

1776.

A HOME

1865.

# WELCOME TO OUR SOLDIERS.

FOURTH OF JULY, 1865.

## PROGRAMME.

*Procession will form in front of the Court House at 9 o'clock, A.M.*

### ORDER OF PROCESSION TO THE GROVE.

*Williamsport Bypass Band.*

*RETURNED UNION SOLDIERS.*

*Committee of Arrangements.*

*Orator of the Day, Reader of the Declaration and the Clergy.*

*Young Men's Literary Association.*

*Firemen and Apparatus.*

*Citizens and Strangers, &c. &c.*

### ORDER OF THE DAY AT THE GROVE.

#### OPENING PRAYER.

*Star Spangled Banner, . . . . . BAND.*

*Reading of the Declaration of Independence.*

*SONG--Prisoner's Hope, . . . . . WILLIAMSPORT GLEE CLUB.*

*ORATION, . . . . . WILLIAM H. ARMSTRONG, Esq.*

#### MUSIC BY THE BAND.

*SONG--Hang Jeff, Davis on a Sour Apple Tree, . . . . . GLEE CLUB.*

#### ADDRESS TO RETURNED SOLDIERS.

*SONG--Johnny Comes Marching Home, . . . . . GLEE CLUB.*

#### DINNER FOR SOLDIERS.

#### MUSIC BY THE BAND.

*Recess of 20 Minutes.*

*SONG--Rally Round the Flag, . . . . . GLEE CLUB.*

*Fire-works in the Evening on the River Bank.*

*A. UPDEGRAFF, C. D. ELDRED, E. S. LOWE.*

*Committee of Arrangements.*

*"Bulletin" Print, Williamsport, Pa.*

# THE JOURNAL

OF THE

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NUMBER TWO

FALL  
1979

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of the  
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### COVER PICTURE

Welcome Home Program held at Williamsport, PA, July 4, 1865. This program goes with the last paragraph of Dr. George W. Howe's article.

## MEETINGS, 1979 - 1980

## LYCOMING COUNTY HISTORICAL SOCIETY

September 20, 1979

"The Civil War" - Mr. Irving "Bud" Berndt.

September 29, 1979, 8:30 A.M.

Society trip to State College, Boalsburg Area, visiting the Pennsylvania Military Museum and 28th Division Shrine. There will be a conducted tour of the Boal Mansion and Christopher Columbus Family Chapel at Boalsburg. We will visit the Museum of Art and the Zoller Gallery on the Penn State Campus.

October 18, 1979

"The Keystone Shortway" - Mr. C. E. Noyes, color film and archives.

October 27, 1979, 8:00 A.M.

Society trip to Eckley, Hazelton, and Jim Thorpe, visiting first the Anthracite Museum Visitors Center in the Village of Eckley, lunch in Hazelton and a conducted tour of the Asa Packer Mansion, Jim Thorpe, Pennsylvania.

November 15, 1979

"Williamsport Trolleys" - Miss Naomi Woolever.

December 8 & 9, 7:00 A.M.

Overnight Society trip to New York City for the Christmas show at Radio City Music Hall.

December 20, 1979

"Holiday Program"

April 1980, 6:30 P.M.

Dinner meeting at Eldred Township Fire Hall, Warrensville. A short annual business meeting will be held.

## GREETINGS FROM THE PRESIDENT'S DESK

October 1, 1979

Fellow Members:

I appreciate the trust that you have placed in me by electing me President of the Society and Museum for this year.

It appears that one of our greatest needs is to strengthen our financial base so we can better meet our annual operating budget. It is difficult to plan a budget on a yearly basis when our annual income depends mainly on memberships which are hopefully renewed throughout the year as the anniversary date of each member joining the Society comes up. There are a number of ways that we can accomplish this: (1) to build up our endowment fund so that the income from this fund will produce a greater portion of our annual budget, (2) to increase our total membership and to get more persons to change from individual or family memberships to sustaining memberships, (3) to increase our business and industrial memberships, (4) to seek increased support from the County Commissioners, (5) to seek support from additional school districts of the County. To attempt to accomplish this I am in the process of contacting a number of persons to serve on a Development Committee to work on all of the above areas.

Jane Ingersoll is in the process of forming a Women's Auxiliary to the Society and Museum. A number of you will be contacted by Jane to help in this important work. Your cooperation will be appreciated.

Time indeed marches on. We realize too late that we cannot locate information and artifacts concerning our public and private institutions, businesses and industries that were or still are located in Lycoming County. We must somehow actively solicit and collect from all pertinent sources such data, records, drawings, house magazines, advertisements, samples of products manufactured or sold, photographs and such other material that would help in establishing and maintaining their historical records. Each of us can do much to encourage the collection of such material through our friends and associates.

I believe that by working together we can continue to uncover much of yesterday's history and preserve today's memorabilia for tomorrow's citizens. In this way we can help make our accomplishments and history come alive for our youth and bring back cherished memories for our senior citizens.

Sincerely,

Kenneth E. Carl, *President*

## HISTORICAL OUTLINE of the 11th REGT. PENNA. VOLUNTEERS 1861-1865

By Dr. George W. Howe

The stores were closed in Williamsport on that morning when the first eager soldiers from the local mills, shops and farms entrained for Harrisburg. Just eight days earlier, President Lincoln had issued a call for 75,000 men to bear arms in defense of the Union, and this stirring response was typical of the cheerful commitment being displayed throughout the entire Commonwealth. By noon on that 23rd of April, 1861, the Lycoming Gazette had produced a special issue which recounted in full detail the story of this colorful and historic departure. <sup>A</sup>

The arts of war were hardly new to the young men who converged on Camp Curtin. The Woodward Guards had been organized in Williamsport as an artillery company in August, 1856 under Captain N. Hall. They were named for Judge Apollos Woodward. When called for service, they were commanded by Captain John C. Dodge. The Williamsport Rifles, who also reported with the Woodward Guards, were a comparatively new organization.

Among the other experienced groups which were destined to become parts of the new regiment, were the Lock Haven Artillery, the Danville Rifles and the Latrobe Light Infantry of Westmoreland County. By April 26th, the 780 youthful troops from central and southwestern Pennsylvania were welded into a conventional infantry regiment, the 11th Pennsylvania Volunteers. Its organization, by companies, is indicated on the accompanying chart.

Actually, much is presumed in any attempt to isolate the contributions of a single regiment to the Union cause. Just as a given company was one tenth of a regiment, so each regiment was one of three or more such units making up a

brigade. Brigades were grouped into divisions, and divisions composed a corps. Thus the achievements of one regiment may be similar to those of another with which it shared the risks of combat. And the work of a corps reflects that of each lesser unit within its table of organization.

The original staff of the new regiment was headed by Col. Pharon Jarrett of Lock Haven. His election to the colonelcy was unanimous. Second in command was Lt. Col. Richard Coulter of Greensburg, Westmoreland County. Col. Jarrett was formerly the captain of Company B.

On Saturday morning, May 4th, the new regiment boarded a Pennsylvania Central Train, destination West Chester. Arriving in the late afternoon, the troops marched to the fair grounds which had been converted into a training station, and named Camp Wayne in honor of the Pennsylvania hero of the American Revolution. Here the schooling continued for three more weeks.

One of the early problems of the war was sabotage, the northern railroads being a prime target. Thus it is hardly surprising that the partially uniformed and equipped regiment was assigned, on May 27th, to guard a section of the Philadelphia, Wilmington and Baltimore Railroad. Under pressure applied by Col. Jarrett, a generous supply of ammunition was released from the army depot in Philadelphia. The several companies were then stationed at selected points along the line between Newark, Del. and Havre de Grace where regimental headquarters were set up. After three weeks of guard detail, the 11th was replaced by a Delaware regiment. The ten companies reassembled at Havre de Grace, where more clothing and equipment, including tents, were issued.

Company and County	Recruitment Area	Commis'nd Officers	NCO's & Musicians	Privates
A Lycoming	Williamsport	3	10	66
B Clinton	Lock Haven	3	10	65
C Clinton	Mill Hall	3	9	62
D Lycoming	Williamsport	3	10	64
E Luzerne	Pitston	3	10	66
F Northumberland	Sunbury	3	10	65
G Lycoming	Muncy	3	10	64
H Montour	Danville	3	10	64
I Westmoreland	Greensburg	3	10	64
K Westmoreland	Greensburg & Latrobe	3	10	64
Totals		30	99	644

FIELD & STAFF OFFICERS:  
Pharon Jarrett, Col.      Richard Coulter, Lt. Col.  
William D. Earnest, Major  
F. Asbury Awl, Adjutant      William H. Hay, Quartermaster  
William T. Babb, Surgeon  
H. B. Buehler, Ass't. Surgeon

Daniel Repasz was the leader of a 16-piece band.

Regimental Total 780

About June 15th, the Pennsylvania volunteers were ordered to move through Baltimore on route to Chambersburg where the regiment would be included in the 6th Brigade of Major General Robert Patterson's command. Shortly after its arrival at Chambersburg, the 11th was reassigned to Camp Negley, near Hagerstown.

On the night of June 18-19, the 6th Brigade made a forced march to Williamsport, Md. in anticipation of an enemy attack. Happily the Confederates did not show, and by morning the brigade was back at its base camp. At this time the brigade was under the command of Colonel J. J. Abercrombie.

The single engagement in which the three-months volunteers took part occurred near Hoke's Run (Falling Waters) in what was then Virginia, July 2, 1861. Gen. Patterson's entire command, including the 6th Brigade, had forded the Potomac near Williamsport very early in the morning. Its main column was advancing along the Martinsburg road when the Union skirmishers encountered resistance about five miles from the ford.

Col. Abercrombie immediately deployed the 1st Wisconsin and the 11th Penna. on either side of the road, and the rebel scouts were soon scattered. At dawn, the detached forces rejoined the brigade. This skirmish was reenacted somewhat later as the main column pushed more deeply into enemy territory. Again, the 11th Pennsylvania under Col. Jarrett supported the Wisconsin Volunteers. Under concerted fire from artillery and small arms, the Confederates again withdrew. This engagement was entered in the records as the Battle of Hoke's Run.

On July 3 the Abercrombie brigade reached Martinsburg. It is of interest to note that a stand of "national colors" was presented to the regiment from Pennsylvania by a group of patriotic women at Martinsburg. These colors were carried for most of the following three years.

It is reported that Col. Jarrett's regiment occupied a former rebel camp at Bunker Hill on July 15. (Bunker Hill is on the present U. S. Rte. 11.) Two days later the regiment was at Charles Town, the county seat of Jefferson County where John Brown had been convicted of treason and hanged in 1859.

While Gen. Patterson was consolidating his control of the Charles Town area, Brig. Gen. Irvin McDowell and Gen. Pierre Beauregard were maneuvering their forces in anticipation of a major confrontation near Centerville, Virginia, little more than twenty miles west of Washington. In order to strengthen the Confederate lines, about 9,000 men had been transferred by rail from Harpers Ferry. Thus it came about that Patterson was able to seize Harpers Ferry, this action being accomplished on Sunday, July 21. On the very same day, McDowell's men were being routed in the first battle of Bull Run, and Washington was jolted into a revision of its estimate regarding the duration of the war.

The term of enlistment of the 11th Pennsylvania Volunteers was now about to expire. Considering the lack of immediate replacements, Gen. Patterson persuaded the entire personnel to remain on duty until the regiment could be properly relieved. This magnanimous response may have prompted an order by the Secretary of War by which the regiment was accepted for remuster for three years. By this directive the 11th of Pennsylvania became the first unit approved for the newly adopted term of service.

Fresh troops soon reached Harpers Ferry, and, on July 26, Col. Jarrett's command was ordered to entrain for Baltimore and Harrisburg. The separation formalities which followed at Camp Curtin brought this first tour of duty to a very honorable conclusion. In his order of July 24, directing the regiment to entrain at Harpers Ferry for Baltimore (and Harrisburg), Maj. Gen. Patterson stated that the conduct of the regiment had merited his highest approbation. B

Historians have supplied comparatively little information about the in-

terim between late July, 1861 and the time when the unit was reactivated. D. J. Stewart, in his "History of Lycoming County" (p. 24) states that Company D (The Williamsport Rifles) was mustered into service on September 4, 1861. This date harmonized with the certificate of enlistment of Pvt. Isaac Henninger who was accepted from Clinton County, September 9, 1861. Pvt. Henninger was enrolled in Company B.

Whatever the official date of remuster may have been, it appears certain that the regiment was under the command of Col. Richard Coulter. As a lieutenant-colonel, he had served the regiment in the July advance on Martinsburg, Charles Town and Harpers Ferry. The Henninger service record states that the 11th Regiment was assigned to Corps I, Army of the Potomac, and that part of the unit was soon stationed at Baltimore. The main purpose of this assignment was to reduce the risk of rioting when Union troops, on route to Washington, were required to change railroad stations. And there is reason for believing that part of the regiment was on similar duty at Annapolis. Large numbers of troops were being moved by ship from Havre de Grace to Annapolis, and thence to Washington by rail. Col. Coulter's service record shows that he was at Annapolis in December, 1861.

Early April, 1862 found the 11th Regiment deployed along much of the Manassas Gap Railroad, the highly strategic line of communication between tidewater Virginia and Strasburg on the Shenandoah. The zone under surveillance was gradually extended westerly to include Front Royal. On this assignment, the troops were expected to guard against rebel saboteurs, and to repair any damage which might result from spring flooding. The Henninger service record indicates that the Coulter regiment was moved to Falmouth, Va. at some time in May. It was at Front Royal on June 7.

Apparently the first engagement in which the reactivated regiment was involved was fought at Cedar Mountain, Virginia, on August 9, 1862. A contin-

gent of Gen. John Pope's army, under the command of Gen. Banks, was moving southeasterly from the Shenandoah Valley for the purpose of relieving General McClellan in the Richmond area. At Cedar Mountain, the Union column was met by "Stonewall" Jackson and Gen. A. P. Hill. General Banks was forced to retire.

The official Civil War records\* identify the 11th Pennsylvania Volunteers with three additional encounters which occurred between August 28 and September 1. Taken together, they are sometimes said to comprise the Manassas Campaign. Gen. Jackson had challenged the Union forces to a fight by destroying a vast quantity of military supplies at Manassas on August 27. On the very next afternoon the Confederates and Federals clashed in a standing engagement in which neither side yielded ground. This battle was fought near Groveton, and, in the official records, the event appears to have been named for the village of Gainesville.

On the following morning, Pope mounted a massive attack on Jackson's line, now well entrenched behind a railroad embankment. Although at first gravely outnumbered, Jackson's men not only held their position but actually took the offensive. When this two-day struggle ended, the battered armies were on the very same field where Blue and Gray had first fought in July, 1861.

By September 1, Pope had elected to move his army back toward Washington. Reading this maneuver, Jackson attempted to turn the Union columns near the country estate called Chantilly. Fighting in a dismal rain, which fell throughout the engagement, the Federals completely foiled the rebel plan. Gen. Pope was transferred to the Department of the Northwest, and his army was distributed among other commands. The 11th Pennsylvania Volunteers became a part of the Third Brigade, Second Division, Corps I, Army of the Potomac. Major General Joseph Hooker commanded Corps I.

\**War of the Rebellion - Official Records Vol. XLVI, Part II, P. 873.*

As early as September 3, Lee resolved to lead his poorly-clad veterans into Maryland. And within three days, the entire Army of Northern Virginia had crossed the Potomac, and was on its way toward Boonsboro and Hagerstown. Less than ten miles north of Hagerstown lay the rich farms of the Cumberland Valley which could supply shoes, good food, fresh horses and the much-needed wagons.

The name "South Mountain" refers to a ridge which crosses western Maryland in a roughly north-south direction. Highways cross the ridge at three gaps, namely Turner's Gap, Fox's Gap and Crampton's Gap, the most northerly being Turner's Gap. Through it passes the main road between Middletown and Boonsboro. South Mountain virtually controls the eastern approaches to the Cumberland Valley along which Lee proposed to press his advance into Pennsylvania.

Leaving Frederick about September 10th, the Confederates had moved westerly through Turner's Gap and Crampton's Gap with the two-fold purpose of establishing a base near the Potomac crossings and of capturing the Union garrison at Harpers Ferry. However a complicating situation developed on the evening of September 13, when McClellan's advance units arrived at the entrances to these South Mountain passes. Lee's now divided forces were in jeopardy. The invaders were forced to delay the Union columns by holding the passes until Confederate strength could be consolidated at a site which would be favorable for a full-scale confrontation.

The struggle for the gaps began in the early hours of Sunday, the 14th, and by evening the defenders had been forced to retire from all three gateways through the mountain. McClellan's columns now had almost unobstructed access to the Cumberland Valley. And by their valor in Turner's Pass, the 11th Pennsylvania Volunteers had contributed much to the success of this important operation.

Advised by Gen. "Stonewall" Jackson that the fall of Harpers Ferry was im-

minent, Lee elected to keep pressure on the Union garrison, and to deploy his remaining forces along the west bank of Antietam Creek on a line bordering Sharpsburg on the north and east. In selecting this location for a stand, Lee had due regard for Blackford's Ford and for the second low-water crossing at Shepherdstown. Should he be forced to withdraw, he had these escape routes into Virginia.

Actually, the 12000 plus Federals who tried to hold Harpers Ferry were forced to surrender early on the morning of Monday, September 15th. Thus was removed the main obstruction to the free use of the Shenandoah Valley as a Confederate line of communication and supply. And large numbers of Jackson's men were immediately freed to bolster the relatively thin line at Sharpsburg.

By Tuesday afternoon, the contending forces of South and North were arrayed along a three-mile front roughly defined by Antietam Creek. The Confederates held the higher and more wooded terrain, while the Federal advantage lay mainly in its marked superiority in numbers.

It was dusk when Generals George Meade and Joseph Hooker led their troops onto the field in what was hoped would be a surprise test of the Confederate left. But the assault had been anticipated and it was well met. Little ground was taken, and darkness soon ended the contest. It is probable that Colonel Coulter's regiment, as a unit in Corps I, had a part in this opening skirmish.

The main battle of Antietam Creek began at 6:00 on Wednesday morning with a massive attack by Hooker's Corps I on the north end of the enemy lines. By 7:30, Hooker was being supported by General Mansfield's Corps XII, and by mid-morning, General John Sedgwick's Division of Corps II was making good progress toward the Dunkard Church where the columns were scheduled to converge. Historians have often recounted McClellan's day-long attempt to repel

the invaders by moving fresh divisions into the fray. By nightfall, both armies were badly mauled but neither was actually defeated.

Something akin to an undeclared truce prevailed on Thursday, the 18th. Each side sought to regroup its scattered forces, and to recover an element of composure. When morning dawned on Friday, it was found that the Confederate positions were unmanned, Lee having withdrawn his entire command, mainly by way of Blackford's Ford. Antietam was a tactical victory for the North, since Lee's first invasion of free soil had been turned back.

Never a man to rush into combat, McClellan chose to remain in the Sharpsburg area at least long enough to recover the stragglers, succor the wounded and to bolster the morale of those who were shaken by the appalling carnage on the banks of Antietam Creek. Two weeks later there was little to indicate that the Army of the Potomac would soon take the road.

Thereupon President Lincoln conferred with McClellan, and extended to the army the courtesy of a presidential review. Without doubt, Mr. Lincoln was much concerned about his own recent emphasis on emancipation, and about its military implications. Certainly a formal pronouncement would need the backing of a vigorous field campaign. Still little happened at Sharpsburg.

On October 6, Gen. Halleck wired McClellan, "The President directs that you cross the Potomac and give battle to the enemy or drive him south. Your army must move now while the roads are good." Never-the-less, November had arrived before the last wagon train crossed the bridges at Harpers Ferry to start the long trek toward Warrenton and points south.

The newly selected target was Fredericksburg at the head of navigation on Rappahannock. The city controlled the Richmond, Fredericksburg and Potomac Railroad which had its northern

terminus at Aquia Creek, virtually on the Potomac. The long blue columns were still on route when, on November 7, their commander was replaced by Maj. Gen. Ambrose E. Burnside. Shortly afterward, the army was organized into three grand divisions. Corps I, now under the command of General John F. Reynolds, became a part of the Left Grand Division.

Gradually the Union lines converged on the north bank of the Rappahannock opposite Fredericksburg. The three grand divisions were positioned for the crossing, but delays in constructing the pontoon bridges kept the Federals nearly idle until December 11 when the first of the main command surged into the city. Other regiments followed in quick succession.

On the morning of Saturday, December 13, the 11th of Pennsylvania was one of the four regiments of its brigade deployed south of and parallel to the Bowling Green Road, about two miles southeast of the city. To this contingent was given the task of engaging the Confederate right, now well entrenched on the high terrain directly in front. The first assault, led by Brig. Gen. Nelson Taylor, was very ably met, and the attacking units were soon forced to withdraw. An afternoon thrust was also stalled, whereupon Taylor's brigade was relieved by fresh troops. Col. Coulter was among those who were cited for gallant conduct on the field.

While the Left Grand Division was committed against the Confederate right, the other grand divisions were assailing the entrenched defenders of Marye's Heights overlooking the city on the west. Here too, despite the most spirited and costly Federal attacks, the rebel lines held.

Accounts differ regarding the events of December 14, but they agree on the complete withdrawal of Union forces to the left bank on the night of December 15-16. Six days later President Lincoln gave the army an inspirational address, and on the morning of New Year's Day he penned his formal Emancipation Proclamation. The moral aspect of the war was thus confirmed.

Still hurting from the defeat at Fredericksburg, Burnside sought to regain the initiative by sending a strong contingent up the left bank. This maneuver was intended to draw Lee up the right bank to a point where he could be engaged with less disadvantage to the Union arms than had been the case at Marye's Heights. However, within five days the utterly mired columns were recalled to the base-camps around Falmouth. On January 25, Gen. Joseph Hooker was placed in command of the Army of the Potomac, and with this change came the end of the three grand divisions. The 11th Pennsylvania Volunteers remained in the 3rd Brigade, 2nd Division, Corps I.

By late April, 1863, Gen. Hooker had completed plans for a "back door" approach to Fredericksburg. The basic intent was to draw Lee away from the city by mounting a strong Union threat easterly from Chancellorsville. Accordingly, the first contingent moved rapidly up the Rappahannock and crossed at Kellys Ford. Then, by fording the Rapidan, its columns rendezvoused at the staging area. A second force, consisting of Corps II and Corps III, followed by way of United States Ford. Altogether, Hooker had at least 50,000 men on location on the morning of Friday, May 1.

Leaving Maj. Gen. Jubal Early at Marye's Heights, Lee and Jackson also moved directly toward Chancellorsville. First contact was made about midday of May 1. Under persistent pressure, Hooker gradually recalled his forces virtually to their starting position.

On the morning of May 2, Lee directed Jackson to outflank the Union right. This maneuver met moderate opposition, but the main body of Confederates was able to continue westerly according to plan. About five that afternoon, Jackson's men rushed out of the woods behind Maj. Gen. Howard's Corps XI, throwing the unwary Federals into a complete rout.

While the first blows were being exchanged in the Chancellorsville area,

two corps were being held in readiness on the east bank of the Rappahannock below Fredericksburg. The more northerly was Corps VI under Maj. Gen. John Sedgwick, while on Sedgwick's left was Corps I, commanded by Gen. John Reynolds, and including the 11th Regiment of Pennsylvania Volunteers.

Sedgwick's corps crossed the river on Saturday, May 2, and late that night the encounter with Early's Confederates began. By late afternoon on Sunday, Marye's Heights had been taken and Sedgwick's three divisions were pushing toward Salem Church.

In the meantime, Corps I had been ordered to Chancellorsville to bolster Hooker's hard-pressed veterans. Following a night march, to and across the United States Ford, Reynolds had his corps in a supportive position just east of the Rapidan. Monday, May 4, was another day of combat on two "fronts" with disappointing results. With nightfall, Gen. Sedgwick's command pulled back across Scotts Ford, and Hooker's five corps began to withdraw by way of United States Ford. It is reported that the 11th Pennsylvania Regiment helped to cover this crossing on the night of May 4-5. After nine days of marching and fighting, the left bank of the Rappahannock afforded rather bitter comfort to the men under Union arms.

As soon as General Hooker became aware of this massive Confederate maneuver, he countered by moving virtually all available Federal forces to the Potomac crossings above Washington, keeping his divisions essentially on a line between the invaders and the capital. There were even sketchy Union plans for a possible confrontation along the "Pipe Creek Line" which lay at least fifteen miles southeast of Gettysburg.

By June 28th, the Confederates were strategically deployed between Chambersburg and the Susquehanna River. Gordon's brigade was at Wrightsville, although it had arrived too late to seize and save the covered bridge leading to Columbia. Jubal Early had almost a full

division at York, and two more divisions occupied the area centering on Carlisle. While cavalry troops were harassing the militia as far north as Camp Hill, the veterans of Corps II awaited Lee's orders at their base midway between Harrisburg and Gettysburg. Longstreet and A. P. Hill anchored the line on the west.

This most awkward predicament was also complicated by the replacement of General Hooker by Major General George Gordon Meade. Although the new commander of the Army of the Potomac took immediate measures to buy time and to effect a better disposition of his forces, nearly three days elapsed before Meade actually arrived at Gettysburg. By that time, the first day's fighting was history.

The first really serious exchange occurred early in the morning of July 1. Whatever his orders or his objective may have been, Major General Henry C. Heth led two gray-clad brigades through the Cashtown Gap, bent on crushing any opposition which the Federals might be able to offer. As it happened, General John Buford's division of unmounted cavalry and a token body of Pennsylvania militia were the first to accept the challenge.

The gravity of the situation was soon apparent, and all available Union reinforcements were hurriedly moved to the fray. Among the first groups to arrive was Corps I, led by General John Reynolds. Thus the 11th Pennsylvania Volunteers were involved in the action almost from the beginning. Howard's Corps IX took the field somewhat later in the morning, to be followed by Major General Daniel Sickles who had rushed Corps III to the scene from its temporary position near Emmitsburg.

In the meantime, General A. P. Hill was moving the remainder of his corps through the Cashtown Gap, while Ewell was ordering the deployed parts of Corps II to converge on the town by the roads from Carlisle, Harrisburg and York. By a surprising sequence of events, the early morning skirmish had grown into a full-scale engagement. Slowly the Union

troops were forced to retire from the town, and to take advantage of the high ground of Culp's Hill, Cemetery Hill and Cemetery Ridge.

As the first day's fighting ended, the Confederates held the entire town of Gettysburg, and Seminary Ridge which was the westerly counterpart of Cemetery Ridge. At the point of their greatest separation, the opposing lines were about a mile apart, but the intervening space narrowed decidedly toward the south. By nightfall, the Union Corps I had been positioned near the north end of Cemetery Ridge. Major General Doubleday now replaced Reynolds who was fatally wounded in the struggle to hold the Cash town Pike.

The second day was marked by two major attempts to roll up the Union line. Much of Ewell's corps was used in a savage but futile assault on Culp's Hill, and Lee probed the Union line between Culp's Hill and Cemetery Hill. Failing at the north, the invaders struck the south end of the Union line. Here they forced Corps III under Sickles and Corps V under Major General Sykes to yield ground, including the area remembered for the wheat field and the peach orchard. But, despite hours of Confederate sniping and even close-range combat, the defenders of the Round Tops held their positions.

Friday, July 3 opened with another early morning attack on the Union right at Culp's Hill. And again the Confederates were beaten off. Lee now directed his attention to the comparatively untested center of the Federal front, a shift which was clearly "read" by General Meade and by Major General Hancock whose troops held the center position on Cemetery Ridge. Following a sixty-minute artillery exchange, a gray line, nearly a mile in length, swept toward the Union defenses. Augmented by other units, General Pickett's division did succeed in making several contacts, but the thrust was soon contained. In essence, the second invasion of the North had been halted.



Although, on the morning of July 4, the Confederates were still within easy striking distance, Meade refrained from making an attack. Soon Lee's wagon-trains began moving westerly over the Cashtown Pike, and his other troops started the hard march back into Maryland, mainly by the Fairfield Gap in South Mountain. Their route then led southwesterly in anticipation of a crossing near Williamsport.

Meade, however, elected to move his forces down the Monocacy River and thence through Turner's Gap into the Great Valley. Once west of the mountains, he expected to make contact with the enemy in the general area south of Hagerstown. One report states that the Potomac had risen three feet, and that the pontoon bridges had been lost. Thus the Army of Northern Virginia was forced into a very risky hold while its engineers improvised new bridges. Finally, on the night of July 13-14, Lee moved his entire command safely into Virginia.

The West Point Atlas of American Wars shows the Union Corps I as being southeast of Hagerstown on July 13. Hence, for the 11th Pennsylvania Volunteers, that date and place marked the end of the Gettysburg Campaign. The regiment sustained very light losses, but these belie the importance of the service which had been rendered.

Comparatively little information is available which bears on the whereabouts and activities of the regiment between mid-summer and the autumn of 1863. There were important new gains in Tennessee, but the eastern theater appears to have been relatively quiet until protracted fighting erupted near Bristoe (Bristow), Virginia on October 9. Thereafter, the Army of the Potomac was in frequent contact with the enemy through October 22. An engagement at Bristow Station on the 14th suggests that control of the Orange and Alexandria Railroad was being contested. In its issue of November 6, the Clinton Democrat carried a soldier's letter, indicating that the regiment was still at Bristow Station on October 28.

The official army records recount in considerable detail a series of encounters which comprised the Mine Run Campaign. The combat area, which is twenty miles west of Fredericksburg, had been entered by the Army of the Potomac by crossing the Rapidan on November 26. Having fought repeated skirmishes through the remainder of the month, the Federal forces retired northerly on December 1 and 2. The 11th of Pennsylvania was involved in this action.

On March 9, 1864, largely by reason of his victories in Tennessee, Ulysses S. Grant was elevated to the rank of lieutenant-general, and was given the command of all Union forces in the field. He elected to make his headquarters with the Army of the Potomac. With Sherman's army poised to enter Georgia, Grant took all available Federal forces southward across the Rapidan, and engaged Lee's army in the wooded area which lay roughly ten miles west of Fredericksburg. For three days (May 5-7) the armies fought an almost stationary battle. This time there was the added complication of raging brush fires. The active roster of Colonel Coulter's regiment, now a part of Corps V, was reduced by 155 men, most of whom were wounded.

Grant's ultimate objective was Richmond. With a loss of contact on the morning of May 8, both armies quickly moved about ten miles toward the southeast, there to resume the same costly struggle which had been started in the Wilderness. Each commander applied constant pressure to his opponent, yet neither appeared to gain a permanent advantage. This new pattern of fighting conformed with Grant's declared intention to wear down the enemy. Typical of this Spottsylvania contest were three assaults on Confederate positions by Corps V in two days. Each effort accomplished almost nothing.

In twelve days of almost incessant fighting, both sides sustained severe losses. Colonel Coulter was one of the 112 casualties reported for his regiment at Spottsylvania Court House.

It was late May when Grant began another thrust toward the Confederate capital. He overcame minor opposition at the North Anna River on May 23, and at Totopotomoy Creek a week later. By June 1, the Army of the Potomac had reached Cold Harbor, about ten miles northeast of Richmond. Here Lee made another resolute stand. Although Grant mounted a massive assault on the enemy lines on June 3, it was blocked with considerable loss to the Union arms. Still Grant continued to hold the area around Cold Harbor and Bethesda Church through June 12.

One outcome of the push toward Richmond was a new regard for the strategic importance of Petersburg. Situated 23 miles south of Richmond, on the south bank of the Appomattox River, Petersburg was a rail and highway center through which men, food and amunitions were freely moved into the Confederate capital. Cutting any of the five converging rail lines, or seizing one or more of the trunk highways could work an immediate hardship on the enemy. Moreover, Petersburg was but eight miles by rail from City Point on the James River. This landing site had been taken by the Army of the James under Major General Benjamin Butler on May 4. City Point thus became readily accessible to Union shipping.

On the evening of June 15, following a conference with General Grant, General Butler moved Corps XVIII of the Army of the James against the northeastern third of the Confederate defenses. The assault continued into June 18, as increasing numbers of Union troops were moved up to the line. Warren's Corps V, including the 11th of Pennsylvania, was among the augmenting corps, having reached the south bank of the James by bridge on June 15-16. Beauregard was forced to retire to new fortifications behind the Norfolk and Petersburg Railroad. On June 22, Corps V was near the left end of the Union line, between the railroad and the Jerusalem Plank Road, one of the main highways leading to the city from the south.

Beginning with June 15, 1864, the service record of Pvt. Isaac Henninger of Company B reads like a synopsis of the siege of Petersburg. And it is likewise a brief chronology of the 11th Pennsylvania Volunteers for the last ten months of the war. On June 22 and 23, the regiment participated in an unsuccessful attempt to take the Weldon Railroad. Also it was among the units which tried to capitalize (July 30) on the famous explosion of four tons of powder under the Confederate fortifications.

On August 18, Corps V did cut and fortify the Weldon Railroad at a point three miles south of the city. This action was strongly contested, but the loss of this second rail line was permanent.

Of special interest was the award of the Congressional Medal to Pvt. George W. Reed of Company E (Pittston). Pvt. Reed had captured the colors of the 24th North Carolina Regiment in the Battle of Weldon Railroad on August 21.

September 30 and October 1 were marked by action at the Trebler (Peebles) Farm as the slow westerly encirclement continued. As soon as this new position was fortified, Meade staged a fresh thrust toward the Boydton Plank Road and Hatcher's Run, a small stream southwest of the city. Neither objective was gained. On December 10, the 97th New York Volunteers and the 11th of Pennsylvania fought off a cavalry attack on the Sussex Road. The Federals had been engaged in destroying more trackage on the Weldon Railroad. This incident appears to have marked the end of serious exchanges until early February. Despite the demands of army life, the men of Colonel Coulter's regiment had indicated a lively interest in civic affairs by a rather close vote in the presidential election of November 8.

Spring had barely returned to tide-water Virginia, when Grant resumed the grim business of ending the rebellion. On February 5, the Federals opened their final campaign in Virginia with a three-day drive for new positions on Hatcher's Run. Corps II and Corps V, with detachments from Corps VI, crossed the run

against heavy opposition, and cavalry units reached Boydton Road. The infantry immediately fortified the newly-gained ground, and thus the westerly advance continued. The 11th of Pennsylvania was now one of five regiments comprising the 2nd Brigade of the 3rd Division of Corps V.

On March 25, the Confederates made a valiant but unsuccessful attempt to cut the Union line at Fort Stedman, and, as the month was ending, Union forces engaged the enemy along Gravelly Run. Corps II and Corps V again worked jointly in this latter action. Warren's Corps V also clashed with a Confederate division just east of the crossroads community of Five Forks. By now, the count-down at Petersburg was nearing zero.

The last decisive engagement began at 4:00 on the afternoon of April 1, when Sheridan's cavalry and the infantrymen of Corps V clashed with General George E. Pickett's command at Five Forks, about ten miles southwest of Petersburg. The enemy was routed, clearing the route to Southside Railroad and the Appomattox River. In reporting this action, Brig. Gen. Baxter of the Second Brigade wrote that officers and men conducted themselves creditably.

Sunday morning, April 2, was marked by a complete collapse of the western Confederate defenses as Union troops closed the noose, reaching the railroad and the south bank of the river. This was the last time that Baxter's brigade was actively engaged. At 3:00 A.M. on Monday, it was discovered that the Confederate works were unmanned. Almost within the hour, Union troops were on the streets of Petersburg. It was soon clear that Lee's army had fled westward along the north bank of the river.

Leaving adequate garrisons at Richmond, Petersburg and City Point, Grant immediately dispatched his remaining forces westerly along the south bank of the river in pursuit of Lee's fleeing divisions. The chase ended eighty miles away at the village of Appomattox Court House where Grant intercepted the

remainder of the Army of Northern Virginia. Negotiations were brief, and Lee's surrender was formalized on Palm Sunday, April 9, 1865. Johnston surrendered to Sherman in North Carolina on April 26, bringing the war to a virtual end.

Exactly at nine, on the morning of May 23, the leading unit of the Army of the Potomac left the capitol area to march up Pennsylvania Avenue in its Grand Review. Regimental colors were proudly displayed as infantry, cavalry and artillery moved past the curbside stands of the several states from which the men had come. At the final stand, they accepted the applause of selected national dignitaries, including Andrew Johnson, their new President of but nine days. It was early afternoon when the last marchers reached the White House grounds, where they received suitable tokens of appreciation from a grateful people. The Armies of Georgia and the Tennessee were tendered similar honors on the following day.

One of the last official acts of Maj. Gen. George Gordon Meade was to issue a farewell message to the men whom he had led for the final two years of the war. This he did on June 28, the day when the Army of the Potomac was officially dissolved. These closing words were an eloquent salute to the veterans of his former command: "Soldiers, having accomplished the work set before us, having vindicated the honor and integrity of our Government and flag, let us return thanks to Almighty God for his blessings in granting us victory and peace, and let us earnestly pray for strength and light to discharge our duties as citizens as we have endeavored to discharge them as soldiers."

The formalities of mustering-out appear to have been brief and rather simple, for the concluding entry on the Isaac Henninger service record reads: "Honorably Discharged July 1, 1865 near Washington, D. C."

Comparatively little information was found which bears on the return of the veterans to their homes and to civilian life. However, Gov. Andrew Curtin did call upon the people of the Commonwealth to reserve July 4 as a special day for the grateful recognition of former soldiers. In response to this appeal, a public celebration was observed in Williamsport. The Young Men's Union Association sponsored a dinner in Herdic's Grove, together with band music and an

address by William H. Armstrong, Esq. In its issue of July 8, the West Branch Bulletin carried a full account of the event, as well as a letter of thanks which was signed "Many Soldiers".

On May 30, 1910, fourteen veterans of the 11th Pennsylvania Volunteers were members of Reno Post, No. 64, Grand Army of the Republic, Williamsport.

#### FOOTNOTES

*\*A - The first local group to leave for camp was the Brady Artillery of Muncy, Company G. They left Muncy April 22nd, and arrived at Camp Curtin the same day.*

*\*B - In its issue of August 8th, the Clinton Democrat reported the welcoming activities which marked the return of Clinton County's three-months volunteers. A committee of patriotic citizens had engaged the dining room of the railroad depot as the center of festivities, and a reception and dinner were planned for Friday evening, August 2nd. But it was actually about 6:00 A.M. on Saturday when the train bringing*

*the soldiers and their escort party finally reached Lock Haven.*

*Mr. James Chatham, Esq. greeted the guests with an address of welcome to which Col. Jarrett responded. Then came the long-awaited dinner. When the leisurely meal was finished, the "Lock Haven Artillery" and the men from Mill Hall formed their respective marching units, and paraded from the station to the Fallon House where the two companies were dismissed. The men of Company C were further honored at a public dinner at Mill Hall on August 7.*

☆☆☆☆

The museum archives has a list of the selected sources used by Dr. Howe in preparing the above article.

## THE TIDEWATER OIL PIPELINE, 1878-1883

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The Indians called it Tionesta, this vast virgin wilderness atop northwestern Pennsylvania's rugged Allegheny Plateau. Even today, the word and the land in that area endure with but little change. Nearby lies another district, less ancient in aspect, but whose names likewise revive the past and stir the imagination. Oil City, Petroleum Center, Tarpport, Pit-hole--such are the relics of the early oil days of Venango County.

Farther to the east, in Lycoming County, Williamsport was just beginning its reign as "the Lumber City". Magnificent forests and good streams for rafting logs and powering mills were that region's major resources a century ago. Still, by the spring of 1879 Williamsport already had slipped into the petroleum era and was playing a primary role in what may have been the original oil crisis. The story goes like this:

Just after "Colonel" Edwin Drake drilled the world's first oil well on the outskirts of Titusville, prospectors and speculators began pouring into the quiet back country of Pennsylvania's northwestern interior. They came in an "oil rush" of 1859 that paralleled the gold rush of 1849. They carved towns and cities from the tangled forest. They brought forth the earth's viscous black treasure. They helped to catapult the nation and the world into a new technological era. It would not have been possible for them to forecast the degree to which society would come to rely upon this strange primordial substance whose previous significance had been, at worst, as a befouler of local water sources or, at the other extreme, as a bottled and patented cure for nearly every imaginable physical ailment.

Many of those who had driven wells in the spring of 1860 had become rich

overnight. But the situation had changed drastically by the summer of 1876. By then, the oil industry was dominated by a single corporate giant. For all other concerns, new and old, any phase of the petroleum business--whether production, refining, or selling--was an uncertain venture. It seemed inevitable that within another four years or less there would be only one refiner and dealer, so that even the men who coaxed the oil from the ground would be completely at the mercy of the Standard Oil Company of Ohio.

Under the astute leadership of John D. Rockefeller, during less than 17 years of existence, Standard had come to control more than 90 percent of the oil business in the United States-- and for that matter, in the world. Of the three main refining centers in 1876 (Cleveland, Ohio; the Pennsylvania oil regions; and New York City), Standard owned all save a half dozen small refineries, all in New York. For these six independents and for a handful of others found outside the main centers, there was scant hope of survival. Their future seemed predictable. Once refusing to be bought out by Mr. Rockefeller for a modest sum, the refiners might be broken by unreasonable railroad transportation rates. The rates for the independents were set by a private compact between Standard Oil and the railroads. By that agreement, the giant oil company moved its own product twice the distance for about half the price paid by its competitors, and then received secret rebates not only on its own freight, but also on that shipped by the others paying the higher rates. If somehow the rail rates failed to bruise, there were similar methods calculated to induce bankruptcy. And as a final resort, Standard could always choose to undersell the independent refined oil wherever it was sold. For up to

months at a time, where necessary, Rockefeller would market his refined oil for less than the price he paid for crude oil at the wells.

Clearly, without some unexpected challenger to quickly intervene and break Standard's stranglehold on the oil industry, one company and its president would effectively control the production, quality, quantity and price of every lamplful of oil sold around the world.

With the railroads as his ally, Rockefeller seemed nearly invincible. Since the very beginning of the oil era, transportation of the product out of the wild and inhospitable regions where it was found had proven to be the greatest difficulty and expense for the oilman. The usual method of transport was for teamsters to haul the barrels of crude oil by wagon over tortuous trails to the railroads. In the early spring it was possible to raft a few barrels down the rampaging creeks until their currents subsided. But as the only methods of moving the oil, neither was really satisfactory, being accompanied by great expense and delay and quite often an appreciable loss of both petroleum and personnel.

Then, in 1865, Samuel Van Syckle, a Titusville oilman, laid the first oil pipeline, a two-inch conduit which ran for five miles from the Van Syckle well to the nearest railroad. This innovation was not welcomed by all, and certainly not by the teamsters, who foresaw the imminent loss of their jobs. By repeatedly smashing Van Syckle's pipes and pumps, the teamsters quickly succeeded in driving him out of business, but pipe had already demonstrated its potential. The next oilman to use it simply hired Pinkerton detectives to put a stop to the sabotage. As a consequence, some 400 teamsters were forced to emigrate from the region or to seek a different kind of job.

From that point on, it was conceivable that pipe could someday carry oil over much longer distances. Already a few schemers were beginning to think of a pipeline extending all the way to

the independent coastal refineries. Impetus for such a project increased after the early 1870's, by which time it was becoming clear that the railroads were actually acting as silent agents of the Standard Oil Company. At last, in April of 1876, with Standard verging on complete control of the oil industry, a newly incorporated Seaboard Pipeline Company committed the first long-distance pipeline to paper.

The proposed line was to run from the Butler, Pennsylvania, oil fields to Baltimore, Maryland. But difficulties plagued the venture even before actual construction could get underway. To begin with, many farmers along the route proved unwilling to sell a right-of-way to the company; they regarded the pipes and their volatile cargo uneasily. At about the same time, several officers of the corporation were being exposed as frauds and embezzlers. Then rumors circulated to the effect that the company was bankrupt. Consequently, its stocks were refused and it finally did go bankrupt. The first attempt to lay a pipe to the sea came to an inglorious conclusion during the same year it had been undertaken.

Still there were those who believed that the idea of a pipeline running from the oil regions to the coast had a future. Among them were three Titusville men who were determined to establish the world's first successful long-distance oil pipeline. Byron D. Benson was an imaginative planner who dared to visualize a pipeline first mounting the high Allegheny Mountains and then sloping eastward across rugged terrain toward the Atlantic Ocean. Robert E. Hopkins, an engineer, had the skill to make the dream materialize. Their colleague, David McKelvy, was an attorney whose task was to out-manuever the great Standard Oil Company. These men could not have been much encouraged by any of the previous attempts. The Seaboard had not been the only failure. Benson, Hopkins and McKelvy themselves had already met defeat with the Columbia Conduit Line, at that time the longest in existence. Although its owners at first did not

realize the problem, the pipeline had been doomed nearly from the beginning, upon being refused a right-of-way beneath a railroad that lay across its path. For a while, the enterprising Columbia men hand-carted the oil across the tracks to the open pipe at the other end. But when the railroad countered by parking a long string of empty cars over the crossing, Columbia had to acknowledge defeat.

Benson and his partners began their work on their new line somewhat inauspiciously by purchasing the bankrupt Seaboard Pipeline Company for \$125,000. Almost immediately they recognized their mistake and decided to abandon the nearly completed right-of-way between Butler and Baltimore. They foresaw that recent developments in the oil fields promised a greater potential for a shorter route running from the more productive wells near Bradford and on to Williamsport, Pa. In that city, the pipeline could arrange a connection with the Reading Railroad, whose president, Franklin B. Gowan, openly welcomed the prospect of sharing in the lucrative oil traffic that until now had passed him by. To further the venture, the Reading Railroad invested a quarter of a million dollars in the project and, further, promised reasonable rates to the oil producers in an effort to draw their support to the new pipeline system. With some \$625,000 in capital behind it, the Tidewater Pipeline Company became a corporation at Titusville on November 13, 1878, with Benson as chairman of the board and Hopkins as president and treasurer.

The talents and efforts on behalf of the new corporation were matched only by the talents and efforts of its opposition. Standard Oil, of course, was determined that no pipeline should get through to the independent refineries on the coast. Accordingly, Rockefeller's agents had quietly purchased a thin strip of land running north and south through the Keystone State. Tidewater, meanwhile, had begun constructing its line from west to east. In due time, the Titusville men encountered Standard

Oil's new right-of-way. It was only a few feet of very ordinary looking earth, but it might as well have been a fortress wall. There appeared to be no way of crossing to the other side. Then, just northwest of Williamsport, and only a short distance from the desired route, a title searcher hired by Tidewater discovered a gap in Standard's blockade. It was a strip of unclaimed land sixteen feet wide running down a creek bed between two farms. The landowners owned only to the banks of the stream. Tidewater quickly acquired a patent for the strip, and with little more trouble (except at Williamsport, where a pipe was ripped up from its crossing under a railroad), Benson succeeded in completing the line over a 109-mile route through some of the roughest country in the Northeast.

It truly was an incredible feat. The pipeline was more than three times longer than any of its predecessors. The pipe itself was six inches in diameter, making it the largest to be used for shipping oil up to that time. It was the first line to cross a river and the first to scale a mountain. It had been begun in the dead of winter, and now, barely 90 days later, on the afternoon of Saturday, May 28, 1879, Chairman Benson turned the valves that opened oil into the pumps, through the pipes, and up the western face of the Alleghenies on its way to the sea. At the highest point along the route, pumps lifted the oil 1200 feet, over ranges that were nearly 2600 feet above sea level. Although the trip from the summit to Williamsport represented an overall decline of more than 2000 feet, there were places where the oil had to flow over very uneven topography without the aid of pumps. One of these was just outside Williamsport, where the oil pushed up an incline of 1100 feet in three-quarters of a mile.

But the Tidewater men were more concerned with trouble from Standard than with trouble from Nature. To forestall any incidents, they posted eight or ten watchmen along the pipeline route. A telegraph line had been installed with the pipe, enabling watchmen to give the alarm promptly in case of problems.

But the only difficulty they encountered was within the pipes themselves, where some careless workman had sealed in some pebbles and leaves.

Oil flowed into the receiving tanks at Williamsport on the night of June 4, 1879, exactly a week after Benson had turned the valves. The Williamsport Daily Gazette and Bulletin reported that the oil had been heard pushing the air ahead of it two or three days prior to its arrival. Within about two weeks, some 50,000 barrels had been shipped to Williamsport. On Thomas' Hill in that town were two great storage tanks with a combined capacity of 60,000 barrels of crude oil. The Reading Railroad had built a half-mile siding so that its cars could be loaded in minutes rather than hours. It already had acquired a fleet of 200 new tankers. Just 19 days after the first oil arrived, the initial shipment of 3500 barrels went to Bayonne, New Jersey. Most of the shipments thereafter would go to an independent refinery at Chester, Pa., or on to another one at Communipaw, N. Y. Some of the oil would stay right in Williamsport to be processed by the newly incorporated Solar Refining Company there.

These shipments by the Tidewater Pipeline Company and the Reading Railroad quickly made deep cuts into the revenues of the larger railroads, and notably the Pennsylvania and Erie. Whereas the cost to the railroads to haul one barrel of oil was from 35 to 40 cents, the pipeline's costs were but 16- $\frac{2}{3}$  cents. In the first year of its existence, Tidewater carried 1,098,000 barrels from the oil regions to Williamsport.

In that first year, too, Tidewater learned more than anticipated about the principles of metal expansion. Where they crossed cultivated land the pipes had not been buried. "With summer heat the line writhed like a huge python, now climbing to the tops of bushes, now smashing down small trees, now coiling across the roadways," records historian Allan Nevins. Burying the pipe eliminated that problem, but new crises looming on the horizon would not be buried so easily.

In his private New York office, John D. Rockefeller had been aware of the pipeline plans. He had been amused at first, but following the success of the line he quickly perceived it as a threat, though perhaps a remote one, as his sardonic observation reveals: "There are," he is recorded as saying, "new developments in reference to the Tidewater coming up from time to time, and we are working hard to take care of the interests we represent, and are not discouraged but hope that in some way there will be left for us something of value in the business we have worked so hard to build up." In truth, both Rockefeller and the railroad presidents could easily foresee the decline of the rails as the prime carrier of crude oil. They had gone into action quickly. The Pennsylvania Railroad, and most of the other large lines, had entered into a pact at Saratoga, N. Y., on June 4, 1879, the very day that the Tidewater oil first flowed into Williamsport. The railroads determined to ruin Tidewater by lowering freight rates for the Standard Oil Company to a level below what Standard would be charged to ship by the pipeline. Up to now the open rate for all but Standard Oil ranged from \$1.25 to \$1.40 per barrel on the various lines; Standard's rate had been 85 cents per barrel. At the Saratoga meeting, the railroads lowered Standard's charges to 20, fifteen, and even ten cents a barrel-- a quarter of the actual cost to the railroads themselves, and a mere twelfth of the price charged to the other shippers. But even these special rates offered by the railroads did not blind Standard Oil's executive to the fact that pipelines were the trend of the future. With little regard for his allies, Rockefeller promptly began his own pipeline.

Standard entered the transportation venture with clear advantages. The allotted capital for its pipeline was \$5,000,000; Tidewater's had been an eighth of that. Standard laid its pipe west to Cleveland, and over easier terrain, so that the cost of placing its pipe was only a nickel per foot, as compared with Tidewater's cost of about a dollar per foot. By January 1880 Rockefeller was delivering 10,000

barrels a day through his Cleveland lines, and was already constructing another line from the oil fields to Jersey Shore, Pa., where a connection with the Pennsylvania Railroad lay just 11 miles west of Williamsport and the terminus of the Tidewater Pipeline.

In general, 1880 was a troubled year for the oil business. Prices for crude continued to fall. The market had been glutted because producers continued to drill more and more wells beyond the demands of the refiners and the consumers. And even Nature refused to slack off; old wells began spouting forth more strongly than ever. Since there were hardly enough barrels to hold the oil, the petroleum sometimes flowed onto the ground. In fact, every wooden barrel was now worth about twice as much as the oil it contained!

In the same year, the Reading Railroad had internal troubles which led to its going temporarily into receivership. Thus, Tidewater Pipeline lost its ally and its seaboard connection for the duration, and at great expense had to push its pipes on to Tamanend in eastern Pennsylvania and eventually into New Jersey. Back in Williamsport, Tidewater was running out of storage facilities for the oil its pipes had conveyed from the fields, so the company considered refusing a percentage of oil unless producers erected some temporary storage tanks for themselves at their wells. In addition, the company now was obliged to use the Pennsylvania Railroad for its inland deliveries, and found that it was charged rates that were three times higher than those now paid by the Standard Oil Company. What is more, they had to pay the same rate for bringing in the empty cars that would take away the oil.

By 1883 the overall situation had deteriorated a bit further, but Tidewater was still in existence. Then, later that year, the Pennsylvania legislature passed a free-pipe bill, promising more competition for Tidewater and for Standard as well. The enmity between these two rivals had grown acutely. At one point, a Rockefeller agent had wired that "if

they (the Tidewater people) cannot be stopped some way and soon, they will give us trouble". The president of Standard Oil had been skeptical then, but he soon had recognized the potential of shipping oil through pipelines and built his own system. Now he decided on more direct measures.

Standard had become a trust by this time (the nation's first), and its power prompted it to ferret out competition in all areas of its endeavor, including oil transportation. As a start, Rockefeller offered to buy Byron Benson's controlling interest for the nominal figure of \$300,000 but was flatly refused. He then attempted to buy the oil carried by the pipes, but that effort also failed. Standard stalled for time, meanwhile hampering the Tidewater Company by keeping tank car builders so busy with Standard orders that they could not take Tidewater's business. During this interval, Rockefeller expanded his own pipelines, made more money, and then returned to the duel. This time he tried to cut off Tidewater's crude oil supply at the wells by contracting directly with the producers. But most of them remained loyal to Tidewater. Standard now began rumors about its opponent's credit; but the panic they hoped to inspire ended in a flutter when Tidewater proved its solvency in a carefully publicized court case. In desperation the Rockefeller forces turned to their slow-but-sure method of destroying the independent refineries served by Tidewater.

One of these firms was the Solar Refining Company at Williamsport, the main terminus of the Tidewater line. Rockefeller sent an undercover agent to Williamsport to arrange to buy 250 barrels a day from the refinery, which had been selling most of its product in Baltimore. Since its output was scarcely more than the 250 barrels a day that the agent had contracted for, Solar could no longer supply its Baltimore customers. Another Standard Oil Company employee in Baltimore now made his move, pledging the dealers there to do business in the future only with the Baltimore United Oil Company, a Standard firm. Once

that end was secure, the agent in Williamsport dropped his order. Solar, with no more customers, sold out to Standard Oil, leaving Tidewater even more vulnerable.

For a time, the men of the Tidewater Pipeline Company refused to admit defeat. Byron Benson went to Europe in an attempt to open new markets. The company sponsored new refineries, built new additions to its pipeline, borrowed money, speculated in oil, and did all it could to keep the business alive. But Standard could afford to be patient, and in the end it triumphed.

In 1883 the directors of Tidewater Pipeline Company sold one third of their stock to Standard Oil, giving them practical, if not technical, control of the firm. Immediately following the merger, a signed agreement divided the eastern oil business between the two parties, Standard taking 88.5 percent, and Tidewater the remaining 11.5 percent. The outcome was of benefit to both. For its part, Tidewater now had an almost guaranteed amount of trade, with ready customers and unlimited capital. Under this agreement, in 1888, the Tidewater Pipeline Company became the Tidewater Oil Company, and absorbed the Ocean, Polar, Lombard and Ayres oil companies. Of course, Standard also profited by the arrangement. Not only did it now technically have grounds for denying that it held the monopoly on oil, but because it actually did have the monopoly, Standard could increase prices even while saving money that would have been spent in combating competitors. The consumer was perhaps the only one who did not benefit directly from these developments. Predictably, the margin between the cost of crude oil and the retail price of refined oil began to increase after 1883. Even though Standard had eliminated costly competition, that economy did not find its way to the consumer.

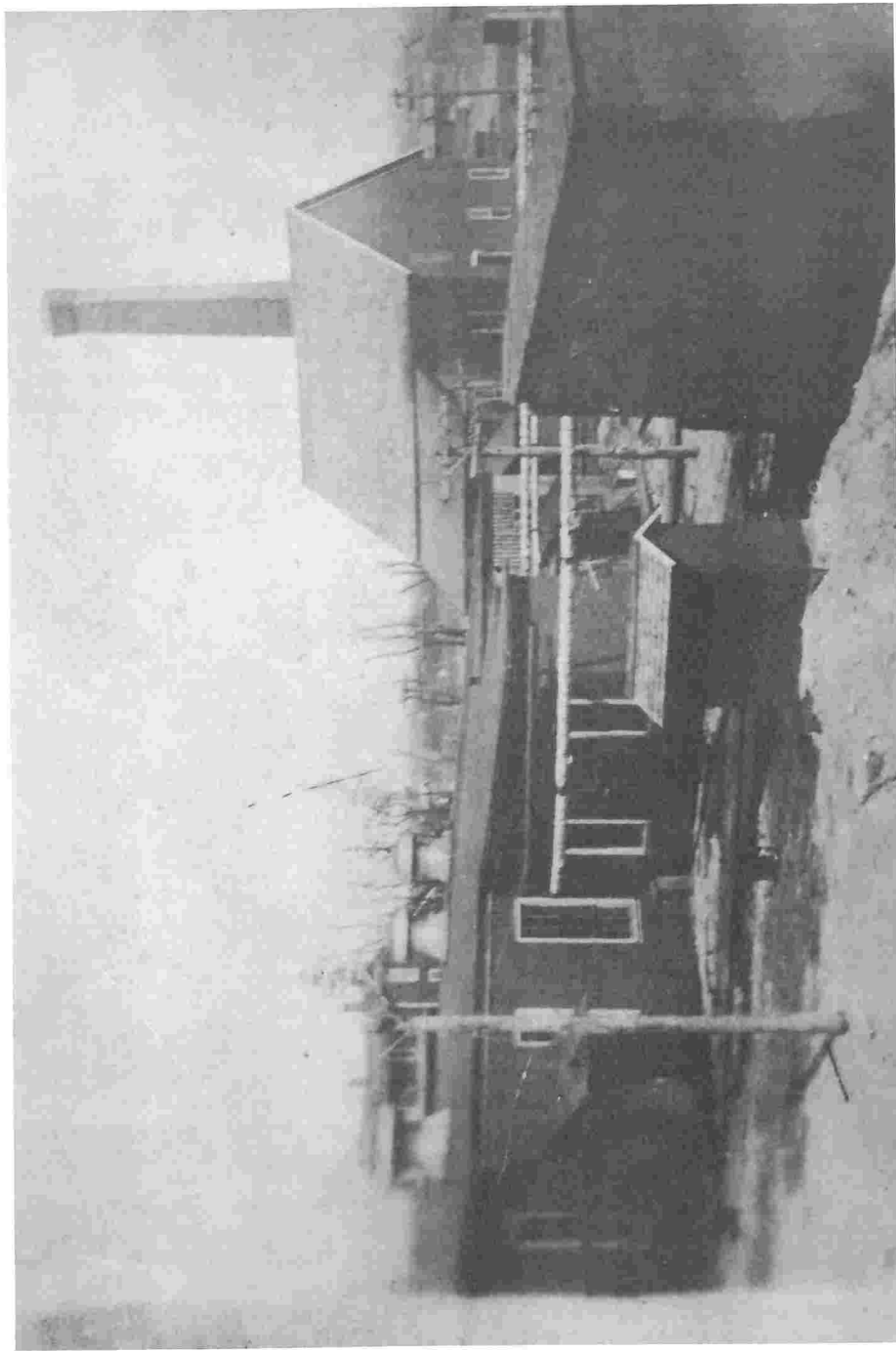
Undeniably, some long-term benefits did arise from the episode. As a result of the competition, nearly 4000 miles of pipe connected with 20,000 Bradford oil wells alone by 1884. Following the lead

of Tidewater, within just a few years, pipe had turned more than three-quarters of the crude oil cargo away from the railroads. The Tidewater Pipeline Company, in so actively resisting Standard's domination, had affected a revolution in oil transportation which was to have far-reaching future results. And, for at least a short time, it had been instrumental in averting what could have been the world's first "oil crisis".

#### BIBLIOGRAPHIC NOTE

*A good account of the Tidewater-Standard struggle may be found in Allan Nevins' Study in Power: John D. Rockefeller (Scribners, 1953; especially vol. I, ch. 19), and Ida M. Tarbell's classic two-volume History of the Standard Oil Company (Macmillan, 1937; orig. publ. 1904) has much to offer as well. Robert D. Benson's pamphlet, History of the Tidewater Companies (Priv. print.), although useful, is generally unavailable. For background on the role of the railroads, see Marvin W. Schlegel's Ruler of the Reading: Franklin B. Gowen (Archives Publishing, 1947) and Albert Z. Carr's John D. Rockefeller's Secret Weapon (McGraw-Hill, 1962). Photographs of the early oil industry in Pennsylvania, including some relating to Tidewater, are to be seen in Paul H. Giddens' Early Days of Oil (Princeton University, 1948). Newspaper accounts of the Tidewater pipeline in Williamsport, Pa., appear on the front page of that city's Daily Gazette and Bulletin for May 31 and June 4, 1879.*





Tidewater Oil Company's pumping plant  
at Pump Station, Lycoming County.  
1879 - 1883



Hauling the main gear up to the Tidewater  
Oil Company's pumping station at Pump  
Station, Lycoming County near Cammel.  
1879

## THIS AND THAT ABOUT THREAD

By

*Eva Berry Steffan (1890 - 1974)*

"Sugar and Spice", we all know what little girls "are made of", but from what was lace made that trimmed every petticoat, pantie, apron, sleeve, collar and ruffle that little girls used to wear? Cotton, of course!

Many of us can remember the mother of dozen or more children, (sometimes less) who never sat down to breast-feed a baby without first taking her knitting-needles or crochet-hook to keep adding to the piece of lace she had started. In 1870, a spool of cotton thread cost 60 to 80 cents.

From the dawn of civilized history, flax thread was used in making decorations for grave clothes.

The pure color of unbleached flax is the natural color seen in old lace.

At one time a pound of flax thread was so costly that the lace-maker was not allowed to wear lace made from it. (by decree)

In Brussels, at the beginning of the Twentieth Century, a pound of the finest hand-spun thread cost more than a thousand dollars. This exquisite thread was so fine, the spinner could barely see it. She depended on the 'feel' of the thread as it passed through her fingers. A lace-maker had to produce a half pound of lace for every pound of thread supplied to her.

The silkworm has been pampered for five thousand years, and no wonder, when a half mile of silken thread can be unwound from the cocoon of the silkworm, which takes three days and nights to wrap around himself.

In Rome, at the beginning of the Christian Era, silk that was imported from the East was really worth its weight

in gold. Often gold and silver threads were mixed with silk for trimmings. Only the emperor and members of nobility were permitted to wear it.

Later when lace was made by machine many lovely silk black and blond laces were manufactured.

Some lace-makers were expert craftsmen with human hair. This fine-point lace was generally made by elderly women using their own silvery-white hair. Human hair lace was costly due to its rarity, which brought high prices from the aristocracy. A cravat of silvery-white hair was worn by Louis XVI at his coronation.

At one time, the hair of the vanquished was made into fringes and ornamental braids with which the conquering barbarians decorated their garments.

At one time, large hairy caterpillars were used in Germany to make fine lace of superb daintiness. This light-weight lace produced by the caterpillar was extra-ordinary.

A food paste was thinly spread upon a flat stone over which a lace design was traced. All parts of the design was blotted out with oil. Then the caterpillar was placed on the bottom of the upright stone. There, he went to work eating his way to the top of the stone, avoiding any part touched by oil. As he went along, he spun a strong web connecting parts of the lace design. Though the lace web was strong and beautiful it never became anything more than an experiment for lace making.

A similar lace made of the finest flax thread was a hundred times heavier than the lace spun by the caterpillar.

The exceedingly strong web of the spider was once used in lace making, but craftsmen found it too difficult to handle, and the work too tedious for profit.

Efforts were made in Virginia to raise cotton as a staple crop as early as 1621. A form of spinning wheel was known to have been used for the spinning of cotton thread from time immemorial in certain parts of Asia.

In 1519 cotton garments were presented to Cortez by the natives of Yucatan. Efforts were made in Virginia to raise cotton as a staple crop in 1621, but the cultivation really began in 1770. One of the first consignments of cotton to a merchant in England was seized and lay unsold for a long time because thread spinners thought that cotton could not be profitably spun into fine enough thread to take the place of the linen thread in

demand at that time. It took a skilled linen thread worker ten months, working fifteen hours daily to complete a pair of men's lace sleeve ruffles.

Yarn spun from white wool of lambs in Colonial times was knit into baby caps, saques, women's fascinators and bonnets. The coarse yarns dyed and spun from older sheep were knit into stockings, mittens and lace for flannel petticoats. Some homespun pieces of wool had a six-inch width knit lace.

In France, after the introduction of lace-making machinery in 1818, the history of old lace ceases and we have modern lace made of cotton, silk, linen and the synthetic threads. Lace is one trimming that never vulgarizes the peasant or the lady.

*(This article was contributed by Priscilla Bierman and written by her mother)*



## FIRST LOCAL TELEPHONE EXCHANGE

*Started in 1879 by Hiram R. Rhoads*

Hiram R. Rhoads, president of the Williamsport Passenger Railway Company and the Central Pennsylvania Telephone and Supply Company, was born in the city of Philadelphia, Pennsylvania, March 29, 1845, son of William and Elizabeth (Scott) Rhoads, who came to Lycoming county in April, 1859, where the remaining years of their lives were passed. The subject of this sketch received a public school education, and in 1863 he entered the service of the Pennsylvania Railroad Company, with which he was connected until 1887. In 1878 he became identified with the Bell Telephone Company, as agent of that company for central Pennsylvania, and opened the second telephone exchange in the State in Williamsport, May 1, 1879, the city of Erie having the first exchange. He also opened the telephone exchange in Wilkesbarre, Pennsylvania, January 1, 1880. In the face of much opposition and many discouragements, Mr. Rhoads labored to introduce the telephone throughout Williamsport and build up a paying business, and to his untiring perseverance and unswerving faith in the final triumph of the telephone as an indispensable attribute in every progressive business house and office, is due its early introduction into this city, and the financial success of the local company. In September, 1880, the Central Pennsylvania Telephone and Supply Company was organized, of which he has since been president. He was one of the organizers of the Lycoming Electric Company, and is a director and secretary of the same. He is president of the Williamsport Passenger Railway Company, succeeding John Lawshe in October, 1890, and he raised the funds to purchase the plant from the original company and convert it into an electric road. He is a director and one of the incorporators of the Merchants' National Bank, was identified with the Packer Land and Improvement Company, and is largely interested in real estate in the city of Washington, D. C. Mr. Rhoads is a Democrat in politics, and has served as a member of the select council. He was one

of the organizers of the Ross Club, and is vice-president of that institution. He is prominent in Masonic circles, and is a member of the lodge, chapter, and commandery. In 1868 he was married to Mary E., daughter of Alfred Howell, of Williamsport, and has a family of four children: Mary H.; Florence O.; Edith R., and Phoebe E. The family are members of Pine Street Methodist Episcopal church. Mr. Rhoads has been quite successful in the various business enterprises he has been associated with, and is recognized as one of the foremost operators in electric circles in this section of the State. He has been largely instrumental in the founding, progress, and development of several of the electric enterprises in Williamsport and vicinity, and is a gentleman of broad views and commendable public spirit.

The telephone was introduced into Williamsport by H. R. Rhoads, and the first exchange was opened May 1, 1879, with twenty-five subscribers. This was the second exchange in the State, the Erie District Telegraph Company having displaced the call box about one year earlier. Philadelphia and Pittsburgh followed shortly after in the same year. The Williamsport system was constructed, and owned, by Mr. Rhoads until October, 1880, when it became a portion of the Central Pennsylvania Telephone and Supply Company, incorporated with an authorized capital of \$1,000,000. The system has since been extended by taking in Scranton, Wilkesbarre, and Hazleton. The combined number of subscribers now exceeds 3,500, with some 5,000 miles of wire. The Wilkesbarre exchange was also opened by Mr. Rhoads, January 1, 1880, in connection with L. C. Kinsey. The line in this city comprises 385 miles, with the following number of telephones in use: Business 445; residence, 107; total 552; Jersey Shore, 23; Muncy, 20; total in the county, 595. The officers of the company are: President, H. R. Rhoads; vice-president, Richard O'Brien; general manager, R. M. Bailey; secretary and treasurer, J. E. Wilkinson.

*\*The above paragraphs were extracted from the History of Lycoming County, Pennsylvania; 1892; edited by John F. Meginness.*

## WILLIAMSPORT TELEPHONE EXCHANGE.

*Call By Numbers, Not Names.*

A		C	
1683	Acme Oil Co.	1613	Brown, Clark & Howe
773	Adams, Dr. C. M.	1354	Brown, Dr. Jean Saylor
1453	Adams Express Co., Pine Street	132	Brownell, Charles E., Res.
1454	Adams Express Co., Penn'a Depot	1473	Brownell, H. S.
902	Ade, W. F., Jr.	13	Bubb, George & Sons
2923	Allen & Reading	864	Bubb, George, Res.
3243	Allen, R. P., Res.	533	Bubb, Harry C., Res.
1662	Allen, Riley W., Res.	1023	Bubb, Nathaniel B., Res.
2293	American Express Co.	2324	Buck, Jno. W., Res.
1864	Andrus, D. S. & Co.	3444	Budd, E. W.
904	Applegate, Wm. E. & Co.	2033	Burrell, Dr. Jas. L. A.
1064	Arthur, John	2002	Byers, Nelson, Res.
1592	Artley, A. A.		
1594	Askey's Livery		
3024	Athletic Park		
B			
1193	Bailey, John W.	1883	Caldwell, Miss Anna E., Res.
272	Bailey, R. M., Office	113	Campbell, Dr. Eugene B. Res.
1702	Bailey, R. M., Res.	112	Campbell, Dr. Eugene B., Office
3372	Baker, E. H. & Co.	2562	Campbell, H. J. & Co.
2924	Baker, Dr. L. G.	1304	Candor, Addison, Res.
1644	Baldwin Bros.	1783	Candor & Munson
463	Baldwin, E. M.	272	CENTR'L PENN'A TELEPHONE & SUPPLY CO., General Office
1773	Bartles, C., Jr.	522	Chaapel, Harry, Market Street
1953	Bates, E. M.	523	Chaapel, Harry, W., Fourth St.
2203	Baum & Ulman	2493	Chambers, Megahan & Reed
2152	Beck Brothers & Co.	884	Cheyney, Dr. Howard
2084	Beeber, J. A., Office	623	Chief Operator Telephone Exch'ge
2684	Beeber, J. A. Res.	223	City Bakery
2312	Beede, Alex. & Co.	2354	City Controller's Office
304	Bentley & Smith	1764	City Recorder's Office
993	Betzel, Albert	3382	Clark, T. S., Res.
3113	Bly, David, Res.	1343	Clinefelter, M. E.
213	Boush, E., Res.	2252	Clinger, H. J.
1853	Boush, S. M., Office	2584	Cloudsley, J. B., Res.
1273	Boush, S. M. Res.	1403	Cochran, J. Henry, Res.
2454	Boush, J. P.	1892	Cochran, Payne & McCormick
2574	Bower, Peter B.	3072	Coder, J. Fred, Res.
2683	Bowman, B. C., Res.	1832	Coleman, F.
1133	Bowman, Foresman & Co.	723	Coleman, John
2804	Boyer & Co.	585	Coleman, Dr. Margaret G.
2803	Boyer, J. H., Res.	2753	Collins, Emerson
1054	Breakfast Table, The	784	Commissioners' Office
1444	Bridgland, Geo., & Son	192	Connelly, Dr. J. P.
794	Bright, J. C. & Co., Office	2343	Corcoran Lumber Co.
793	Bright, J. C. & Co., Refinery	1974	Cornell, E. A., Res.
1653	Brown, J. V., Res.	2753	Coryell & Collins
		1593	Coryell Flint Paper Co.



2753	Coryell, James B., Office
843	Coryell, James B., Res.
833	Coryell, John B., Res.
3362	Courtenay, A. S.
494	Crandell, D. E.
2513	Crocker, W. D., Res.
613	Crocker, H. A.
1314	Croll, George W.
1312	Crouse & Cohick
1435	Crouse, G. L.
2713	Culver, E.
2543	Cunningham's Livery
2763	Curtin, T.
D	
2094	Daveler's Restaurant
765	Davidge & Co.
1902	Dayton, J. E. & Co. Retail
1903	Dayton, J. E. & Co., Wholesale
1244	Dean, John M. & Co.
2384	Dean, W. F.
2634	Deemer, Elias, Res.
3173	Deemer, E. & Co., Upper Office
1385	Deemer, E. & Co., Lower Office
3132	Demorest Sewing Machine Co.
1093	Delmonico, The
1764	Denworth, J. B.
1414	Derrah, A. H., Manager
173	Derr's Livery
3012	Detwiler, Dr. B. H., Office
3014	Detwiler, Dr. B. H., Res.
1163	Dimock, L. W., Res.
2013	District Attorney's Office
1345	Distin Henry, Mfg Co.
2712	Dodd, Charles E. & Co.
2192	Dodge Mills
433	Drorbaugh, J. E.
1972	Duble & Cornell, Fourth & Pine
1975	Duble & Cornell, Branch Store
1973	Duble, J. B., Res.
284	DuFour, Dr. William M.
43	Dun, R. G. & Co.
1802	Duncan & Waidley
644	Dunn, Mat. E.
E	
94	Edison Electric Illuminating Co.
384	Edler, Daniel
1485	EDLER, JOSEPH

1423	Elliot & Loomis
143	Elliot, W. G., Res.
3102	Embick, F. E., Res.
1223	Emery Bros.
663	Emery, J. B. & Co., Montoursville Mill
1223	Emery, J. B. & Co., Office
1224	Emery, J. B., Res.
503	Emery, Wm., Office
672	Emery, Wm., Res.
1644	Enterprise Coal Yard
183	Erieg, John G. & Son
2754	Ertel Bros.
1194	Erdman, H. H., Res.
2574	European Hotel
725	Evenden Bros.
2993	Express, People's Express & Transfer Co.
1283	Excelsior Mill Co., Limited
F	
854	Fessler, D.
3003	Fisher, Hinkle & Co.
463	Fifth Avenue Coal Yard
2162	First National Bank
1560	First Presbyterian Church
1243	Fisk, Krimm & Co.
383	Flock, Jacob, Mrs.
714	Foresman, A. P. & W. B.
1762	Foresman, D. R.
1752	Foresman, Jas. S., Store
2654	Foresman, Mrs. R. M., Res.
1553	Foresman, S. T., Res.
643	Foresman, W. B.
1214	Fredericks, J. T.
853	Fry, W. E.
2214	Fulmer, J. H. & Co.
82	Fullmer, C. F. & Co.
204	Fullmer, Gottlieb
2122	Funston, Thomas J. & Co.
G	
1174	Gage, S. L.
282	Gamble, John A. & Co.
863	Gamble, John A., Res.
1564	Gamble, Mrs. E. B., Res.
972	Gazette & Bulletin, Business Office
973	Gazette & Bulletin, Editor'l Room
1323	German, John, Sup't.
1264	Gibson, Ira C.
734	Gibson, Jas. J., Res.
653	Gilmore, W. C.
3213	Gohl & King

1733	Goldenberg, H. S. & H. N.
1994	Gortner, A. W.
3313	Graff, Geo. E., Res.
2535	Greeley, Dr. Fred D.
2474	Grit Publishing Company
1333	Guise, D. P.
H	
2552	Haag, Dr. John P., Office
3022	Haag, S. G.
1152	Hack Stand, Samuel Jobson
1154	Hack Stand, William Roberts
1153	Hack Stand, William Williams
2722	Hagan, Mrs. M. A.
1173	Hagerman's Livery
3263	Hays, Jno. K., Res.
1203	Hays, John K., Office
2704	Harder, Geo. W.
1952	Harinton, Thos. L.
313	Harrison, W. M., Res.
2523	Hart Brothers, Factory
2453	Hart Brothers, Store
2614	Hazelet, John R.
2514	Hedden, John F., Res.
933	Heilman, A. H. & Co.
22.5	Heilman, A. H. & Co., Montoursville Factory
1474	Heller Brothers
394	Henry House
2023	Hepburn House
145	Hernance, A. D., Res.
2782	Hess, G.
964	Hibbard, E. J., Manager
2724	Hicks, Charles E.
2603	Hill, Dr. G. A.
2533	Hill, Justin L.
362	Hill, J. C.
3394	Hill, S. W. & Co.
1924	Holloway, W. B., Bottling Works
2594	Holloway, W. B., Res.
353	Home for the Friendless
2743	Hotel Crawford
504	Houck, Fred J.
2133	Housel, W. W.
634	Houston, Levi, Res.
2862	Howard, & Perley
842	Howard, Wm., Res.
2062	Huber, Milton
704	Hubbard, Dr. N. R.
1003	Huff, I. T., Manager
2473	Huffman, W. H. C.
554	Hull, Dr. W. R.
3353	Hunt, Dr. C. D.

I	
1013	Independent Oil Co.
J	
3092	James, Charles I., Res.
813	Jenkins, H. W. & Co.
2073	Jenks, Rhoads & Co., Limited
2535	Joerg, Dr. E. S. C.
1152	Jobson, Samuel
K	
1993	Kast, J. E.
2665	Kavanaugh, D., Res.
2262	Keeler E. Co.
203	Keller, Dr. D. M.
1793	Keller, F. H. & Co.
1502	Kelly's Hotel
2074	Kelsey, O. S.
2184	Kettle Creek Coal Mining Co.
1503	Keystone Bottling Works
133	Keystone Carpet Cleaner
2824	Keystone Furniture Co.
2374	Kilbourn, W. H.
3123	King, A. W.
1362	Kitzmiller, E. S., Res.
1642	Kline Bros. Furniture Co.
2142	Kline & Co.
263	Klump, Dr. John A.
1544	Klump & Hertz
1223	Knapp, A. D. & Co.
1992	Knickerbocker's Livery
1484	Koons, P. L.
1204	Koser, Dr. S. S., Office
314	Koser, Dr. S. S., Res.
3124	Krause, James B.
L	
2632	Laedlein, Auguste
1213	Laedlein & Long
803	Larkins, E. J., Res.
3192	Lawler, C. M., Office
2962	Lawler, C. M., Res.
2973	Lawson, J. S., Res.
2322	Lehman Machine Co.
1054	Lenhart, Geo. S.
2903	Lentz, George W., Res.
1923	Levan & Son
1184	Lewars & Co.
53	Linn & Crocker
752	Lloyd Laundry Co.
753	Lloyd, Wm. Q., Res.
2383	Logan, Dr. W. F.
2663	Long, John G., Res.

1162	Long, W. A. & Co., Limited
1344	Lord, A. & Co.
493	Lowry, T. G.
1223	Loyalsock Lumber Co.
762	Lumberman's Exchange
693	Lumley, Dr. Edward D.
2103	Lundy, A. D. & Co., Insurance
2105	Lundy, A. D. & Co., Store
1843	Lundy, Thomas, Office
1463	Lundy, Thomas, Res.
2825	Luppert, Valentine
2912	Lycoming Electric Co., Station
272	Lycoming Electric Co., Office
784	Lycoming County Commissioners
783	Lycoming County Prison
1183	Lycoming National Bank
1573	Lycoming Rubber Co.
442	Lyon, Dr. Edward
M	
2332	MacGill & Welteroth, Washt'n St.
2333	MacGill & Welteroth, W. 4th St.
3342	Mackey & Tallman
184	Mahaffey, A. C. & Bro.
2244	Mahaffey, D. S., Farm
743	Mahaffey, D. S., Res.
2653	Mahaffey, D. T., Res.
2664	Mankey Decorative Co.
1254	Mansel, James
243	Market St. Depot
2864	MARRIOTT, C. B.
1063	Maynard's Guy W., Sons
2354	Mayor's Office
3442	McCollum & Cline
1912	McCormick, H. C. & S. T.
1982	McCormick & Herdic
1324	McCormick, Dr. H. G.
1913	McCormick, H. C., Res.
1914	McCormick, S. T., Res.
214	McCormick, Mrs. Ellen
604	McDonald, Hugh, Res.
1884	McMinn, J. H.
1493	Melick, J. S. & Co.
3492	Mercer & Books
2802	Merchants National Bank
1844	Merchants Printing House
1872	Merriman & Merriman
133	Mertz, William
1293	Metzgers' Law Office
1253	Meyer, Harry S.
783	Michael, E. W., Sheriff

2573	Miller, Chas. E.
2693	Miller, Fred. R., Blank Book Co.
3004	Millspaugh Bros.
2644	Millspaugh, John, Res.
2613	Mingle, S. Q., Store
2612	Mingle, S. Q., Res.
572	Mitchell, Young & Co.
1494	Moltz, Jacob J.
1384	Moltz, Jerome
2764	Moore & Co.
1093	Moyer, L. J.
3214	Muir & Scott
1303	Munson, C. La Rue, Res.
1943	Munson, Edgar
2443	Munson, R. H., Res.
564	Mussina, Chas. C.
N	
2633	National Furniture Co., Limited
1483	National Planing Mill Co.
1423	National Paint Works
2583	National Transit Co.
2404	Neyhart, A. B. & Co.
1144	Noble & Son
193	Nutt, Dr. G. D., Office
194	Nutt, Dr. G. D., Res.
O	
122	Otto's, John A., Sons
P	
1604	Page, E. A. & Bro.
1605	Page, H. Mudge, Res.
664	Pardee, A., Montoursville Mill
1343	Park Bakery
303	Park Hotel
812	Park Planing Mill
1212	Parsons, H. C., Office
3294	Parsons, H. C., Res.
1893	Payne, Cochran & Co.
983	Payne, E. R., Res.
2993	People's Express and Transfer Co.
3342	Penn Mutual Life Ins. Co.
2474	Penn'a Grit
2192	Penn'a Joint Lumber & Land Co.
964	Penn'a Tract Society
602	Perley, A. P., Res.
2483	Peters, John, Market House
1516	Peters, John, Montoursville

1722	Penn'a R. R. Co., Fourth Street Ticket Office
243	Penn'a R. R. Depot, Market St.
251	P. & E. R. R. Div., Sup't's Office
1082	P. & E. R. R. Fr't Depot J. C. Oliver, Ag't
1813	P. & E. R. R. Fr't Depot, Ware Rooms Note-When inquiring about receipt of Freight please ask for No. 1813
953	P. & E. R. R. Dispatcher's Office
473	P. & E. R. R. Gen'l Freight Office, W. E. Frazer, Gen'l Ag't
952	P. & E. R. R. N. C. Junction
2392	P. & E. R. R. Ticket Office J. B. Pool, Ag't
251	P. & E. R. R. Trainmaster's Office
954	P. & E. & N. C. Round House
3192	P. & R. R. R., Sup't's Office
2812	P. & R. R. R. Freight Depot, J. Fred. Coder, Ag't
34	POLICE HEADQUARTERS
1280	Police Patrol
394	Post, G. S.
2104	Post Office
913	Pott, Charles R.
134	Prior, W. R., Res.
3064	Public Building
812	Purdy & Green
2883	Putnam & Crockett
Q	
252	Quiggle, Chas. A., Res.
1043	Quigley, A. J., Agent
R	
373	Ransom, M. C. & Son
3063	Ray, George E.
3253	Reading, John G., Jr., Res.
2313	Reardon, J. J.
54	Reighard, Oliver H., Office
1563	Reighard, Oliver H., Res.
2013	Reilly, Chas. J.
114	Reilly, Dr. P. C.
2942	Reinhold, Dr. Max J.
1844	Republican Office
452	Righter, W. Sons & Co.
2953	Riley, W. P.

413	Rhoads, F. D., Res.
272	Rhoads, H. R., Office
233	Rhoads, H. R., Res.
512	Rich, Dr. T. C.
703	Richards, Dr. F. J.
2792	Rissell's Livery
464	Robert's Livery
1154	Roberts, Wm., Hack Stand
1924	Rochester Brewing Co.
552	Rockey, W. B., Res.
1542	Rorher & Houser
1422	Rowley & Hermance
412	Rowley, E. A., Res.
2583	Russel, J. C., Res.
1603	Ryan, John R. T.
1543	Ryan, Michael C.
S	
3035	Sallada's Livery
293	Sanderson, George L., Res.
2843	Savings Institution
64	Scheffel, Charles, Res.
3323	Scheliha, Dr. P. W. Von.
2823	Schneider, Dr. C.
2413	Schneider, Dr. Louis
2093	School Bros.
374	Schrade, Mrs. Ivy E., Res.
2534	Schweiker, Fred'k D.
1374	Seitz Bros.
1524	Senn, Dr. John
343	Shadle, H. S. & Co.
1633	Shaw, N., Res.
1383	Shaw, N. & Co.
1445	Shaw, P. B., Res.
14	Shobbell, Gamble & Co.
544	Shuler, A. W.
63	Sipe & Sons
2463	Sisson, Dr. F. M.
2344	Silvermann Bro's & Co.
804	Silvermann, Wm., Res.
152	Slate's George, Sons
154	Slate, H. A., Res.
2884	Smith, Harry K. & Co.
2303	Solomon, H. A.
1003	South Side Refining Co., City Office
2052	South Side Refining Co., So. Williamsport Factory
1753	Souter, Jno.
3164	Spence, Dr. D. W.
1774	Sprague, W. E. & Co.
1012	Sprout, C. E., Office
3114	Sprout, C. E., Res.
1434	Stadon, W. & C.
1803	Standard Candy Co.

3163 Star Dairy  
 943 Stearns, L. L. & Son  
 3393 Stephens, W. M.  
 683 Stickel, Dr. Jacob  
 2593 Stiltz, D. R. Res.  
 542 Stonesifer, J. G.  
 543 Stopper, Lawrence D.  
 3172 Strong, Deemer & Co., Lt'd,  
 Maynard Mill  
 3173 Strong, Deemer & Co., Lt'd,  
 Office  
 162 Stuempfle, D., Main Office  
 163 Stuempfle, D., Academy St.  
 2984 Stuempfle, D., West Fourth  
 St.  
 1874 Stutzman & Katzmaier  
 1292 Suess, J. Paul  
 2673 Susq. Trust & Safe Deposit  
 Co.  
 1122 Sweet, A. W.  
 1822 Sun, The  
 483 Susquehanna Boom Co.

## T

3284 Tallman, Mrs. Louisa, Res.  
 104 Thobro, Henry  
 1363 Thomas, James  
 2283 Thompson, Gibson & Co.  
 23 Tide Water Pipe Co., Limited  
 892 Tinsman, Garret D., Res.  
 3302 Tinsman, Mrs. Margaret, Res.  
 1603 Tinsman & Ryan  
 1364 Tomlinson, Dr., Livery  
 223 Towner, A. H.  
 2335 Troxell, H. P., Res.  
 2772 Turner, J. A.

## U

2083 Ulman Bros.  
 1932 Ulman's, Moses, Sons  
 1933 Ulman, Moses, Res.  
 2252 Union Insuring Co.  
 923 United States Express Co.  
 1464 United States Machine Co.  
 694 Updegraff, S. G.  
 2023 Updegraff, Daniel

## V

1384 Variety Iron Works  
 2953 Valley Iron Works  
 992 Villinger, H. A.

## W

344 Wagner, A. S., Pine Street  
 Office  
 3064 Wagner, A. S., Public  
 Building  
 2064 Walker, Dr. C. C.  
 2674 Walker, R. J. C., Office  
 1113 Walker, R. J. C., Res.  
 354 Waltz, G., Res.  
 2733 Waltz, William H.  
 2983 Waltz & Hoyer  
 1554 Way, J. Roman, Res.  
 1433 Weed & Allen  
 75 WEED F. T. & CO., Druggists  
 74 Weed, F. T.  
 2272 Weed, F. R. & Co.  
 2893 Weed, M. B., Res.  
 2134 Weigle, D. H.  
 423 Weis & Hall  
 3274 W. & N. B. R. R. Office  
 84 Wenner, John  
 762 West Branch Lumberman's  
 Exchange  
 1622 West Branch National Bank  
 1712 Westfall, E. B., Office  
 1713 Westfall, E. B., Res.  
 1672 Western Union Telegraph Co.  
 1104 White, Lentz & White  
 1393 White, Mrs. John  
 1583 White, Mrs. Martha C., Res.  
 3334 Wilcox, R. B.  
 1323 Wildwood Cemetery Co.  
 272 Wilkinson, J. E., Office  
 1742 Wilkinson, J. E., Res.  
 1132 Williams & Foresman  
 1572 Williams, S. N., Res.  
 1153 Williams, William

## WILLIAMSPORT FIRE DEPT.

Do not call Fire Engine Houses to  
 report fire alarm. Fire Alarm Call is 625.

405 Engine Company No. 1  
 402 Engine Company No. 2  
 403 Engine Company No. 3  
 404 Hose Company No. 4  
 406 Engine Company No. 5, New-  
 berry  
 1414 Williamsport Beef Co.  
 224 Williamsport Candy M'fg Co.  
 1074 Williamsport Brick Works  
 1844 Williamsport Daily Repub-  
 lican  
 614 Williamsport Dickinson Sem-  
 inary

1962 Williamsport Furniture Co.,  
 Office  
 1963 Williamsport Furniture Co.,  
 Fact'ry  
 2623 Williamsport Gas Co.  
 2563 Williamsport Hardware and  
 Stove Co., Limited  
 1164 Williamsport Hospital  
 2822 Williamsport Iron & Nail  
 Works  
 1123 Williamsport Kindling Wood  
 Co., Limited  
 3004 Williamsport Machine Co.,  
 Lt'd  
 1523 Williamsport Milk Depot  
 1032 Williamsport National Bank  
 1683 Williamsport Oil Co.  
 1073 Williamsport Planing Mill Co.  
 574 Williamsport Steam Co.  
 WILLIAMSPORT TELE-  
 PHONE EXCHANGE  
 2273 Williamsport Water Co.,  
 Office  
 2865 Williamsport Water Co.,  
 Pump Station  
 2853 Williamsport Wire Rope Co.  
 2933 Willits, Dr. Wm.  
 722 Wilson, Albert, Res.  
 2373 Winner, Hiram  
 2344 Wire Buckle Suspender Co.  
 594 Wolf, Peter  
 1603 Woolverton & Tinsman  
 2223 Wurster, L. & Co.  
 822 Wyckoff Pipe Co.  
 3264 Wyckoff, F. T., Res.

## Y

2702 Y. M. C. A.  
 1533 Young, John M., Res.  
 434 Youngman, Dr. C. W.  
 434 Youngman, S. L.  
 3143 Younkin, Watkins & Evans

## DUBOISTOWN

2873 Dinehart, Jas. A., Res.  
 2874 WHEELER, THOMAS

## FAIRFIELD

2243 Rawle, Henry  
 2243 Sherman, Will. T., Res.

## LINDEN

3183 Seitzer, E. H.  
 3185 Lynch, Jas. A., Res.

## MONTOURSVILLE

663 Emery, J. B. & Co.  
 1515 Hays, Pidcoe & Co.  
 2245 Heilman, A. H. & Co.  
 224<sup>4/4</sup> Matlack, George S. & Co.  
 2244 Mahaffey, D. S., Farm  
 1517 MEYER, L. I. & Co.  
 664 Pardee, A.  
 2242 P. & R. R. R., Depot  
 1516 Peters, John  
 224<sup>4/4</sup> Stone Crusher  
 1514 Weaver's Livery  
 1513 Weaver, S. & Co.

## NEWBERRY

3153 Bell, Dr. G. F.  
 1692 Bussler, R. H.  
 2175 Crawford & Courson  
 2192 Dodge Mills  
 874 Funston & Snyder  
 2173 Good, A.  
 1234 Good, J.  
 3165 Knight, John  
 2172 Mosser, J. K. & Co.  
 1693 Nicely, G. W., Res.  
 2174 P. & E. R. R. Depot  
 3163 Star Dairy

## NEWBERRY JUNCTION

1694 Fall Brook Coal Co.  
 2813 P. & R. R. R. Co.

## PERRYVILLE

1235 Stiber V. & Co.

## SOUTH WILLIAMSPORT

2054 Achenbach, G. C.  
 793 Bright, J. C. & Co., Refinery  
 2872 Jackson, A. R.  
 2824 Keystone Furniture Co.  
 2043 Koch, A., Bros  
 2825 Luppert, Valentine  
 2875 Plankenhorn, D.  
 2823 Schneider, Dr. C.  
 2052 South Side Refining Co.  
 2053 Sweeley, Wm., Postmaster  
 1464 United States Machine Co.  
 2822 Williamsport Iron & Nail  
 Works

**JERSEY SHORE EXCHANGE**

	Sunday Hours, 9 to 10 a.m., 5 to 6 p.m.
73	B. C. R. R. Co.
5 1/4	Crawford House
78	Fall Brook Coal Co.
4 1/4	Gamble House
151/4	Gamble, Mrs. M. A., Res.
24	Globe Hotel
23	Hepburn, M. P.
72	J. S. P. C. & B. R. R. Station
3202	<b>JERSEY SHORE TELEPHONE EXCHANGE</b>
63	Jersey Shore Banking Co.
3202	Pott, Charles H.
86	Staples, B. E.
53	Trump, F. & E.
3202	Western Union Telegraph Co.

**ANTES FORT**

48	Antes Forte Fishing Club
46	Bailey Bros.
47	Gheen, Wm. E.
49	Halfpenny, Campbell & Co., Lt'd.
43	P. & E. R. R. Station
4 7/4	Sanderson, Geo. L.
44	Trout Mere Fishing Club

**SALLADASBURG**

35	Miller, W. L.
33	McCullough, Robt. M.

**LARRY'S CREEK**

36	J. S. P. C. & B. R. R. Station
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**BROOKSIDE**

37	Williamson, J. R.
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**WHITE PINE**

38	Weigle, J. R., Agent
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Ca. 1888

625 FIRE ALARM CALL 625

**ENGLISH CENTRE**

3 4/4	Davidge & Co.
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**MUNCY EXCHANGE**

	Sunday Hours 9 to 10 a.m., 5 to 6 p.m.
3236	Adams Express Co.
13	Clapp, Mrs. C. L., Res.
3 4/4	Coulter, Rogers & Co.
103	Commercial House
33	First National Bank
73	Lyon Lumber Co.
102	Mohr, W. E., Postmaster
3236	<b>MUNCY TELEPHONE EXCHANGE</b>
62	Noble & Peterman
3236	Painter & Walton
68	P. & R. R. R. Depot
22	P. & E. R. R. Depot
67	Smith, L. S. & Son

**HUGHESVILLE**

44	Bodine & Warn
4 6/4	Frontz, William & Son
42	Hughesville Furniture Co., Limited, Office
48	Hughesville Furniture Co., Limited, Factory
45	Kelly, Jeremiah
4 2/4	Rishel, J. K.
4 5/4	W. & N. B. R. R. Depot

**HALL'S STATION**

34 3/4	W. & N. B. R. R. Depot
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**MONTGOMERY**

23	Houston, L., Res.
24	Houston, L., Office

**MUNCY STATION**

22	P. & E. R. R. Station
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**MILITARY HISTORY FROM EVERETT RUBENDALL'S  
WRAP MORNING RADIO SHOW - FEBRUARY 10, 1976**

It was pointed out 25 years ago that Mifflin Place, which was one block long, though relatively short, was nevertheless a famous home of heroes. Mifflin Place ran from West Fourth Street to Grace Street, just east of Campbell Street. It was an old street, as exemplified by the cobble stones. It also was a narrow street, laid out well before the days of the automobiles. In fact, the principal problem of those living on the street was the automobile congestion.

This single block, with less than a dozen dwellings on it, had been the home of two outstanding military heroes. They were army officers, who had won high military decorations. The first was Major Edward P. Mackey, who was the only Lycoming County resident to win the Distinguished Service Cross in World War I. The second was Colonel Richard Reidy, who was the first soldier in this county to win the Distinguished Service Cross in the Korean War. This decoration was awarded for "distinguished and extraordinary heroism in combat against an armed enemy", the nation's second highest decoration, ranking next to the Congressional Medal of Honor.

So far as county records were known, in 1951 six men had received the Distinguished Service Cross. The following four men were awarded the Distinguished Service Cross during World War II: Colonel Raymond D. Milliner, for heroic leadership of paratroopers behind enemy lines three days before D-Day; Captain Frank W. Fenno, U. S. Navy, for breaking the Jap Blockade of the Philippine Islands to run ammunition and medicine into Corregidor; Captain Ned Elder, whose tank corps unit made the first escape breakthrough at the Normandy Beach enabling allied troops to expand their hold on the European mainland; Technical Sergeant Carl W. Moore, who helped bring back the sadly crippled "mizpah". The pilot was dead, the copilot was wounded and the plane was riddled with flack, with temperatures 30-below zero, despite orders to jump for the crew.

Williamsport also has the right to

claim two Congressional Medal of Honor winners. One had been conferred on Brigadier General H. H. Bingham, "for distinguished gallantry in the Battle of the Wilderness" during the Civil War. Born in Philadelphia, he spent two years of his boyhood in Williamsport. The family lived in a building that later became the Museum of the Lycoming County Historical Society at 858 West Fourth Street. The other winner of the Congressional Medal of Honor was Private Albert Ralph Campbell, U. S. Marine Corps. He was born April 8, 1875, in Williamsport, Pennsylvania. He received the Congressional Medal of Honor for action taken at Tientsin, China, during the Boxer Rebellion, June 21, 1900.

Getting back to Mifflin Place. By 1951, Colonel Reidy's famous family lived at 332 Mifflin Place. This was the home of Mr. and Mrs. A. J. Nau, parents of Mrs. Reidy. Major Mackey and his wife resided in two homes on Mifflin Place. Mrs. Mackey, who lived at 609 Vallamont Drive in 1951, said she and her husband lived at 337 and 335 Mifflin Place, near the Reidy home.

Major Mackey went out with the 28th Division, Penna. Keystone Division, in World War I. A lieutenant with infantry troops, he was elevated to the rank of Captain, when he was promoted on the field of battle for gallantry. He won two decorations. His own country gave him the Distinguished Service Cross. France awarded him the Croix de Guerre, with palm. He died in 1933.

Colonel Reidy's military service dated to 1927, when he entered West Point Military Academy, graduating in 1931. During World War II, he led infantry troops in the Pacific Theatre, through bloody Okinawa, and later into Korea. Then came June 25, 1950, in the war in Korea. On the Inchon invasion, he won the bronze star for valor. He was given a silver star for "gallantry in action". For his leadership and for extraordinary heroism in mortal action against an armed enemy, he earned the Distinguished Service Cross.

## THE PRESBYTERIAN MINISTERS OF LYCOMING COUNTY (Conclusion)

By Warren L. Marsh

*Rev. Adolos Allen*

Adolos Allen was born in Iowa City, Iowa, December 12, 1855. Following his elementary education, he graduated from Williams College, Williamstown, Mass. 1878, MA 1887, and from the Princeton Theological Seminary, Princeton, New Jersey 1881. He was ordained January 23, 1881 by the Presbytery of Jersey City, New Jersey and accepted his first pastorate at the Clermont Avenue Presbyterian Church of Jersey City, N. J. in 1881 remaining until late 1884, at which time he moved to Williamsport, Pennsylvania.

An election for pastor was held by the congregation of the Third Presbyterian Church of Williamsport, Pennsylvania, Wednesday evening, December 17, 1884, with the Rev. S. E. Webster of the First Presbyterian Church this city acting as Moderator. By a total vote of 43, the congregation unanimously elected Mr. Adolos Allen of Jersey City, New Jersey and the salary was fixed at \$1600.00 per annum, payable quarterly with free use of the parsonage.

Mr. Allen became pastor in 1885 and on March 6, 1885, Mrs. Elouise Allen presented her letter from the Clermont Avenue Church of Jersey City, New Jersey. Mr. Allen has been described as not a large man, fair, and very pleasant. That he was particularly attractive to the young people is evidenced in part by the very strong and active Young Peoples Society or Christian Endeavor. The church under his leadership was active in the State organization of Christian Endeavor and we note that probably among others, Miss Mary Purdy and Mrs. L. Reider were delegates to the State Convention at Erie, Pennsylvania.

Of most gentlemanly demeanor, Mr. Allen had a fine mind, and warm-hearted piety, he excelled as a pastor,

and is held in very affectionate remembrance by many of the people. The disastrous flood of 1889 prevented the carrying out of certain plans for the improvement of the church property in Mr. Allen's pastorate, and they were left to be consummated in a later pastorate.

That Mr. Allen found some disfavor among the newer members of the church is discovered by the following letter dated September 11, 1891: "Dear Brethren: For a certain reason, which, at the present time, need not be mentioned, but which is well known to you, I take advantage of this opportunity to notify you officially that so soon as God in His Providence opens up to me a suitable field of labor, it is my intention to ask Presbytery to release me from the Pastoral charge of The Third Presbyterian Church, of Williamsport, Pennsylvania." On March 30, 1892, Mr. Allen gave notice that he would vacate the pulpit as of April 1, 1892, subject to the approval of Presbytery at its meeting at Shamokin, Pennsylvania.

Since leaving Williamsport, Mr. Allen held a number of prominent pastorates as follows: Co-pastor at the First Presbyterian Church of Washington, D. C. from 1894 to 1896, co-pastor at the First Presbyterian Church at Reading, Pennsylvania from 1897 to 1900, and pastor of the Second Presbyterian Church at Cranbury, New Jersey from 1900 to 1914. From 1914 to 1916 he was Chaplain at the Sailor's Home & Institution of New York City. In recent years he has been busy as a lecturer and as interim pastor in a number of the leading churches, his last engagement of this kind being in Germantown, Philadelphia, Pennsylvania.

His courtesy, great ability and high spirituality made him very acceptable in

this somewhat difficult work, and he was constantly employed. Mr. Allen died in the Scranton, Pennsylvania hospital January 25, 1927, following an operation for appendicitis.

The funeral of Rev. Adolos Allen, at one time pastor of the Third Presbyterian Church of Williamsport, Pennsylvania, was held in the Covenant-Central Church (successor to the Third Church by merger) on January 28, 1927. It was conducted by the Rev. Dr. Elliott C. Armstrong in the absence of Dr. Granger on vacation. In his remarks, Dr. Armstrong emphasized Mr. Allen's three-fold combination of a winning personality, a deep spiritual nature, and a great interest in the prayer life of the churches he served. It was no unusual thing for the prayer meeting to double in attendance during one of his interim pastorates.

☆☆☆

*Mr. Jesse S. Bell*

As a living example of Presbyterian life and action there are few among the laymen who can stand with Jesse S. Bell. one of Williamsport's most honored and revered Presbyterian men. Mr. Bell by virtue of his interest in religion, more especially as it is seen through the principles of our great church, has had heaped upon his head more honors than those usually bestowed upon laymen.

Jesse Scott Bell was born November 10, 1875, in Bedford County, Pennsylvania the son of James Wallace Bell and his wife Anna Levegood - a Methodist minister. The family moved west and he spent his youth in South Dakota, living on the edge of the reservations of the Sioux and Crow Indians for about twelve years. To secure a schooling in this area he had to walk four miles each day in the severe winters. He returned to Pennsylvania in 1894 for the purpose of completing his education and attended Dickinson Seminary, now Lycoming College, in 1895 and 1896. From 1900 to 1909 he was in the newspaper business, serving as a reporter on the Williamsport Sun from 1900 to 1905, and as Manager of the

Evening News from 1905 to 1909. The Evening News was afterward discontinued.

Mr. Bell joined the First Presbyterian Church of Williamsport, Pennsylvania in 1905 and was elected a Ruling Elder in 1914. He was a Trustee of the Synod of Pennsylvania from 1920 to 1930, and a member of Synod's General Council from 1935 to 1938. He was a member of the Directors of the Northumberland Presbytery, Inc., since 1920 and President since 1940.

He was elected Moderator of the Northumberland Presbytery in 1948, the second layman to hold that office; the first layman to hold the office was John G. Reading, also of the First Presbyterian Church of Williamsport, who served in 1907, long before it became the mode to have laymen serve as Moderators.

It is Mr. Bell's firm conviction that our church is a Laymen's church and that as such they should be more interested in the operation of it. This conviction has been exemplified in his own life and he has done everything in his power to encourage other laymen to become acquainted with the work of the church. Proof of the matter in this area is that on more than one occasion the Elders have outnumbered the ministers at the meetings of Presbytery and the response of the men in the area is encouraging.

Mr. Bell through the years has served on numerous committees in the Presbytery and has spent more time promoting the work of the Presbytery than any other layman. He has served as moderator and has advocated the present plan of alternating the leadership of the Presbytery by having a minister as moderator one year and the next having an Elder elected to serve. This is strengthening the work of the Presbytery and will gradually create ever more interest in years to come.

On June 9, 1950, Mr. Bell was elected unanimously to the high position of Moderator of the Presbyterian Synod

of Pennsylvania-the first layman to be elected to this position. The sessions held at Wilson College in Chambersburg, Pennsylvania, represented 1,121 churches and 400,000 members - this representation being placed in the hands of 130 commissioners. This election of Mr. Bell's places in the presiding office of the synod a layman for the first time since 1882. Not since 1916 has the Presbytery of Northumberland, for which Mr. Bell was a commissioner and former moderator, had a representative in this office.

The offices of Moderator of Presbytery and Moderator of the Synod of Pennsylvania has given to Jesse Bell the opportunity of visiting many pulpits of the Presbyterian Church in Pennsylvania and addressing the congregations in morning worship, laymen's and women's organizations, church schools and youth groups. Since 1948 he has addressed over 50 Presbyterian gatherings about half of which have been at Sunday morning services.

Locally Mr. Bell is widely known in this city as a real estate broker and has been clerk of his own church session for the past eight years and a teacher of an adult class in the Sunday School for many years. He also has promoted men's work in the church at large and has been consultant to the various churches in matters of law and government.

Mr. Bell, a natural leader, has through the years developed a good sense of values and approaches problems only after thorough study and when he speaks he not only is convincing in his manner but has the facts and figures to back up his statements. It is indeed a privilege to know Jesse S. Bell and one must congratulate his church, the local Presbytery and community for such a man whose influence in the cause for Christ will be felt for many years to come. Northumberland Presbytery is a better Presbytery, and the Presbyterian Church as a church, and more important, the Kingdom of God has been enriched because of this man.

