmington and Baltimore Railroad was merged with the Pennsylvania—a task that called for delicate diplomatic negotiation. Contracts with Southern freight lines expanded the traffic along the Atlantic seaboard. The Schuylkill Valley line, the Jersey City and Philadelphia Terminals, the Delair bridge, across the Delaware, the Germantown and Chestnut Hill branches and the Trenton cut-off were among the constructive achievements for which George B. Roberts preferred to distribute the

credit among those who worked under him.

But to get back to the City line structure.

Those in charge of constructing the bridge, after purchasing the ground from Mr. Roberts, had the road straightened, which permitted the builders to erect the bridge so that both ends rested on property in the city of Philadelphia.

The city line originally curved a short distance north of the west end of the bridge. There was a railroad station just around the curve of the hill as the old City Line road proceeded on its way to join the River road, which is now a thing of the age, the ground being covered with a maze of railroad tracks in the yard of the American Bridge Company. The station was finally moved farther north and is known on railroad maps as Pencoyd.

There is an old tale to the effect that Robeson's Knoll, where the eastern end of the bridge rests, was, during the Revolution, the site of a grist mill operated by British sympathizers. The story goes on to say that in the mill glass was ground into the flour which was to be sold to the Continental army. Fortunately the scheme was "nipped in the bud" and the plotters were captured and punished accordingly.

Over the river, on the grounds of the Philadelphia Country Club, is a picturesque piece of ground that has some interesting history.

In what is now known as Anderson's Hollow, through which Neill drive winds its way, flows a creek which previous to and during the Civil War was called Rubican's Race.

On the crest of the hill, in the neighborhood of where the fourth hole of the golf course is located, Hooker's Cavalry had a recruiting camp, in 1861. The young men of Roxborough received a lot of inspiration from the sight of these soldiers and their mounts, and while no records are available that any Twenty-first Ward men enlisted under Hooker, the patriotism aroused led many of them to join other organizations.

There is also a story to the effect that the old camping ground was one

of the last reservations of the American Indians in the eastern part of the United States.

After oil was first discovered in Pennsylvania, the usual coterie of manipulators planned to fleece the people of Philadelphia and in their efforts to do so leased the property known as Robeson's Knoll, on which the eastern end of the bridge rests.

A high board fence was built all around the Knoll and a huge derrick typical of oil drilling operations was erected. No one not interested in investing money was admitted, so that the ordinary curiosity seeker had little opportunity to find out what was going on.

Holes were sunk in the ground and the scheme continued for some time, until one night a gossiping watcher declared that he had seen wagons loaded with crude oil entering the grounds and that the oil was poured into the drilled holes.

The tales which followed are said to have put a stop to the boring and finally the property was abandoned, thereby ending the existence of the only oil field in Philadelphia.

SCCAFF.

Along the Wissahickon

If one, in his journeys, takes in the length of the Wissahickon Creek, from its upper waters to its mouth, he will still see here and there picturesque ruins of old mill dams, about twenty-five in all, along the course of the stream. All the mills, except one, now represented by the Philadelphia Canoe Club—Colony Castle—at the mouth of the creek, are gone.

The Castle sets well back from the Schuylkill, on a slight knoll of velvet grass and is nestled in among tall, stately trees. It is one of the most beautiful spots along either the Wissahickon or the Schuylkill.

The building was erected far beyond the recollections of even the grandfathers and grandmothers of the oldest residents of the locality.

It was for many years the headquarters of the Ancient and Honorable State in Schuylkill Fishing Club, of which the late John Wagner of School Lane, was one time president.

The structure was at one time a nail mill, and such machinery as was used was operated by water power, which came from a forebay, formed of the tail race of a small saw mill that stood a little to the north of the creek, along Ridge Avenue. The lower dam of Wissahickon Creek was built to furnish sufficient water to operate the saw mill. In 1856 the mill was destroyed by fire, but the dam still remains to add a touch of beauty to the entrance of Wissahickon Creek park.

The property contiguous to Colony Castle, which is now part of the American Bridge Company's holdings, once belonged to a family named Minster, and was later known as Riverside.

The arched passageway of the Castle, that gave exit to the water after it had turned the ponderous

wheel, always had a weird appearance and gave credence to the belief that the place was haunted.

Back of the building, but facing on the Schuylkill, was the Wissahickon steamboat landing, when the old line consisting of the Frederick Graff, Washington and the Reindeer plied the river between Fairmount and Manayunk. These boats were chartered by the government during the Civil War and used to transport recruits to and from the camps near the river.

There is a legend of the Revolution connected with the Castle. Moses Doane and his seven brothers, the outlaws who terrorized the inhabitants of Philadelphia and Montgomery Counties by their depredations, were said to have used the old building as a rendezvous. It was asserted that they often emerged from this haunt, to prey upon the Robesons, Smiths, Garretts, Rittenhouses, Leverings, Righters, Helgates and other well to do families on the east side of the river, and the Roberts, Latches and Hoffmans and others on the west side.

Skirmishes are said to have often occurred during the early days of the struggle for independence, in the vicinity of Ridge road and the Wissahickon, between Tory bands and the Green Boys and other American irregular troops.

During the Revolution, and at some other times, the Robeson flour mill, which was located near the mouth of the creek, seemed to have been in other hands, probably by lease. It is sometimes spoken of as VanDaren's, VanDeerings or even Deering Mill.

In another article I have quoted General Washington's order of the day, for October 3rd, 1777, preceding the Battle of Germantown, when the commander-in-chief directed General Armstrong to "pass down Ridge Road, by Levering's Tavern and take guides to cross the Wissahickon creek at the head of John VanDeering's mill dam, so as to fall in about Josh Warners' new house." Who is there, that lives in Roxborough, that does not know the location of Levering's Tavern? And Van Deering's mill as previously stated was near the mouth of the creek.

Watson, in his "Annals of Philadelphia and Pennsylvania" identifies one of the guides that attended Arm-

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strong, as a George Dannenhower.

It was on the heights in back of the southern abutments of the High Bridge that Armstrong met the Hessian forces under Colonel Ludwig J. Adolph Von Wurmb, of the Chasseurs, composed of mounted and unmounted Jagers.

General Armstrong, in his own account of what happened on the Wisahickon, said that he lost three men, who were killed, and had nine men wounded. Armstrong's movement was carried out, as Washington had directed, and was primarily intended to divert the enemy's left flank while the commander-in-chief with Wayne and Green made a determined effort to storm the British center in Germantown. The Hessians successfully held a redoubt that had been built on the bluffs on the south side of the creek just where the creek makes its first bend, above Ridge avenue.

More anon.

SCCAFF.

Tales of the Town

Main Street, was once known as the Manayunk turnpike and many of the town's inhabitants may recall when John Adams had the job of collecting toll, at the gate which was located at the foot of Walnut Lane. Main Street was first opened up from Rector's Ferry, which was down near the American Bridge Company's offices, to Umbria Street about 1818. It was originally a short lane extending from Ridge avenue to the ferry. In laying out Main street the first plan was to extend it in a straight line through Manayunk to Domino Lane, instead of curving, as it does at present, at Rector street. The Levering family objected, inasmuch as this family owned the larger part of the land in the vicinity, they claimed that by cutting the street through their property, the ground would depreciate in value. Had the original plan been carried out, Main street would pass close to St. David's Protestant Episcopal Church, and more likely would be a busy street up to and possibly beyond Domino Lane.

"Domino Lane," says Charles V. Hagner, in a book entitled "Early History of the Falls of Schuylkill, Manayunk, Etc." which he published in 1869, "came by its name in a peculiar manner, and I may as well tell how it came to possess such a queer appellation. At one time nearly all the mills on the Wissahickon were actively employed in making flour, and some of the proprietors were a jolly set, continually out on the roads day and night, picking up the grain that came in teams, down the Ridge Road, in large quantities. One of them had built a small storehouse on the Schuylkill shore, above Flat Rock bridge, to take in grain coming

down the river in boats. But access to it was difficult, and they petitioned for a new road; a jury was appointed, who, along with the jolly millers went over the ground, after which they crossed over Flat Rock Bridge to a wine tavern on the western side of the river. The tavern called the "Samson and Goliath" was the scene of a merry evening, in fact the party made a night of it, got hold of a set of dominoes, played nearly all night, and had a regular spree, which I often heard them refer to as the "domino scrape" and they gave that name to the road."

Mr. Hagner also tells of the establishment of the postoffice in Manayunk, as follows: "I do not remember the exact date of establishing the postoffice in Manayunk, but think it was in 1824 or 1825. This was exclusively my own act, in opposition to and contrary to the wishes of many of my neighbors. We were then in the habit of getting our letters and packages from the city by stages. I, however, applied to the department for the office, and recommended James Renshaw, who kept the hotel built by Silas Levering. Renshaw held the office for three months and then resigned, and was succeeded by a young man named Stott, an apothecary, who rented a small frame building in Renshaw's yard. He held the office for several years, until he left Manayunk."

Manayunk Postoffice had, at one time, a woman postmistress, Mrs. E. V. Storey, who was a sister of the preceding postmaster, John D. Shoemaker, who held the office up until 1869.

It has often been told and the remark has never met with opposition, that for the size of the community, Manayunk had more of its citizens at the front during the Civil War, than any other town in the United States.

Men of mature years and boys of fifteen were enrolled in the service

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of their country. The Army, Navy and other branches of a military nature saw Manayunk men fight bravely for the perpetuation of the Union. Some of them never returned, giving their lives for the country that they loved so well.

The names of the Civil War heroes of the Twenty-first Ward are inscribed on the soldiers' monument in Leverington Cemetery, to live in veneration until the elements of Nature destroy the stone on which they are carved. There are still some who live and are members of the Hetty A. Jones Post, No. 112; General G. K. Warren Post, No. 15, G. A. R., and Camp No. 63, Union Veteran Legion, that can recall the days of the great civil conflict. As the years roll on the ranks are becoming smaller and smaller. The American Legion and the Veterans of Foreign Wars, composed of men who served Uncle Sam more recently have taken up the duties which the older men carried on in remembrance of their fallen comrades.

S. C. C. A. F.

OLD MORTALITY

The writer of this column has no means of ascertaining just what subjects pleases his readers most, and so rambles around, here and there, seeking for facts of a historical nature, or any other interesting subject, and sets them down indiscriminately.

This week, for a change, it might prove of interest to take a ride down Ridge avenue, to North Laurel Hill Cemetery for the subject of our story.

Here, at the entrance to this burial ground, which has a larger number of noted United States citizens interred in its hills than any other cemetery in the country, stands a picture in stone, known as "Old Mortality."

We first learned of its existence through reading a volume entitled "National Memorial Day" published in 1897 and presented to the writer by the Site and Relic Society of Germantown, through its librarian, Edward W. Hecker.

The group of figures were carved from an incident that gave Sir Walter Scott a name for one of his novels, in which he immortalized Robert Pattison, of Scotland, under the name of "Old Mortality."

Upon a visit to Laurel Hill, we learned the following facts concerning the group, from Messrs. Smith and Proud, two present-day officials of the cemetery company.

The "Old Mortality" group is a companion one to that of "Tam-o-Shanter," which stands along the lower East River Drive, in Fairmount Park. They were carved by a Mr. Thom, of Scotland, in Scotland and brought to this country and originally shown in New York City.

"Old Mortality" was placed in Laurel Hill Cemetery in the year 1837. In "Smith's Illustrated Guide" of Laurel Hill, written by R. A. Smith, and published in 1852, the following information was obtained:

"Thom's celebrated statue of Old Mortality, His Pony and Sir Walter

Scott, grouped under an ornamental temple are situated on rising ground, immediately opposite the entrance.

"These statues are well worth a visit, being exquisite specimens of art. That of Sir Walter Scott, the only one we believe extant, representing the great novelist in modern costume, is superb in design, execu-

tion and finish. Old Mortality and his pony, a study in themselves, are also rich in expression and pictorial effect.

"Of these figures, that only of the Old Pilgrim was cut in Scotland by Mr. Thom, the original pony having been broken to fragments in removing the group from the City of New York to Newark, while the statue of Sir Walter Scott exhibited in London, Edinburgh and New York, was only a plaster cast. Subsequently Mr. Thom, having purchased a valuable quarry near the city of Newark, New Jersey, the stone of which was admirably adapted for monumental sculpture as well as for architectural purposes generally, offered to complete the entire group for the Laurel Hill cemetery, a spot in which he most ardently desired they should be permanently located; and to dispose of his rights to the cemetery company, which the corporation readily acceded to.

"Sir Walter and the quadruped are therefore the products of the artist's chisel from American stone. How truthful the sculptor has embodied the author's description can be seen from the following passages from the historical tale of "Old Mortality."

"An old man seated upon the monument of one of the slaughtered Presbyterians, and busily engaged in deepening with his chisel the letters of the inscription, which announcing in scriptural language the promised blessings of futurity to be the lot of the slain, anathematizing the murderers with corresponding violence. A blue bonnet of unusual dimensions covered the gray hairs of the pious workman. His dress was a large old-fashioned coat, of the coarse cloth called 'hoddin-gray,' usually worn by the elder peasants, with waistcoat and breeches of the same; and the whole suit, though still in

decent repair, had obviously seen a train of long service. Strong clouted shoes, studded with hobnails and 'gramoches' or leggings made of thick black cloth, completed his equipment. Beside him, fed among the graves, a pony, the companion of his journeys, whose extreme whiteness, as well as its projecting horns and hollow eyes, indicated its antiquity. It was harnessed in a most simple manner, with a pair of branks, a hair tether, or halter, and a 'sunk,' or cushion of straw, instead of bridle and saddle. A canvas pouch hung around the neck of the animal, for the purpose of containing the rider's tools, and anything else he would have occasion to carry with him. Although I have never seen the old man before, yet from the singularity of his employment and the style of equipage, I had no difficulty in recognizing a religious itinerant whom I had often heard talked of, and who was known in various parts of Scotland, by the title of Old Mortality."

The statues are without doubt, true in all the foregoing details, for there, today, can be seen Old Mortality seated on the coffin, his horse nearby, while Sir Walter Scott leans upon a gravestone, with his right hand resting on a cane, in a genuinely conversational pose.

Dry rot has set in upon the wonderful work of art, for the legs of the pony are fast decaying, but the historical story that is depicted by the group, will never be forgotten by those who love the works of Scott. The statues are truly well worth taking the time to visit.

SCCAFF.

Barren Hill

Duty, the unrelenting taskmaster, which drives the newsgatherer anywhere and everywhere, at any hour, had required us to travel up along Ridge avenue, through Upper Roxborough and beyond.

As many times as we have been in that particular neighborhood and noticed the markers of the Revolutionary War, we had never found a real opportunity to satisfy our curiosity concerning the stones, until this latest trip to Barren Hill.

For the interest of the readers, who follow the writings of this humble Remington rapper, we will attempt to tell some of the Hill's Revolutionary history.

When the British occupied the Quaker City, in 1778, the directing officers, on May 7th, sent out an expedition up the Delaware to destroy all shipping between Philadelphia and Trenton. Forty-four American vessels were burned, a large quantity of provisions were destroyed and some of the inhabitants wounded and one or two killed.

In an effort to prevent these depredations, cut off the communication between that country and Philadelphia to obtain positive information concerning the movements of the enemy and in preparedness to follow with considerable force on the rear of the English army when it should quit Philadelphia, General Washington sent Marquis de Lafayette, with some 2500 troops and five or six cannon across the Schuylkill, from Valley Forge. Lafayette and his little army, on the 18th of May, camped at Barren Hill, twelve miles from Valley Forge and a little to the west of St. Peter's Lutheran Church.

You may correctly judge that it was an advantageous position. On the right were rocky ridges, in considerable extent, and then there was the Schuylkill, while on the left were thick woods, several strong, old-time stone houses and the substantial stone church at the forks of the

roads, one branch leading to Swede's Ford—now Norristown—the other leading to Matson's ford—Conshohocken—both of which were about four miles from Valley Forge. The old stone wall, surrounding the church yard, at that time, was sufficiently strong enough to form a breastwork for Lafayette's artillery.

Stedman, in his "History of the

Revolution," says that "Washington from his camp upon the high hills of Valley Forge discovered the peril of Lafayette and discharged heavy alarm guns to apprise him of his danger." The Barren Hill Church was readily discerned twelve miles across the Schuylkill Valley, and when the Father of His Country rode out with his generals, he perceived Lafayette's danger, with apparent anxiety. It is not unlikely that they rode down part of the Gulph Road, possibly to the river, and watched Lafayette's troops fording the Schuylkill, reminding Lieutenant Wickham that "they dotted the water like the corks of a fishing seine," as Simcoe wrote in his journal.

General Howe learned of this move and planned a trap for the brilliant Frenchman, from which he and his picked troops had a close escape. It was the day after the Meschianza, on a gala night in the center of Philadelphia, that the expedition set forth to Barren Hill. Simcoe, at the head of General Grant's column, traveling at the leisurely rate of two miles an hour, had just after dawn encountered a patrol that retired before him. Two American officers who made an early start for Jersey hastened back with the news that the enemy was approaching; and it is said, locally, that the British General Grant stopped at the Broad Axe tavern for breakfast, news which was hurriedly sent to Lafayette, who was only about 4 miles to the south. Those who have seen a portrait of General Grant state that they could readily understand why he might not let a little thing like capturing the young Frenchman stand between him and a good country breakfast of buckwheat cakes, sausage, with potatoes fried in its fat, and cider, with a kick. Supposing an attack on Valley Forge was intended, its alarm guns were quickly and repeatedly fired, also as

a signal to Lafayette; the post was withdrawn from this side of the bridge and preparations made for its destruction.

Lafayette, however, proved himself equal to the occasion, and disposed of his men in the church-yard as if to engage the enemy, and his artillery, encouraged the idea, by a well-directed fire. His real aim was to escape by way of Matson's ford, which he succeeded in crossing safely, leaving a body of Oneida scouts on this side of the river. Thus their prey had escaped without even a clash, except a small skirmish between the Indians and a body of British light horse. It is said that the like of this small encounter was never seen before, for when the cavalry unexpectedly rode among the savages, the scampering and whooping of one party and the flashing swords and the prancing steeds of the other, excited such common terror that both fled in opposite directions.

The cornerstone of the old Barren Hill church was laid by "Parson" Muhlenburg, whose son Peter was also a clergyman in Virginia, when the war broke out, and doffed his clerical attire for the uniform of a Continental officer. When directing a furious charge at Brandywine the Hessians are said to have cried out, "Here comes Devil Pete!"

SCCAFF

Captain Allen McLane

As often as one strolls through the valley of the Wissahickon and raises his eyes to gaze upon its wooded hills, his glance is almost certain to rest on a spot of historical significance.

Of the lower Wissahickon this is particularly true, for it was in this locality that the daring, dashing, rollicking Captain Allen McLane performed some of his Revolutionary deeds that will make his name linger as long as these glorious United States exist.

Captain McLane was the commander of a troop of cavalry, known as McLane's Rangers, who, when the action of the War of Independence centered in and around Philadelphia, used the fastnesses of the "Valley Greene" as protection from his British pursuers.

Both Ridge Road and old Germantown Road, from the city, and their junction at Barren Hill were at times the means of entrance and exit of this spirited cavalier.

He was acquainted with all the lanes and roads of the neighborhood, and with the locations of all the fords of the Schuylkill, the river roads and near approaches and he availed himself of the knowledge in his attacks on the British outposts, or in his scouting expeditions for information, or for the purpose of preventing those who carried food to the city to sell to the soldiers of King George.

Numberless tales are told of the bold deeds of this extraordinary man, who lived to tell his own story in many of its details to Watson, the author of Watson's "Annals of Philadelphia and Pennsylvania," for Captain McLane was not claimed by

Death until 1924, when he had reached the age of 83.

On the night of the Meschianza, the magnificent fête given by Lord Howe and the officers of the British Army, while the English forces occupied Philadelphia, McLane has been often related, made a sudden descent upon the redcoats' outposts.

An abatis of felled trees, with all their bristling branches, had been erected in a continuous line from the Schuylkill River to a point in Germantown that covered to the ap-

proaches to the city, which consisted of Ridge and Germantown Roads and a few intervening smaller high-ways.

The whole line of abatis was fired by the infantry and dragoons under McLane. The long roll was sounded by the British, many of whom were forced to desert the festivities to repel the invaders. McLane and his party succeeded in making their escape, up through Barren Hill and thence over the Schuylkill, with the exception of a few stragglers who were captured near the former place. After meeting unexpected assistance from a force of warriors from Washington's army, McLane turned upon his harriers and drove them back to the city.

Thomas Buchanan Read, in his "Wagoner of the Alleghenies," celebrated the Meschianza and the banquet following it, including McLane's feat in verse, as follows:

"There rose a tumult wild without,
A hurried rush of loud alarms,

The flash of flames, the sentinel's shout,

With startled drums that beat "To Arms."

The stuttering guests no more could doubt,

But quaked to think the rebel crew
Had burst in all their midnight

power
 Upon them in their revel hour,
 To act the Trenton scene anew.

What meant that glow, whose fearful
 shine,
 Illumined the abatis-line,
 Which fired the scene, as if to light
 The horrors of the coming fight?
 Now could they hear the mounted
 troop,
 Like hungry vultures 'round them
 swoop

And see the clattering hoofs of steel
 Where lightning flashed from every
 heel.
 Out rushed the guardian ranks,
 aflame,
 To put the intruding crew to
 shame;

But, strange to tell, without a blow,
 To say that there had been a foe,
 The troopers fled, and left behind
 Their mocking laughter on the
 wind."

SCCAFF

The Fords of the Schuylkill

All the talk of the new bridges which are to be erected in the 21st Ward brings to mind the old-fashioned manner of crossing the streams in this vicinity.

Doubtless everyone knows of the location of the camp that General Washington made on the site of the Queen Lane Filtration plant, in East Falls, just after the Battle of Brandywine.

The City Troop, which has continued down to us of the present day, had returned to Chester, to rally their forces, which had been scattered or lost in the primeval forest through which the Brandywine flowed in those days. The Troop rested but one night and again protected the rear of the American army in its march to the camp they had once previously occupied at the Falls, and where Washington at once began preparation to better engage the enemy, he being in no wise disconcerted by the actions of Lord Howe. This strong position extended westerly to the high ground above the Falls village and was evidently selected by Washington, as it commanded the fording places of the Schuylkill river.

The forces under our first President, on August 12, 1777, marched from the camp at the Falls and crossed the river to again give battle to the British army.

Dr. William S. Baker, who was noted for Washingtonia, contributed a paper, which was presented before the Historical Society of Pennsylvania in 1892, in which he says "Washington's army crossed the Schuylkill at Mattson's Ford." This ford was located near what is now known as Conshohocken. Baker's statement however was in all probability an error, for while Mattson's Ford was frequently used by Washington and various sections of his army, on this particular occasion the crossing was

doubtless made at Levering's Ford. This is substantiated by Colonel Timothy Pickering, in his Journal, and also by the diary which was maintained by Lieutenant James McMichael.

There were four fords along the Schuylkill south of Norristown. These were Swede's Ford, just below Norristown, Mattson's or Madison's Ford, at Conshohocken, Levering's Ford, at Manayunk and the Robin Hood, or Old Ford at the end of Hunting Park Avenue or Nicetown lane as it is generally known.

Mattson's Ford very possibly received its name from one of the early Swedish settlers at or near the present Swedeland. Among the numerous names still to be read on the gravestones in the grave yard of the Upper Merion Church, near Bridgeport is that of Mattson.

This ford was the means of communication between the residents of Manayunk and Norristown and the dwellers in the upper districts of the Welsh tracts and beyond on the western side of the river. It was via this ford that Lafayette made his escape from the trap set for him at Barren Hill.

Levering's Ford crossed the Schuylkill a short distance below where the new Green Lane bridge will be erected. Green Lane, by the way, is remarkable for its steep ascent to Roxborough and for the deep cut which it makes through the rocky bluff as it approaches the top of the hill and is probably the oldest thoroughfare that is confined to the Twenty-first Ward. It was first opened as a means of passage from one part of the Levering estate to another. Its first use as a public road dates from about 1769.

When Green Lane, or by whatever name it was known in those days reached a point some 50 feet from the river it turned south for a distance of a few hundred yards before coming to the ford. On the other side of the Schuylkill a connection was made by the Old River Road, to Righter's Ferry Road and the Old Ford Road, to the south, and by other lanes towards the north.

If one stands on the "Pay" Bridge

and glances southward to a point just south of the piers of the old Pennsylvania Railroad "S" bridge, he will see some large rocks cropping out of the river and obstructing the channel. These rocks very nearly mark the old location of Levering's Ford.

We can easily understand, that previous to the erection of the Fairmount dam, that more than likely it would have been an easy task to cross the stream at the old ford.

Colonel Moylan, Pennsylvania's representative with Washington, in a letter to his chief, at Valley Forge, speaks of Levering's Ford on the expedition which was blocked by the British who made a movement which interfered with his plans.

Jacob Levering, of Roxborough, who served in the Revolution, and sometimes acted as a spy, had a narrow escape from being hanged near Manayunk's ford, by the British who erringly thought he was John Levering, his brother, about whom they had word that seemed to point to him as the gatherer of information for Washington. Jacob was saved through the efforts of some friends who were able to truthfully say that he was not John Levering, although they might have, in the vernacular of the day "spilled the beans" if they had divulged all of the real facts.

Feb. 16th 1927.

Along the Schuylkill With Scaff

Military Roxborough

In the first two years of the Civil War, Roxborough boasted of two recruiting camps of regiments that played an important part in that long drawn-out struggle, which culminated in the preservation of the Union.

One of these camps was named after the neighborhood in which it was situated. "Camp Roxborough" and was on Leverington avenue a block east of Ridge avenue. This camp was located in an advantageous position in regards its natural resources. The ground sloped toward the south which was beneficial in the matter of drainage. To the east and bounding the Wissahickon Valley was presented to view a rural landscape that was indeed inviting. The lapse of time with the never-ceasing progress have changed all the surroundings as well as the site of the old recruiting ground, but we of today can still appreciate the thoughtfulness of the men who chose the ground for the temporary training place of the soldiers.

One section of the 58th Regiment, Pennsylvania Volunteers, whose colonel was John Richter Jones, was recruited at Camp Roxborough. It was due to Charles Thomson Jones, a brother, that John Richter Jones was appointed a judge by Governor Ritner, who had received a great deal of assistance during his campaign for governor, from Charles Thomson Jones, who requested that his brother receive the appointment rather than himself.

The Richters, or Richerts, the Leverings and the Jones were all related, either by blood or marriage and were among the oldest families of the Hilltop and its vicinity. In the records of the Pennsylvania Volunteers, Colonel Jones home is placed as in Sullivan County, which was probably

his circuit as a judge for he was born and lived for many years at Roxborough.

The companies recruited at Camp Roxborough were "A," "B," "C," "D" and "K" of the 58th Regiment. Company "C" at the beginning was commanded by Alfred Ripka and was made up principally of local men, although other members of the regiment were from this locality.

During the stay of the battalion which was formed by the companies organized at Camp Roxborough, there were several interesting events that happened, among them being the presentation of a flag by the ladies of Roxborough; religious and other addresses to the "rookies" and a most splendid Thanksgiving dinner, that was provided by the inhabitants of the neighborhood, on the 28th of November, 1861. Drill was unceasingly maintained and on several occasions the companies paraded down the hill to Manayunk, to the Falls, and even to the central part of the city.

Five other companies were organized at Huntingdon, Pa. under the command of Colonel Carlton B. Curtis, with the intention of making two full regiments, but later it was decided to unite these two bodies of men into one regiment. Judge Jones was made Colonel and Colonel Curtis was named Lieutenant Colonel. Colonel Jones' Roxborough command was one of those which played a part in the great flag raising on December 6, 1861, at the Civil War Plaza, Ridge avenue and Islington Lane, which has disappeared, but which crossed the Ridge at the present Oxford street.

The 58th Regiment later went into camp close to the Columbia avenue entrance to Fairmount Park and on March 8th proceeded to Fortress Monroe, Virginia.

Soon after reaching Fortress Monroe, Colonel Jones asked the Secretary of War to send him and his men into active service in North Carolina as they did not wish to be detailed in forts, or camps around Washington. His request was granted and he was among those officers who fell early in the conflict, receiving his death wounds at Newborn, North Carolina.

The military history of Roxborough and Manayunk, both in the

War of Independence and then again in the struggle to hold the Union together, should receive the attention of a far greater historian than this humble scribe. Horatio Gates Jones wrote practically all that is known of the Revolutionary War, in this immediate vicinity, but most of this scholarly gentleman's writings are now far removed from the eye of the ordinary reader.

That of the Civil War, while partly written by Dr. C. K. Mills, has vast stores of untold tales, which should not be lost before the men who played an actual part in those troublous times have gone to their Eternal rest.

The local newspapers of 1861, contained many items of flag raisings at different mills, private homes, business offices, hotels, street corners and elsewhere.

The proper recording of past happenings are our guides for future actions, reminders of joyous, aye and sad times, but still calling up treasured remembrances to those who are drawing closer to life's horizon.

Along the Schuylkill With Scaff

The Lay of the Land

Roxborough, in 1840, had a score or more little villages scattered all around it, some older in years and others which had sprung up after the Leverings had settled on top of the hills of the Witsahickon and Schuylkill.

Hestonville was one of these that was located on the west side of the river and is now a part of thickly populated West Philadelphia. Greenland was another, on the western side of the Schuylkill and its approximate location can be gauged from the present Fairmount Park Transportation Company's Junction, near the western end of the Strawberry Mansion bridge.

There was at one time quite a village, strung out along the west side of the river, close to its banks, which extended from the Columbia avenue bridge north to almost City Line. There are many residents of Roxborough, Manayunk and the Falls, who spent their childhood days in the vicinity, which according to some historians was known early in the last century as Whitestown, but is pretty generally remembered as Cooksokie.

It is entirely possible that the little town was known as Whitestown, on account of the firm of White & Hazard, who conducted a wire and nail mill on the east side of the Schuylkill at a point which is now the eastern end of the Reading Railroad's stone bridge, in the Falls. It was here that the first wire suspension bridge was built, in Philadelphia, if not in the world, that stretched across the river from White & Hazard's mill to a large tree on the western bank of the stream.

It was fabricated under the direction of Josiah White and was intended for foot passengers only.

A toll of 1 cent was exacted until the builders had been reimbursed for the \$125 which the bridge cost, after

which it was made a free passage-way.

It can be readily understood that the manufacturers may have erected the structure as an accommodation for their employes who dwelt on the other side of the river and that the village may have been originally called Whitestown, but in the memory of those who are still living that formerly dwelt in the village at the time William Simpson conducted his Washington Print Works for printing silk and calico, the town was known as Cooksokie.

However, the writer has seen an article, somewhere, which stated that this cognomen is a corruption of "Coxsaxle" from a town of the same name, near Albany, New York. The name it is said was bestowed on the old local village, by a Schuylkill River steamboat captain, who had formerly lived in the Empire State town.

Of course the Falls village had been in existence for years, having been first called Fort St. David's, after the patron saint of the Welsh

settlers, who first moved to the locality.

Manayunk, in 1840, had just drawn away from its parent, Roxborough, then known as Leverington, and had been incorporated as a separate township.

In the other direction was Mount Airy, called after the country seat of Chief Justice William Allen, before the Revolution, and afterwards the property of the elder Captain Stephen Decatur.

Mount Pleasant was a small village which stood on the old German Towns Road, about one-half mile below Mount Airy.

Beggarstown, or as some, improperly called it, Beggartown, was before the Revolution, a part of upper Germantown, near the Mennonite Church. It received its name from Matthias Begber, an early landholder in the neighborhood. Cresheim, which name is still identified with the locality, began at what is now Washington lane and extended to Limekiln pike, near the Mermora

Inn. Crefelt was a division of Germantown, north of Somer Hausen, familiar to our readers as Chestnut Hill. Pittsville extended from Germantown to Limekiln pike and Haines street, while Rittenhousetown can be readily located as being on Paper Mill Run near Wissahickon avenue.

Germantown, it seems, was always there, for it was early in the 1600s that Daniel Pastorius settled that historical old city in itself.

The center of Roxborough, or shall we keep the record straight by calling it Leverington, was in those days, on the exact spot that is now occupied by the Baptist Church.

The Levering Public School, as most folks know, stands on a site that had been in continuous use for educational purposes for one hundred and seventy-nine years. It was in 1748 that the Levering family donated the land for a school building. Twice have new buildings been erected on the ground, first in 1821 and the present stone structure was built in 1895.

SCCAFF

Along the Schuylkill With Scaff

When men of old searched for a suitable spot to carve a new community from the wilderness, they unfailingly looked for a reliable source of water, the element which is so vitally necessary for our existence, and consequently most of the deeds that are worth remembering are associated with some lake, river or other stream which provided the life-sustaining fluid.

"M. K. C." in his poem, "The Schuylkill," published in 1876, phrased the following:

"I linger o'er the sacred strain
Of Babel's streams and captive
train:

With Christ, the Jordan's banks I
rove

With Horace, tawny Tiber love;
With Scott, abide by Teviot's tide
With stricken Gray, by Luggie's
side;

But garlanded by pleasures flown,
Endeared by recollections sweet
The Schuylkill's name I most re-
peat."

And with these thoughts in our mind we bathe in the memory of happenings along the stream which flows through our locality.

In a rolling mill, along the Schuylkill near the eastern end of the Baltimore and Ohio Railroad bridge, at the Falls, White and Hazard used bituminous coal for fuel. They conceived the idea that the "black stone" by which anthracite was then known could be utilized. They were the owners of a large section of ground, which contained quantities of this "black stone," in the coal region of Pennsylvania, and brought some of the stone, in question, down the river to their mill, to experiment with.

Their efforts apparently proved a failure, until one day a fireman, who had left the furnace filled with the stone started off to lunch. On returning for something, which he had

forgotten, he found the fire blazing.

This was the secret of the successful burning of anthracite discovered. The trick was simply to leave the coal alone, without poking it, as was done with that of the bituminous variety.

Josiah White immediately began to plan a suitable grate that could be used for burning anthracite.

In his efforts to promote the coal industry, White directed his attention to having convenient shipping facilities organized to bring the coal to the city. This led to the construction of the first canal and locks. The canal, in most places, was simply part of the river deepened, excepting where it was necessary to have a lock to make the descent from one level of the river to another, at which places a canal was dug close to the river. He was the first to conceive the Schuylkill Navigation Company, which is now believed to be controlled by the Reading Railroad Company.

It is entirely within reason, considering the development of hydroelectric methods, that it will be not long before some other White will come along to provide a still cheaper means of heating.

If you are one of those who customarily motor to the central portion of the city, by way of the East River Drive, you probably wonder how Peter's Island, the end of the boat race course, came to possess its name.

Belmont Mansion, in West Fairmount Park, was the birthplace and residence of the distinguished Judge Richard Peters. Keyser in his "Fairmount Park," written many years ago, says: "On this place, was standing what Downing describes as the grandest avenue of hemlocks in America. These trees were centenarians, in the perfection of their growth, ninety feet high, some draped with immense masses of English ivy."

The estate ran from the mansion to the river and included the island.

All of the famous men of the period after the Revolution, who lived in, or visited Philadelphia, were the guests of the Judge, who was known as a "patriot, jurist and a pioneer in agriculture of Pennsylvania. He

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wrote excellent songs, told the best stories and was regarded as the most noted wit of his time." The quotation is from Colonel Forney's "Anecdotes."

The island, to the best knowledge of the writer, is the only part of the Judge's property which still retains his name, although Belmont Mansion is sometimes referred to as "Peter's Mansion."

How often have you heard that "there is nothing new under the sun?" In this marvelous age of invention we reap the benefit of long hours of thought and perseverance of the men who dreamed of sending speech through the air. By means of the radio we have the world brought directly into our homes. And the end is not yet in sight.

After Franklin discovered electrical forces, Morse is credited with the telegraph, and within the memory of most of the present generation, Marconi utilized the teachings of both and developed wireless telegraphy. Radio, through evolution, is now the electrical wonder of the day.

According to Parson's "Life and Times of Benjamin Franklin," Poor Richard was in reality the first to discover that electricity could be transmitted from its source to another point some distance away, without the use of a metal conductor. He, at one time, sent a spark across the Schuylkill by laying a wire down to the water's edge on one side of the river and receiving it on another wire suspended in the water at the other side of the stream.

Franklin, in writing to Peter Collinson, in 1748, said, "Spirits at the same time are to be fired by a spark sent from side to side through the river, without any other conductor than the water: an experiment which we sometime since performed, to the amazement of many."

The length of this article compels us to leave the many more interesting things concerning the Schuylkill for a future story.

SOCAPP.

Along the Schuylkill With Scaff

While awaiting a hill-climbing trolley, at Wissahickon Station, the writer started a conversation with an elderly man, who sported a G. A. R. button on his coat lapel, and military thoughts kept sub-consciously rising in the scribe's mind, as the car slowly made its ascent of the Ridge. The following is the fruit of these thoughts.

During the Civil War, on the north side of Ridge avenue and east of the railroad was a recruiting camp, known as "Camp Wissahickon." It was located in a field, skirting the woods, known in those days as the "Dark Woods," and was situated in the locality of Dawson, Salignac and Terrace streets.

The location was, it is said, a pleasant one and was accessible to the Railroad and Ridge Road passenger cars and Manayunk Turnpike, at the foot of Robeson's Hill.

There was a spring which was used as a water supply for the camp and this was under the present foundations of the Wissahickon Baptist Church, on Terrace street. The site of the camp has long since been filled up and buildings erected on it.

The training place was the rendezvous of instruction for a battalion of the 15th Infantry, Regular United States Army. The Manayunk "Star"

of July 19, 1862 contained the following item:

"A camp of instruction had been formed on the property of the Rev. H. G. Jones (deceased) on Ridge road above Wissahickon station. The grounds extend from the Ridge to the Norristown Railroad. The camp is to be the recruiting station for the 15th Regiment Infantry, U. S. A., under the command of John P. Sanderson, Esq., who is the lieutenant colonel of the regiment. The tents have already been pitched

along the brow of the hill, and near Ridge road a frame building has been erected and close by are officer's marquees. As soon as companies are filled up they are dispatched to the regiment, which is now in active service. It was one of those which engaged at the famous battle of Shiloh. Any of our young men who desire immediate service and who wish to enlist in the Regular Army can do so by applying at Camp Wissahickon. The situation of the camp is very picturesque—and its appearance from Manayunk is very attractive."

The 15th Infantry, after serving in the Mexican War was disbanded in 1848, after the ratification of peace with that country. It was re-organized under the provisions of General Order No. 33, June 18, 1861.

The records of the Adjutant General's Office at Washington show that the regiment was organized by Lieutenant Colonel John P. Sanderson, at Newport Barracks, Kentucky, in 1861. The field officers were: Colonel Fitz-John Porter; Lieutenant Colonel John Philip Sanderson; Major John H. King; Major William H. Sedell; and Major John Edie. The regiment stayed at Newport Barracks, Ky. until July 8, 1862, when its headquarters was removed to the site along Ridge road, in Wissahickon, and in September 1862 it was again changed to Fort Adams, Rhode Island.

Colonel Sanderson lived, at one time, on Leverington avenue, in a house owned by Captain Charles Thomsen Jones. He and Captain Jones were close friends. Sanderson was promoted Colonel of the 15th Infantry, July 4, 1863, and up to that time was superintendent of the recruiting for the 15th regiment. He died October 14, 1864.

The Twenty-first Ward also had its Home Guard, Anthony D. Levering, born in 1814 was a worthy member of the old Roxborough family of the same name. He was a leader of affairs in the Roxborough Baptist Church, in which he held several offices and in 1873 was a member of the House of Representatives of Pennsylvania. In 1861 he was a lieutenant and later captain of one

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of the Home Guard companies in Roxborough. In the emergency campaigns of 1862 and 1863 he was cap-

tain of a company. In the first instance this was Company "B" of Colonel Newkumet's 9th Regiment P. V. M. The first Lieutenant of this company was Horatio Gates Jones and the Second Lieutenant John Thomas. The roster of the company shows that it was composed largely of men from Roxborough, Manayunk and Wissahickon.

In 1863 Captain Levering commanded Company "A" of Colonel Newkumet's 31st Regiment P. V. M. The first Lieutenant was John J. Thomas and the Second Lieutenant, Elijah Cox.

The writer is still in the dark concerning the name of his co-writer of transportation, but thanks to the thoughts the veteran aroused, went home and waded into a mass of manuscripts, books and pamphlets and found out the preceding facts.

Most of the material was written many years ago by Dr. Charles K. Mills, who in his writing thanked Mr. Horace H. Platt, James L. Merlin and Robert Roberts Shrouk for the assistance they rendered him in compiling it.

Along the Schuylkill With Scaff

West Laurel Hill

Every once in a while, in scanning the newspapers of the city, we find a little gold nugget of history, or some other interesting fact concerning localities with which we are familiar.

Here is one that readers of this column may have missed which was printed in the Public Ledger of May 23, 1922.

LAUREL HILL

(By Frederic Day Goodwin)

Wissahickon's woods are calling,
calling,

Drops from the laden maples falling,

Carpentermen, their orders hoarse,
bawling,

All the June world agree,

Schuylkill his shadowed banks crossing,

Whispered a welcome, timely blessing,

Dulling the pain, like friends depressing,

On my lone pilgrimage to thee.

Sottily the regal wheels outstripped,
Me by the wheels of passion grip-ped,

Passed like my youthful hopes, all clipped,

Of their bright morning,

Passed like the ghosts of wasted
wasted years,

Passed like the smiles seen
through thy years,

Or like the serpent that uprears,
And strikes without warning.

Strike firm, ye wheels of fate

Me blind and desolate,

Strike as though Penocoyd plate

Sprung from your passing,

Penocoyd whose towering smoke

Shadows the falls awoke,

By man's discordant stroke,

From their sweet splashing.

North, South, the scene I scanned,
All that the Maker planned,
All that our greed has banned.

Met in that beauty,
Then turned my eyes to where
Created in Heaven's pure air,
Shafts o'er our loved declare,
They rest from their duty.

Near Reed, Penn's sweetest bard,
My songless singer, scarred,
Her hopes that I sing barred
At their installment,
Rested in emerald bed,
Enriched by the tears she shed,
And from that bed she pled
For their fulfillment.

Neither, as with thine empty hand,
I picked dead leaves o'er thy dear
sand,
Smiles you as hopes you'd planned
Sweetened your resting?
Surely no other balm
Smoothed my storm into calm,
Than thy dear, scarred palm,
Thy love attending.

After the departure of the 88th Regiment, P. V. to the front in the Civil War, of 1860-66, Robeson's Meadow, where the Queen Lane Pumping Station now stands, along the East River Drive, was used as a recruiting camp by a battalion of the 13th Pennsylvania Cavalry, 117th P. V. The place was then known as Camp Galligher.

The battalion was probably composed of Companies "H," "I" and

"K" under the command of Major Martin J. Byrne. The captains of the companies were respectively, John Kline, Timothy A. Byrne and John S. Struthers. Several men from Manayunk and Roxborough are known to have enlisted in these companies.

The 13th Pennsylvania Cavalry originated from an order issued by the Secretary of War, authorizing James A. Galligher to raise a squadron of cavalry to be called the Irish Dragoons, and to attached to the Irish Brigade, commanded by General Thomas Francis Meagher. There is a statement in Bates "History of the Pennsylvania Volunteers" that Companies "H," "I" and "K" with other companies were recruited near Frankford, but if this was true, then for a time at least the battalion was camped on the ground at the lower end of the present Gustine Lake.

Along the Schuylkill With Scaff

The Peltzes's

When Henry avenue is completed, the cityward-bound resident of Roxborough, who will use the new thoroughfare, will find its terminus at Roberts avenue and Hunting Park avenue, or Nicetown lane, as it used to be called. The history of a family who once dwelt in a house at the junction of the proposed Henry avenue thoroughfare and Hunting Park avenue should prove of interest to the faithful followers of this column.

The grading of the streets made it necessary to demolish the house which was of old-fashioned style, that dated back to the Colonial period. It was oblong in shape, topped with a peaked roof and had six sentinel-like pillars which held up a high-ceilinged porch.

Closely connected with this old house was the name of Peltz, and also connected with the history of Philadelphia and the Union, for more than one of the Peltz family have offered up their lives that the Stars and Stripes should float over a united people.

The place was known as "Brookton" and there, up until 1901 and possibly a few years later, David L. Peltz and his two sisters, children of the late Dr. Philip Peltz, Jr., resided.

Philip Peltz was born in Philadelphia November 30, 1802 and was a son of Philip Peltz Sr., whose father John Peltz was born in Berlin, Germany, in 1717, and who came to this country with his bride, Gertrude Grau, on the ship "Lydia," sailing from Rotterdam. From the State archives, it is learned, that he was qualified and took the oath and declaration of allegiance to the British crown, at the Court House, in Philadelphia, September 20, 1743. All males of sixteen years, or over, were obliged to take this oath. He purchased large tracts of land in what was afterward known as Southwark, where three generations of the fam-

ily were born.

Philip Peltz, Jr., after a preliminary education, entered the University of Pennsylvania, from which he graduated July 26, 1821 with a degree of B. A. On April 8, 1824, he graduated from the Medical School of the same institution with the degree of Doctor of Medicine and at once began what soon became a large and lucrative practice.

Stephen Girard, in his will, of December 25, 1830, mentions Dr. Peltz, with John Lentz, Francis Hossley, Jacob Baker and Adam Young, of Passayunk Township, when he left \$6000 in trust, to them as a committee to buy ground for a public school for the poor children of the neighborhood.

His health failing, Dr. Peltz moved to Hestonville, in what is now West Philadelphia and from there to the old house on the Stoever farm in the Falls, where he dwelt until his death on July 22, 1858. Dr. Peltz had been married to Elizabeth Lentz, who survived until February 12, 1875. This family consisted of nine children, namely: Rebecca, who died at an early age; David Lentz; Elizabeth Lentz; Philip Grau; Samuel Henry; John William; Mary Eckel; Josiah and George M. Dallas Peltz.

David had from his early youth been a farmer and up until the twentieth century continued in the business. He was awarded many first prizes from agricultural societies for plowing, methods of cultivation and other farm work. He paid particular attention to the cultivation of strawberries, asparagus and celery.

Philip Grau Peltz was a chief engineer in the United States Navy. He died off Carmen Island, in the Gulf of California, on the scout steamer "Ajax."

When the news of the fall of Fort Sumter, in the early days of the Civil War reached the U. S. Steamer "Wyoming," on which Engineer Peltz was stationed, that officer remained true to his ship and nation when desertion seemed to permeate the entire crew.

Samuel Henry Peltz, M. D. received his early education at the Forest School, known nowadays as the Breck School, and under Professor Angell at St. James the Less Episco-

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pat Parish school. He afterwards held the proud position of being the youngest surgeon in the United States Navy. He was blown up, on the monitor "Patapsco" which was destroyed under the guns of Fort Sumter, January 15, 1865.

John William Peltz was killed at home by the kick of a horse; Josiah Peltz graduated as a doctor from the University of Pennsylvania, as did his brother George M. Dallas Peltz.

Of the daughters, both of whom lived with their brother David, at "Brookton," Elizabeth Lentz Peltz never married. The other sister, Mary Eckel Peltz married Henry A. Wieand, Esq., a Philadelphia lawyer. Mrs. Wieand was one of the former

teachers of Forest School, filling that position when but seventeen years of age.

In this article, we have carried our readers quite a distance from home, but hope that they received compensation in interest from reading of this noteworthy Falls of Schuylkill family. SCAFF.

Along the Schuylkill With Scaff

Old Mills of Manayunk

Man seldom understands how to live in the present. Future and past—Hope and Remembrance—are the favorite subjects of his contemplation. This we find to be more or less the case in every stage of life. To live in the future is more peculiar to the time of youth; to live in the past, more to that of advanced age.

Experience teaches, and a knowledge of things that have gone, will in most cases shape the progress of the future. And there is a certain joy revived, as we become older, when we remember the things and happenings of the past and dwell with delight upon them.

It is intended that this article will give the reader some idea of how Manayunk appeared previous to the Civil War, so that he may compare the old town with its present condition with the hope that new thoughts will be brought forth for the benefit of the ward, in the future.

In the year 1847, if one were to walk down Main street as far as the present American Bridge Company's offices, on the eastern side of the Schuylkill river, he would have beheld huge stacks of lumber in an area known as Jones' Lumber yard. Across the highway lived David Wood, in an old house that has since been demolished. A little further up the road, on the east side, was the "Crow's Nest," a tavern where the bullies of the town were wont to congregate.

There was a swamp on the site of the present-day gas tanks and the next property was occupied by Maxin's Mill.

Just below Shur's lane, which was then a country cart-road, was Frank Weest's Hotel. At a point, on the river, almost in front of this inn, was the steamboat landing. The youth of the neighborhood always gathered about when the "George Washington," the "Lafayette," the "Reindeer" or the "Frederick Graef" churned up the water and chugged alongside of the little pier. The last

named boat, by the way, was named in honor of the first chief of Philadelphia's water works, at Fairmount.

There is still a row of houses standing, on Main street, above Shur's lane, which was built in 1847, and extended to Cedar street, now familiarly known as Jamestown street.

Opposite this row of houses was Kempton's Cotton Mill, with its water wheel propelled by the water from a race which was under the sidewalk.

The locks of the Schuylkill Canal were supervised by a man named Armitage, and still later by a tender named Wolfington, a very pious Baptist, who had two sons who piloted the boats down the river from Manayunk to a point just below the Falls bridge. The pilots were important individuals in those days, as the river was full of submerged rocks and sand bars, and it required one who possessed a knowledge of these things, to guide the boats safely on to their destination.

Just above the locks, between the river and the canal was Billy McFadden's small mill. He also conducted a boatmen's store. One of McFadden's daughter's married into the old Manayunk Keely family. His mill was later known as Schofield's. Next to McFadden's was Kempton's Big Mill. A factory known as the Blue Mill stood on the corner of Main and Cotton streets and is now used as a warehouse by the Weiss Furniture Company.

McDowell's Paper mill was in its well known present day location. In the river opposite this mill, it is said, there was once an island, which on account of its desirability as a shad fishery, was sold in 1812, for \$1200. It was covered by the waters of the Schuylkill years ago, and only the oldest residents of the Twenty-first Ward have any knowledge of it ever having existed.

Between the canal and the Schuylkill, Joseph Ripka, owned a long line of mills, known in the order of their locations as the "Little Mill," the "Yellow Mill," the "New Mill," which was built in 1839; the "Big Mill" and another building which was used for dyeing and drying purposes. Six houses stood just below the Pay Bridge, the upper most being occupied by members of the Gallati fam-

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Then came Meadowcroft's mill, the Eagle Mill, owned by Daniel Arbuckle; Arbuckle and Richards Mill; Billy Steel's Mill and then that of Seville Schofield.

Adam's Mill was in those days, called Shaw's Mill and a little building, along the tow path was used as a saw mill. In this building the Manayunk churchgoers of Presbyterian denomination held their early meetings.

Nearby was the waste-way of the canal, where at high-tide the water spilled off into the river again. A

little farther up, was Wimpenny's factory; the Exstein Paper mill which was burned down, stood on the site of the present National Waste Company's building. The next industrial plant was a saw grinding mill, which stood just below the Yellow Bridge, where Nixon street now crosses the canal. Robert Harris ran a steam saw mill, an innovation in the early days, where the 1927 Keely Lumber yard stands.

Above the bridge was Solm's mill, Lee's grist mill—now owned by the Spink people—then there was a vacant lot, where the present Collins and Alkman plush mills are located, but just above this was Israel V. James grist mill—known to us as the site of Dobson's Mount Vernon Mills; and then came Buckley's Rolling Mill.

Fountain street was called Hippie's lane. Just above this therefore was the Stephen and Whitaker Cotton mill—afterward Nixon's paper Mill and now owned by Dill and Collins. Next came another cotton mill owned by James M. Preston and this adjoined the older Nixon factory.

We have now traveled up the what was known as the "Sand Commons," which were later used as a drill ground for Civil War recruits. Freshets often covered the ground and left great deposits of sand; hence the name.

At Flat Rock there was a bridge over the Schuylkill but this was destroyed in 1850.

Then came Flat Rock Dam, and there it stands to this day. SOCAFF

Along the Schuylkill With Scaff

An important part of the battle of Germantown, the activities of which extended over to Ridge avenue, from Wissahickon creek to the present site of the Memorial Hospital, was fought upon the heights of the southern bank of the Wissahickon creek, just east of the High Bridge.

General Armstrong, of Washington's army, had been detailed by his commander-in-chief to march down the Ridge road, past the Levering Tavern, and to occupy the attention and if possible divert the support of the Hessians from the main body of King George's warriors.

Armstrong, it will be remembered, was guided down from Chestnut Hill, by way of the Ridge, to the position near the mouth of the creek, by two guides, one of whom, according to Watson's "Annals," was Gorge Daunehower.

The Hessian officers who are generally known to have served in this vicinity were Lieutenant General Baron Wilhelm von Knyphausen, who was the commander-in-chief of the Hessians, who were in the pay of the English government, during the years from 1778 to 1782; Colonel Carl Emil Kurt von Donop, who commanded the Second Jager Corps, and who was killed at the battle of Red Bank; and Colonel Ludwig J. von Wurmb, of the Chasseurs.

The number of von Donops, who served in the American Revolution, sometimes confuses the present-day historian, for several are mentioned among the officers of the Hessian army. One was Captain Dietrich von Donop; another was Captain Christoph Frederick von Donop; here was Lieutenant von Donop and still another who seems to have held a general's command. It is more than likely that these von Donops all belong to the same noble German family, whose livelihoods were devoted to soldiering.

There were at least two von Wurmb; the one that was killed at Red Bank and a Major Philip von

Wurmb. The former was a most efficient officer and before his death had risen to the rank of Major General.

General Knyphausen was a man of high character and ability and had made an excellent record in Europe, before coming to America where he increased the respect of friend and enemy, as a strategist and commanding officer. Watson, in his "Annals of Philadelphia and Pennsylvania," describes Knyphausen as "much of a German in his appearance, always polite in bowing to respectable citizens in the streets, not tall, but slender and straight; his features sharp and martial, very honorable in

his dealings." One of a family, at whose house the Hessian commander once dined, related that he used to spread butter on his bread with his thumb.

It is amusing to us of this day, to hear the above tale, but more than likely, in the same period Washington and Howe may have eaten their pie with a knife, cooled their soup or tea by blowing on it, or thrown a bone from their plate to a dog lying around the dining room. Does not one of our Roxborough chroniclers, Horatio Gates Jones, tell us that the sister of Peter Robeson, and daughter of Andrew Robeson, at Wissahickon mills, best remembered the visit of her father's house of the Duke de la Rochefoucauld Liancourt, when she was a little girl, by the fact that while he was dining at their table, he threw meat to one of their dogs? This was in 1795 and such were the habits of even the aristocrats of those days. Why not let Knyphausen butter his bread with his thumb, if it so pleased him, and especially so if it were in accordance with the customs of his own class and time.

Knyphausen, von Donop, von Wurmb and the other Hessian soldiers were unusually good fighters and showed up with particular gallantry at Long Island, Brandywine and on other hotly contested fields during the Revolution. They had only one thing against them, at least in the American mind, and that was that they were fighting on the wrong side.

In a previous article, entitled "Along the Wissahickon," dated January 5, 1927, the writer told of the engagement between the American

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General Armstrong and the Hessians at the mouth of the Wissahickon, at which time the Hessians successfully held the redoubt which had been erected on the heights.

When the German forces were stationed in this section of Philadelphia, General Knyphausen is said to have used the "Abbottstord" house on the Falls as his headquarters. He had a city place on South Second street, in the house that was owned by the Cadwaladers.

The Garrett cottage, which has since disappeared, at the corner of Vaux and Alnsite streets was used by Count Donop, as his headquarters.

While the average American schoolboy holds a dislike for the Hessians who came over to help the British keep us in subjection, time has proven that the Germans were good fighters and as a rule gentlemanly in their conduct. SOCAFF.

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MANAYUNK MEMORIES

The written word, long ago, established its place among the greatest achievements of civilization. Before its invention the voice of wisdom perished and little knowledge could be acquired or preserved.

With its invention the mind of man may be almost said to have been re-created. Before writing came into vogue, the voice of man, only, could communicate ideas and but a few thousand could listen. Now the whole world may read.

Before its origination, history and thought faded from the minds of men; since they have become imperishable.

And so, ere the things we have learned have slipped away from us entirely, we hasten to write of what we found out concerning the old village of Manayunk, for it may prove of interest to others whose thoughts travel in the same channels.

The folks who have walked with Father Time for years will probably remember how the town, in 1847, reposed in the valley, stretched out for almost two miles along the east-end bank of the Schuylkill, its principal streets parcelling the river.

Main street was the chief of them, then Cresson street, Baker street and Wood street was the one furthest up on the hill and is now called Silverwood street.

A dozen or more thoroughfares crossed the aforementioned, running up the hillside. Among these hill-climbing streets were Mechanic, Cotton, Grape, Levering, Gay, Oak (now Connaroe), Mulberry, which has been changed to Carson, Green lane, Center street, now called Dupont street; Church street, so called on account of old St. David's church, has long

since been changed to Krans avenue. Hipple's lane has become Fountain street and the last but not least was and still is known as Dominick lane.

In the years previous to the Civil

War—at least in 1847—the railroad was in operation, the Philadelphia, Germantown and Norristown line being a single track affair, except in Manayunk, where it was double-tracked to permit the trains traveling in opposite directions to pass one another. When the movie goer of today, goes to the Empress, he gazes curtainward to the exact spot that was occupied by two frame buildings which served as the passenger and freight depots. Mounted on top of the passenger station, which was the larger of the two structures, there was a bell which was rung in time for the town's inhabitants to hurry from their homes to catch the train. Two trains pulled into Manayunk, at the same time, twice a day. This was a 7.30 A. M. and 3.30 P. M. At each time there was a train bound in both directions. One for Norristown and one for the Ninth and Green streets terminal in Philadelphia.

Johnny Small also furnished transportation to the city, by means of his stage coach. Crawford, the stage driver, of Upper Roxborough, who is mentioned in Bumstead's "The Riversons" started from the Sorrel Horse Hotel, up near where the Reading Transit Trolley system have their Barren Hill line car barn.

Old residents may also recall the time when as high as thirteen hundred canal boats were stretched out along the Schuylkill Canal, from the Delaware river to Port Carbon. The Schuylkill Navigation Company were in the habit of offering premiums to the boat captain who completed the greatest number of trips in one season. Great excitement always ensued when Captains Jonty or Aldridge passed through Manayunk. These two men were great rivals for the honor and remuneration of the company, but the writer has been unable

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to learn which one, or if either, ever captured the coveted premium.

One old-timer informed us, a little to our surprise that the City Avenue bridge, below Pencoyd, was for its first ten years a toll bridge, but later was thrown open to the public as a free means of access, to the western side of the river. The American Bridge Company acquired the nucleus of the present Pencoyd plant from Algernon and Percival Roberts, consisting of their iron mill where they manufactured railroad car axles and blacksmith's anvils.

Prior to 1850 there were five churches in the old town, namely St. John's Roman Catholic, served by Father Mulholland; the Fourth Reformed under Dr. Talmadge; St. David's P. E. Church, on the then Church street, ministered by a Mr. Claxton; the First Presbyterian, which is up near the Pennsylvania railroad station, under Andrew Culver, D. D., and the Mount Zion Methodist Episcopal.

There was even in that day a school house on Green lane, below what was known as Wood street, which as previously stated, is now Silverwood street. Another school was on the top of a knoll at about what is now 4206 Main street. At the foot of the knoll was the bake-shop of Joseph Richarts.

Manayunk, after seventy-nine years has become a corporate part of a huge municipality, but it still retains many of its well-loved rural institutions and we hope that these printed words will help to perpetuate them.

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Along the Schuylkill With Scaff

THE RITTENHOUSE MILL

When our forefathers first came across the ocean to settle in this land of the brave and the home of the free, the business of paper manufacturing as it is known to us, had not gained much headway in the countries from which they came. After five thousand years the age of papyrus and parchment was at an end, but paper from rags was slow in coming into general use.

Rag paper first known in China, at the beginning of the Christian era, was brought to Europe by the Saracens between the seventh and eight centuries. It was firmly established in Spain within the next two centuries and Spanish paper became justly famous. Gradually the art of making paper spread to France, Italy, Austria and Germany, but England was slow to take hold of the process.

In America, paper at first, was not a vital necessity. Newspapers did not exist prior to 1700. There were few books, except those brought from the home-land by the emigrants.

Even the beginning of the first paper mill, in 1690, did not arise from any urgent call from the community. It came from the combination of the needs of a printer in Philadelphia and the progressiveness of a newly-arrived paper-maker, the former and the latter making an ideal partnership for establishing an infant industry that had not yet been started.

Lyman Horace Weeks, in his "History of Paper Manufacturing in the United States," says, "The actual beginning of this new enterprise in Philadelphia was in September 1690, when Robert Turner, William Bradford, Thomas Tresse and William Rittenhouse entered into an agreement with Samuel Carpenter for the lease of a tract of land, twenty acres on the banks of the Wissahickon creek for a site. The mills were built the same year, but the title to the land was not passed until February 12, 1700, by which time William Rittenhouse had become the sole owner. By the terms of the lease, for 990 years from September 29, 1690, an annual rental of five shillings sterling money of England was to be paid." The mill stood in a little ravine, on the banks of a stream called "Paper Mill Run," that empties into the Wis-

ahickon creek, at the junction of the Wissahickon and Lincoln Drives.

Bradford was the moving spirit of the enterprise. He came from England with the express purpose of setting up a press in Philadelphia. Samuel Carpenter and Robert Turner were men of wealth and friends and advisors of William Penn. Thomas Tresse was a rich iron-monger.

Willem, or William Raddinghuysen, or Rittenhuysen, or Rittershausen—in English William Rittenhouse—was born in 1644, near the city of Mülheim, on the River Ruhr, on the principality of Broich, which lay between the River Rhine and Westphalia. It is believed he was the son of George Rittershausen and Marie Hagershoff's. He belonged to a family of distinction, some of whose members were prominent in public and professional affairs in Germany.

Rittenhouse, with his sons, Nicholas (Claus) and Gerhard (Garrett) and his daughter Elizabeth, he came to America and was settled in Germantown, in 1688, though he may have been in the country before that date. He was a Mennonite, the first minister of that church in Germantown, and the first Mennonite bishop in America.

In a modest way the mill was a success from the start. If it did not indeed fill a long felt want, it was at least an interesting addition to the industrial life of the colonies.

As the practical man who alone was able to make the mills successful, William Rittenhouse, ultimately became the sole owner. Turner disposed of his quarter interest in 1697, Tresse in 1701 and Bradford in 1704.

In 1701 a freshet overran the banks of the Wissahickon and the paper mill was swept away. The biographer of David Rittenhouse, a later member of the family, wrote regarding this that he had seen:

"A paper in the handwriting of William Penn, and subscribed with his name, certifying that William Rittenhouse and Claus, his son, then part owners of a paper mill near Germantown, had recently sustained a very great loss by a violent and sudden flood, materials and tools, with other things therein, therefore recommending to such persons as should be disposed to lend them aid to give the sufferers relief and encouragement, in their needful and commendable employment, as they were desirous to set up the mill again."

In the following year a new mill was built near the site of the old one.

Horatio Gates Jones, in "A Historical Sketch of the Rittenhouse Paper Mill," in the Pennsylvania Magazine of

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History and Biography said "A day's work for three men was four and a half reams of newspaper 20 x 30. It is thought that there might have been made annually at the Rittenhouse mill from 1200 to 1500 reams of paper of all kinds, but this is mere conjecture. Small as was its capacity, it was all important to the community at large, for the home supply of Pennsylvania was dependent upon it."

Most of all, if not all, the paper made in the Rittenhouse mill was water-marked. The first water mark used was the single word "Company." The second was double, on one half sheet was the monogram WR and on the other half a shield, surmounted by a fleur-de-lis crest and bearing on its face a clover leaf—the town seal of Germantown—and beneath this the word "Pensylvania" in black letters. Another mark was KR the initial of Klaas (Claus) Rittenhouse and later was IR for Jacob Rittenhouse.

In an article which will follow within a few weeks the writer of this column will try to bring the history of paper making as it concerns our locality up to more modern times when the industry was thriving in and about Manayunk.

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THE CAMP OF THE 88th

During the Civil War, the camp of the 88th Regiment, Pennsylvania Volunteers, which was named after the mayor of the city, "Camp Stokley," was situated on a section of ground that possessed a great deal of natural beauty and appropriateness. It was also located on a spot that had some Revolutionary history attached to it. Andrew Robeson and his descendants had very large holdings at and near the mouth of the Wissahickon Creek, for their plantation, at one time, extended along the Ridge road, at that point, for some distance both to the north and to the south.

Below the Wissahickon creek, between the Ridge and the Schuylkill river was a large tract of ground, close to a half square mile in area, to which the name "Robeson's Meadow" had been given. It was composed of quite a diversified landscape.

In the angle formed by the Schuylkill and Wissahickon there was a wooden knoll, which is still there, on which many trees were rooted and extended their lengthly trunks into the heavens. This eminence is now the eastern end of the City Line Bridge. In 1860, between the knoll and the main highway, Ridge avenue, and south of the creek was an apple orchard, which was at the time bearing fruit. South of this orchard extended the meadow, which was traversed by a small stream, that could easily be stepped over, by any full grown person. The springs in the swamp portion of the meadow furnished the water of the little creek. Gustine Lake now covers the old swamp on the Robeson property, and where the Queen Lane Pumping station is situated was the camp ground, which was on a delightful grassy level section of the family's holdings.

On the eastern site of Ridge road, south of School lane, was the house of a farmer named Evans, who held the ground just previous to the war.

At the southern limits of the meadow, where the Falls village began, was an old wooden barn, below which was a lane that made an entrance to the camp ground. Weeping willows lined the banks of the Schuylkill, for the full length of the meadow and the place made an ideal spot for a regi-

mental camp.

This camp of the 88th Regiment, in Robeson's meadow, was one of the first military camps in the neighborhood during the Civil War. The Regiment had received the name of the "Cameron Light Guards" in honor of the Secretary of War, Simon Cameron, a Pennsylvanian.

It is true that on the same spot, efforts had been made to organize a few companies of regulars, but these removed their camping ground to a point in Roxborough when it was determined to use Robeson's meadow as a base for a new regiment to be gathered under President Lincoln's call of May 3, 1861, for 500,000 men.

The newly enlisted men began to arrive at the camp about the second week in August, the first company coming from Reading, Pa., and which was identified, on August 23 as "Company A." Two other companies, "B" and "H" were from Reading, also, but the outfit that drew the most interest was the one from Manayunk. This was Company "C," under the captaincy of John J. Belsterling. Its First Lieutenant was J. Sarazen Steeple, and the Second Lieutenant was Harry Hudson.

Captain Belsterling and Lieutenant Hudson were killed in battle, the former at Second Bull Run, and Hudson at Railroad Bridge, Cedar Run, Virginia.

Recruiting went on rapidly and in a short time the regiment had its full complement of ten or more companies. The first intention had been to organize 15 companies but under a re-organization plan, of the War Department, it was decided that all infantry regiments should be of the uniform strength of ten companies.

The field officers, of the 88th, as fully organized were: Colonel George P. McLean; Lieutenant Colonel Joseph S. McLean; Major George W. Gile, who later became a Colonel; Adjutant Benezet F. Foust; Quartermaster Daniel D. Jones; Surgeons Dr. John H. Seltzer and Dr. George H. Mitchell; Chaplain Charles W. Clothier and Bandmaster E. Ermentrout.

The McLeans were brothers, both brave and splendid officers. The band, under Ermentrout, was one of the great attractive features of the camp.

In addition to the almost entire company from Roxborough, Manayunk and the Falls, a considerable number of local men enlisted in the other companies of the regiment.

The tents of the camp were pitched, with the company streets, at right angles to the river and Ridge road, the

Along the Schuylkill With Scaff

Local historians have lately exhibited a lively interest in obtaining a copy of the romantic Wissahickon tale, entitled "The Riversons," that was written by S. J. Bumstead and published by Welch, Fracker & Co., in 1890.

The tale in itself does not rate very high among writers of fiction, but the descriptions of Wissahickon, Manayunk, Roxborough, Germantown and the entire lower Wissahickon valley are so accurate as to arouse the curiosity of the people of the vicinity who have read the book.

The story opens by detailing the trip, in July, 1845, of "Aunt Betsey Claybank," from Barren Hill to her cousin Prudence Riverson's, who lived on the Wissahickon. The stage coach, as truly described as one which actually ran at that time between Norristown and Philadelphia. It was known as "Crawford's Line" and was owned by an innkeeper who acted as mine host at the old "Sorrel Horse Hotel," on Ridge road, just above the present trolley car barn in Upper Roxborough.

The characters in the book are so clearly delineated that it encouraged the writer of this column to attempt to ferret out their real identities.

"The Riversons" were evidently one of the branches of the Rittenhouse family, for it was the grist mill of that name which is mentioned in the book. This fact is certain, for the mill mentioned in the book was located on the Wissahickon creek, where the present Blue Stone bridge crosses it. Formerly the old red-covered Schurs lane bridge spanned the creek at this same point. The mill ruins and the broken mill dam and race way are still there. The date stone of this old mill is now a part of the "Arrow Spring," farther down on the Wissahickon drive. It has an arrow and the date 1733, carved on its face. When the mill was torn down, William Shingle, an old-time park guard, beseeched the Park Commission to preserve it, and it was placed among the stones around the spring.

Bumstead told of the old lane that continued up over the hill on the east side of the creek to Germantown. This can still be traced from the wagon wheel ruts in the larger of the stones,

which remain on the hill up above the old mill ruins.

The Wissahickon Tool-Gate is mentioned, as is Laurel Hill, at the Falls, Flat Rock and Domino lane, Main street and Ridge road, Levering Tavern and dozens of more familiar places.

We are straying from the purpose of this story, which is to link real people to the names of characters that were used by the author in his novel.

In my search for facts, many of the following identifications were made through the valuable assistance of Messrs. John H. and Rudolph Gallati, of 4348 Main street, Manayunk, and G. A. Rudolph, LL.D., of West Manayunk.

These gentlemen, as well as the writer, are convinced that "the Riversons" were in actuality the Rittenhouses; that "Dr. Ransom" was in real life Dr. John Conry, a patriotic Manayunk physician who was well known in Roxborough, Manayunk and the Falls.

The "Dr. Monroe" of the novel was very possibly Dr. Henry Keim, who dwelt in a house on the present site of Hurst's Candy Store, at 4417 Main street, Manayunk.

The paper mill, known as "Howard's" was doubtless that of Felhour & Nixon which, previous to the Civil War was superintended by John Warr, who was evidently the "Mr. Norcross" mentioned in "The Riversons."

The "Rev. Mr. Butler" was none other than the Rev. Andrew Culver, who led the Manayunk churchgoers of Presbyterian denomination.

"Professor Carl," despite the opinion of some Germantown searchers after the truth, who have their own ideas as to who this man was, is believed to have been John Bishop, of the firm of Bishop, Kelly and White. He was a choir singer at Chestnut Hill and afterwards at St. John's Catholic Church in Manayunk.

The lovable, but peppery character of "Aunt Betsey Claybank" was probably Betsey Sharacher, of Barren Hill. This contention is held by a large number of elderly people who still dwell up in that part of the country.

It took weeks of effort to obtain the foregoing conclusions and searching out the locations of houses and mills that are mentioned in the old love story, and while the writer is still open for further information, he feels that he has found out some of the secrets that the novelist wished to conceal, and hopes that the story as presented will be of interest to his readers.

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Along the Schuylkill With Scaff

JACOB DIETRICH'S DAIRY

Jacob Dietrich, who was orderly sergeant of Company I, of the Blue Reserves, which, during the Civil War, was made up of men of the Falls and captained by the late John Dobson, world-famed textile manufacturer, was born in Germany in 1826 and came to this country when he was but 7 years old. The family settled in Chambersburg, but later Dietrich moved to the Falls of Schuylkill and obtained employment in the laboratory of Powers & Weightman.

He was a prominent member of the Falls Baptist Church and carried deep religious convictions. A member of

the old company states that "in his important post of first sergeant, he was typically German in his attention to details and faithfulness in the performance of his duties and, as in the case of commissioned officers, every way qualified by fearlessness, endurance and intelligence to occupy the position which he held."

Dietrich, for which we are duly grateful, kept a diary, which is amazingly accurate in its recording of the actions of Company I from the time of its organization until its return to the Falls. It would be selfish indeed for this humble chronicler to hoard, like a miser, all the interesting information that the diary contains, for his own benefit, and so some of the most prominent facts are submitted to the followers of this column.

"September 4, 1862: Governor Curtin issued his proclamation, calling upon the citizens of the State to form themselves into companies on the basis

of the militia law of 1858, to repel if necessary the threatened invasion of Pennsylvania by the Rebels.

"September 5, 1862: The citizens of the Second Division, of the Twenty-first Ward, which then extended down through the Falls—met in the room over Mr. Doyle's store." (This stood at the northwest corner of Ridge avenue and the Falls Bridge entrance to Fairmount Park) "for the purpose of forming a company in accordance with the Governor's proclamation. A reso-

lution was passed that a company be formed as above. Joseph Shantz was chairman and George P. Eldridge, secretary. Meetings were held in this room on three successive nights, when the upper portion of William Sorber's coach shop (still standing on the east side of Ridge avenue, south of Queen lane) was procured for a drill room, where drills were held on three more evenings under the command of George P. Eldridge, the temporary captain.

"On Friday the 12th, at 1 o'clock A. M., Lieutenant H. Uhler, James S. Swartz, J. G. Walker and C. Hoffman called at my house, stating that Company A, of the Fourth Regiment Reserves, P.V., had been ordered out by the colonel of the regiment, and that Governor Curtin had ordered out all the companies of the State, to prevent the State from being invaded by the Rebels, and that the Rebels were then marching toward Chambersburg. As there seemed to be but little prospect of getting a full company at the Falls, Henry Pretty and myself went to Manayunk, where Captain Griffiths assured us that his company would be full by 10 A. M., and that several precincts were to furnish squads for that purpose. There then being only twenty-seven names of the roll of Company A (of Manayunk) we enrolled our names with the distinct understanding that if Company A did not get filled up as was expected and a company was got up in the Falls, we should have the privilege of withdrawing from Company A in order to join the company at the Falls. We remained at the armory of Company A until daylight. It rained part of the night and when we were coming home it rained so hard as to make the road look like a river.

"Upon arriving at home, I found that C. F. Abbott and George P. Eldridge were still endeavoring to get up a company at the Falls. About 8 A. M. Mr. John Dobson closed his mill and with his men, about 40 in number, came and enrolled themselves at the Falls. John Dobson was chosen captain; George P. Eldridge, first lieutenant, and S. Sutcliffe, second lieutenant, the company numbering 82 men by noon.

"About 1 P. M. J. G. Walker and myself went to Manayunk to see how Company A was getting along, when I found 35 names on the roll. I returned to the Falls and had an interview with Harry Pretty, at Simpson's Mill (of which he was the manager) when we concluded to go to Manayunk after 6 P. M. and if things there did

not look any better to go with the company at the Falls. On arriving at Manayunk we found 20 names on the roll of Company A. We then informed Captain Griffiths that we intended now to avail ourselves of the agreement of withdrawing and joining Captain Dobson's company at the Falls. Captain Griffiths said he was sorry to see us leave Company A but that he could not object to our doing so.

"On returning to the Falls we enrolled and were welcomed back to the company. On the following day, Saturday, September 13, C. F. Abbott and myself went into the city to see Colonel Yeaton, of the Fourth Regiment, Reserve Brigade of the Pennsylvania Volunteers, with a view of connecting the company with his regiment. We saw Colonel Yeaton and Major D. R. King, at the Mayor's office, endeavoring to get an appropriation in order to equip the companies. The Mayor, having no power to do so, we went to the trade rooms and consulted Quartermaster John E. Addicks about the matter, when Colonel Yeaton, Major King and Quartermaster Addicks agreed to appeal to the Committee for the Defense of the City, for an appropriation not exceeding \$10 per man, for the purpose of clothing the men. We arrived home about 12.30 P. M.

"Later in the day, Lieutenant Eldridge and C. F. Abbott went to see that those parties were able to do, when they found that \$5 per man had been voted by the Committee for the Defense of the City, which they secured, viz: \$500 for the company. They purchased 100 blouses for \$325, and 100 caps for \$135, a total of \$360. They arrived on the 11.15 P. M. train.

"About 9 P. M. the same day, Captain Dobson had announced to the

company that he had been notified by Colonel Crosman that he would not be allowed to close his mill, as he was engaged in the manufacture of blankets for the U. S. Army. This threw the company into consternation and dismay and on the arrival of Lieutenant Eldridge and C. F. Abbott, a committee consisting of Lieutenants Eldridge and Sutcliffe, William Stevenson, Charles Greenwood and myself waited on Captain Dobson at his house. The matter was finally arranged so as to leave a sufficient number of hands to run the mill, which Captain Dobson with the remainder, 19 in number, should go with the company, with 100 blankets, 100 tin plates and cups. Sunday morning, September 14, every effort was made to get the company into marching condition. No services were held in the Baptist or Methodist Churches in the morning.

"Thomas Short and myself were detailed to collect money for the company on Ridge road and on Falls lane, and William Stevenson and J. Sorber, \$55.75. Joseph Sorber subsequently on School lane. Short and myself collected \$78; Stevenson and Sorber, collected \$34 and two checks of \$100 each, one from Powers & Weightman and one from Dr. H. Evans. The total collected was \$367.75 and \$500 from the city, making \$867.75.

"The company being under marching orders, left the drill room at 3.30 P. M., crossed the Falls bridge, met the Philadelphia and Reading cars and bid adieu to the Falls about ten minutes to 4. We arrived at Reading soon after 6 o'clock."

We would like to go on and finish the diary, but the length of the article is already prohibitive and so it will have to wait for further perusal.

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Assembly railroaded Moore and Smith to jail. Both prisoners were debarred from exercising the British subject's inalienable right to a writ of habeas corpus. Under the Provincial laws, Moore and Smith could be retained in jail only while the Assembly was in session, therefore they were both set free at its adjournment, to be again placed in the lockup as soon as the next session opened.

Dr. Smith sailed for England, arriving there January 1, 1759, and placing the facts of his case before the Attorney and Solicitor General, was triumphantly vindicated. The assembly was sharply censured by the Privy Council, the Provincial Governor James Hamilton, conveying the rebuke in a formal communication dated February 13, 1760.

While in jail, on Walnut street, Dr. Smith there received and taught his classes of the College of Philadelphia, afterwards merged with the University of Pennsylvania. It was in jail that Dr. Smith met Miss Rebecca Moore, who called daily to see her father and they were married on June 3, 1758.

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*see "Kelpins" in
reference to origin of
the name "Roxborough".* →

immediate and strange revelations. He and his friends expected that the millennium year was close at hand—in fact it is recorded that he told Alex. Mack, the first of the Germantown Tinkers—that he should not die till he saw it. The Wissahickon hermit also believed that “the woman of the Wilderness” mentioned in the last chapter of the Bible, was a sign of the great deliverance that was to be displayed for the church of Christ.

Kelpius' hut or house stood on the hill, where in 1844 the widow Phoebe Righter lived. Mrs. Righter's house stood for more than forty years on the same cellar foundation that Kelpius had built, and today, the same foundation is used for a two story building the first story of which is of log construction, plastered over. The building can be recognized from the color of its paint, which is green, and has recently been applied.

It is on a steep hill, well exposed to the sun, for warmth in the winter and

a spring is close by, half down the hill, shaded by a collection of huge trees. After Kelpius hut was destroyed the foxes used to burrow in his cellar, and he called the place “Burrow of Rocks” or “Rocksburrow” which we now call Roxborough.

Today Kelpius is forgotten, but up the Wissahickon, there are dozens of interesting historical settings that can be seen and pondered upon, and other things, for those who love to get out, in closer touch with Mother Nature.

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cation that he found sufficient spare time to write news items for the Manayunk Sentinel, over the name of "Observer." He continued with the Sentinel for four years and then accepted a similar position with the Chronicle and Advertiser, and till the time of his death, he was a contributor for that paper.

He was a member of the Falls of Schuylkill Baptist Church, having join-

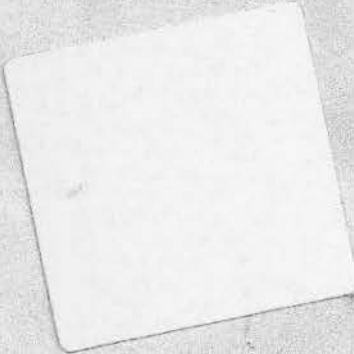
ed in 1803. In 1881 he accepted a position as secular instructor at the Eastern Penitentiary, and afterwards served as the librarian of that institution. He resigned this work in 1882.

It was in Centennial year, 1876, that Shronk married Mrs. Emma V. Story—nee Shoemaker—a daughter of Jesse and Mary A. (Wenzell) Shoemaker. Mrs. Shronk traced her ancestry to Charlotte Est, who, it is said, was the

real character of the Lydia Darragh story. Charlotte Est rode from Kensington to General Washington's headquarters at Whittemarsh, and appraised him of the plot she had heard British officers make on Washington's life.

Bob Shronk was a prolific writer and to him, many present and future writers of local historical events and characters, will ever be grateful.

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Along the Schuylkill With Scaff

CRESTON STOCK COMPANY

Sometime ago, the writer typed an article on the manner in which the people of this vicinity found amusement in the old days previous to the advent of the moving picture industry.

The large volume of favorable comment heard after the publication of the tale, again inspires the writer digress from the usual cobwebby history, to write of the things that occurred about a quarter of a century ago.

In East Falls, about 1902, Bernard Dowdall, one of the town's most loved citizens, acted as organizer, manager, coach and critic for the Creston Stock Company, a dramatic organization which annually staged four or five shows.

Through the kindness of one of the members of the old company, there lies before me several notices of plays, programmes and newspaper criticisms of the plays which Bernard Dowdall's company presented in bygone years.

Those who played in the company, at one time or another, were: Walter A. Costello, William S. Ehly, Frank E. Sedgwick, Phoebe Dougherty, Elizabeth Whalley, who after her marriage played under the name of Mrs. Arthur Molineaux, Mrs. Clara Pennoyer, Florence McGarrity, William Robertson, Roland Sedgwick, Leo Kelly, Harry Hayes, Annie Costello, James Brown, Maud H. Johns, Katie Senner, William Ransford, John J. Mullen, Edward Kennedy, "Col" McGarrigle, "Baby" Sedgwick, Kate Lands, John Costine, William Churchville, Nellie Ryan, Novella De Grant, William Ward, Dave Fleming, L. M. Walker, James J. Dougherty, John T. McGarrigle and Bernard J. Maken. All of the above were residents of East Falls, Mansyunk or Roxborough. There may have been others, for the company kept adding players as the old ones dropped out, but these constituted the list of players that participated in the plays, which are recorded on the papers before me.

There is a programme of "Shaun Aroon," which was presented for the benefit of the J. & J. Dobson's Relief Association No. 2, on St. Patrick's night, 1903, in Odd Fellows Hall, at Ridge and Midvale avenues. Walter Costello played the leading part of the carefree young Irishman and Miss

Elizabeth Whalley assumed the role of "Molly O'Grady," the leading feminine character.

On Friday evening, April 17, 1903, the same company drew a large crowd to the showing of "The Old Dairy Homestead."

Roland Sedgwick managed the dramatists on the nights that the Creston Players exhibited their talents in "Hearts of Oak," on December 28 and 29, 1905. Mrs. Molineaux was in the lead as "Crystal," while Manager Sedgwick took care of the lines and actions assigned to "Terry Dennison," and Edward Kennedy essayed the acting of "Ruby Darrell."

On October 5, 1906, the local thespians gave a most entertaining presentation of "The Lost Paradise," in America Hall, at Thirty-fifth and Sunnyside avenue. The programme of this play, is accompanied by a criticism, printed in the "Weekly Forecast," of October 11, 1906. Mrs. Molineaux as "Margaret Knowlton," Leo Kelly, as "Warner," Roland Sedgwick as "Ralph Standish," and his brother Frank, as "Appleton," Nellie Ryan as "Polly," William Churchville as "Billy" and Annie Costello as "Cinders" all came in for more than a column of praise from the paper's critic.

At one time Mrs. Molineaux sponsored the presentation of "Mills," a California mining camp drama, for the benefit of the Ladies I. C. B. U. No. 685. The play was staged in Odd Fellows Hall, Katie Lands, at that time a local juvenile vocalist, entertained the audience with several well rendered songs.

On Thanksgiving Day, 1906, "Out of the Fold" was presented to the people of the Falls and vicinity, and the Forecast's writer had to say of the play: "As Helene, the heroine, Mrs. Elizabeth Whalley Molineaux was seen at her best, the charm of personality and depth of dramatic feeling which she gave to the part, holding the wrapt attention of the audience throughout, her climaxes being such as to deserve merit and the unstinted praise which is universally accorded her. As "Nolan Crane" the young school-master, Edward J. Kennedy, was, as usual, the ideal lover, his keen intelligence and dramatic fervor, together with a handsome stage presence, making him the most popular leading man that has ever appeared with the Creston Stock Company. Roland Sedgwick, as "Lathrop" the villain, never appeared to better advantage, his powerful delineation of a most contemptible role adding much to the intensity of the climaxes and deservedly earning him the repugnance of the gallery gods in a pronounced degree.

In the beautiful character of "Jim," the herder, Leo Kelly again made a big

hit, his interpretation of the role being well contained and finished throughout. As "Judge Harlan," James Brown lent a personality and voice to the part that was most dignified and striking, his enunciation being perfect. In the male comedy roles, Will Robertshaw and Will Churchville, as "Toby Tompkins" and "Willie Cobb" divided the honors, their humor being screamingly funny. Their scene in the school room being one of the big hits. They

were ably assisted in this scene by Dave Fleming, as "Buck Smith," the bully. In the female comedy parts was seen that inimitable and remarkable aged actress, Mrs. Clara Penmoyer, as "Mrs. Cobb," the village gossip, and Miss Novella DeGrant, as "Aunt Jane." The portrayal of the latter was worthy of special comment. Miss DeGrant is but 15 years of age, and considering this her first appearance, she played like a veteran, and showed remarkable histrionic ability for one so young. In the soubrette role, "Suzanna Tompkins," Miss Annie Costello fully sustained the warm place as a special favorite in the hearts of the Creston patrons, her ideal make-up and mirth-provoking antics making her every appearance warmly welcomed. In the character parts, Frank E. Sedgwick, as "Daddy Pinchback," the village editor, and Isaac Walker, as "Abner Buck," of the school committee, made individual hits, while Miss Maud S. Johns, as the village flirt also proved acceptable, her interpretation being well contained and natural.

The music for most of the Creston Stock Company's plays was furnished by Professor Marriott's orchestra.

The amusement seeker of today, might get a huge laugh out of watching a stock company exhibit their dramatic abilities, but they have little conception of the high degree of perfection that these local players displayed in the days before Tom Mix rode a million miles on a buckin' broncho, or Doug Fairbanks emulated the well known cow, by jumping over the moon, all of which is "faked" by a camera.

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it was thought safe for her to do so.

'What worries me most,' continued the Doctor, 'is that there is snow on the ground, and tell-tale tracks may be left behind, that may lead the bloodhounds of slavery to her cave. I should have no fears, if it were not for that.'

'We have lived too long among these hills and forests to be defeated by snow, Doctor Monroe. Bring the poor woman to us, and we will see that she is fed and clothed, and well rested before you take her farther on her journey. And the human bloodhounds who may be upon her track will not find her, either,' said Prudence, roused as she never had been before.

'Then I will return at once and get some sleep, for I shall be out the greater part of tomorrow night. Fortunately for our cause, it is nothing unusual for a physician to be out at night, and it is not calculated to create suspicion. Good-night, and may God bless you all,' said the whole-souled young physician."

According to the novel, the foregoing plan, was followed out in detail the following night. The woman was brought across the ice, of the Schuykill, at Flat Rock and transported as per the Doctor's plan to a cave along the Wissahickon. Later she was taken away and sent farther along the "railroad" to Canada.

Many have hunted high and low for the cave as described by Bumstead and it is doubtful if any have ever found it, although the old ex-park guard relates a tale of one where two hunters, of years ago, said that one of their dogs had entered a large cave and it was three days before the animal re-appeared. The writer of this

article, in company with James K. Helms, of the Wissahickon Valley Historical Society, made a search for the cave and we are of the opinion that one of the larger ones that we found, fairly answers the description as given by Bumstead.

On the School lane side of the creek, high up on the Eridia Path, about 150 feet east of the Hermit lane bridge, we found a shelving rock, 8 or 9 feet above the path, with an opening about thirty inches in height, into which we crawled and with the aid of flashlights explored its depth. The entrance chamber extends back about ten feet and turns a sharp right angle to the right, into another chamber which is probably 15 feet in length. On account of the lowness of the ceiling we were unable to see the end of the cavern, which continues for some unknown depth.

In many ways the place tallies with the description of the cave of the "Eiversons" inasmuch as there is a huge poplar that extends heavenward, halfway up the hill above the road. There is also a small stream of water trickling down the rock, only a slight drip inside, but in more volume outside. Just above where the cave is located is the old original creek road and branching off from it can be traced the lines of the old Cherry lane.

Whether there ever was an "underground railroad" or not, is still a mystery, but there are numberless small caves along the Wissahickon which could have been used for the purpose of hiding people, or for storehouses. Personally I would like to believe the tale, but sane reason leads me to think that it was but the dream of a novelist.

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