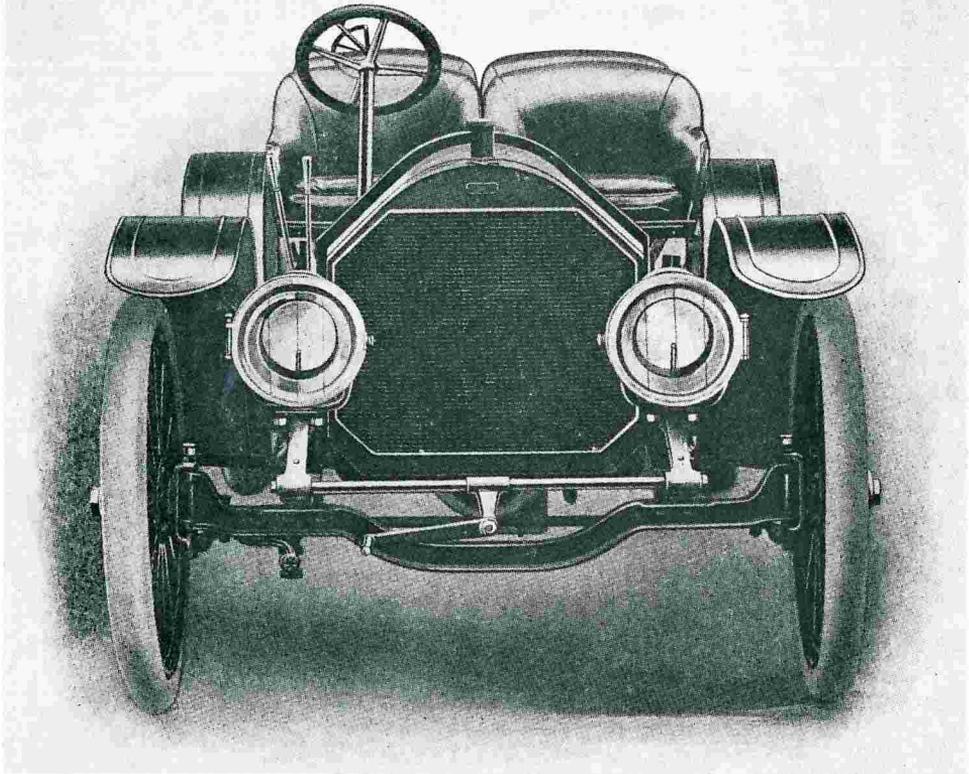


THE CAR *with the*
"STRAIGHT-LINE DRIVE"



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OF THE
Lycoming County Historical Society

VOLUME XI
NUMBER TWO

FALL
1975

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COVER PICTURE — Front View of the Imperial Motor Car



GREETINGS FROM THE PRESIDENT'S DESK

August 19, 1975

Dear Members:

By the time you receive this issue, our program for 1975-76 will be off to a good start. Appropriately for this Bicentennial year, our September activities focused on Colonial Williamsburg and included a membership meeting with two films and a three-day tour to the restored historic area.

At our October 16 meeting, Mr. Robert F. Elliott will present the colorful history and personalities of the Ralston-Canton area. On October 25 a one-day tour is planned to the Mercer Museum and Moravian Tile Works at Doylestown, Bucks County.

We are very fortunate to be able to present a concert by the United States Marine Band — the "President's Own" — on October 29. This will be a real musical treat, and we are asking every member to support this benefit program enthusiastically. The various committees have worked diligently, but we need the help of every member to raise the money needed to reduce our budget deficit and continue the cultural and educational services of our Museum.

Our Bicentennial emphasis continues with a meeting at Lycoming College on November 20. "Fort Antes and the Antes Family" will be presented by Mr. Dale Bower and other Antes historians. The Christmas program on December 18 will feature the Junior Music Club directed by Miss Doris Heller and recollections of past Christmases by several of our senior members. These programs will be followed in 1976 by others of equal importance and interest. I urge your attendance and continued support.

During the past year three important books have been published by our Society. Reprinted editions of Pomeroy and Stewart's "Atlas and History of Lycoming County" and Meginness' "History of Lycoming County" have been in great demand. Our latest publication, "Man, Land and Time" by Dr. William Turnbaugh, is a valuable

study for everyone interested in the archaeology, natural environment, and prehistory of Northeastern United States.

The permanent and temporary exhibits at our Museum planned and prepared by our Director, Mr. Andrew K. Grugan, and his assistants and volunteers, continue to be interesting, attractive, and informative. The Bicentennial is given special emphasis throughout our exhibits. Let us show our appreciation by frequent visits.

I hope to greet each of you at future activities of our Society.

Sincerely yours,

Robert D. Smink, President
Lycoming County
Historical Society



1975 - 1976

MEMBERSHIP MEETING PROGRAM AND ACTIVITIES OF THE LYCOMING COUNTY HISTORICAL SOCIETY

September 18, 1975, 8 p.m.

Two color and sound films on Colonial Williamsburg: "The Colonial Naturalist" and "Flower Arrangements of Williamsburg."

September 26, 27, and 28, 1975

Society bus tour to Colonial Williamsburg.

October 16, 1975, 8 p.m.

Robert F. Elliott will speak on the history, development, and famous people of the Canton area. Ralston Historical Society members will be our guests.

October 25, 1975

Society bus tour to the Mercer Museum and the Moravian Tile Works in Doylestown, Pa.

October 29, 1975

Benefit Concert by the United States Marine Band.

November 20, 1975, 8 p.m.

Dale Bower and other Antes family historians will present a program on Antes Fort and the Antes family. This will be a BICENTENNIAL PROGRAM, presented in conjunction with Lycoming College, in ROOM D-001 OF LYCOMING COLLEGE.

December 18, 1975, 8 p.m.

Christmas meeting will feature the Junior Music Club under the direction of Doris Heller. Society members will recall events of past Christmases.

January, 1976, 8 p.m.

Dr. William Turnbaugh. Date and subject to be announced.

February 19, 1976, 8 p.m.

The History of blacks in Williamsport.

March 24, 1976, 6:30 p.m.

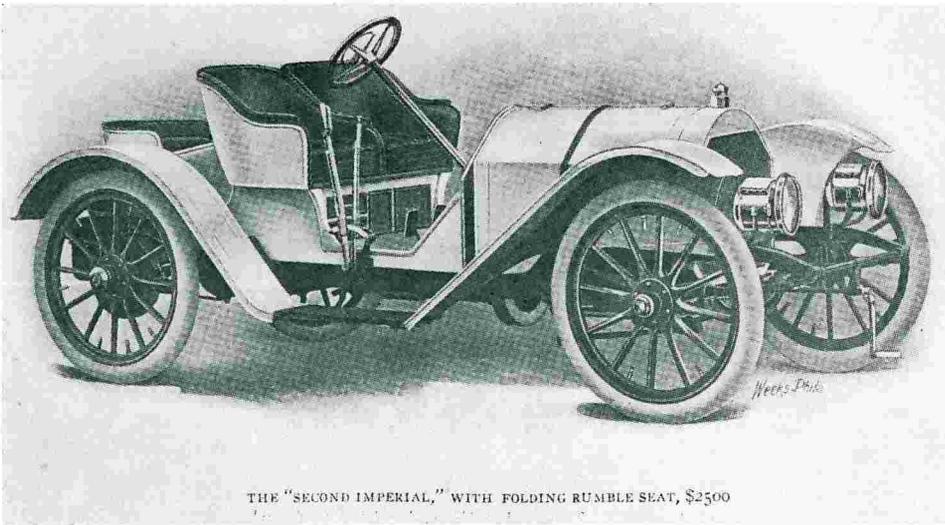
Dinner meeting at the Eldred Township Fire Hall, Warrensville. Mrs. Maurice Mook will present her program on Severin Roesen.

April 3, 1976

Society bus tour to Pennsbury Manor and "A New Look at Olde Philadelphia."

April 15, 1976, 8 p.m.

To be announced later.



THE "SECOND IMPERIAL," WITH FOLDING RUMBLE SEAT, \$2500

THE IMPERIAL MOTOR CAR COMPANY OF WILLIAMSPORT

By Donald J. Summar

The events which preceded the organization of the Imperial Motor Car Company in 1907 had their beginning in October, 1905, when N. Burrows Bubb, a prominent businessman in Williamsport, announced plans to construct an automobile garage in the city. Bubb, who was general manager of the Hermance Chemical and Otto Chemical firms, stated that the rising popularity of the automobile made his garage a necessity for Williamsport. He had purchased the property of Sipes Brothers at the southwest corner of West Third and Locust Streets and had hired W. H. C. Huffman's Sons to build the garage, which was to be a two-story brick structure 115 feet deep with an 80-ft. frontage on West Third Street. (1)

In early November, 1905, the Williamsport Automobile Exchange, with \$10,000 capital, was organized under Pennsylvania laws to deal in automobiles. Incorporators were two of Bubb's sons, Harry A. Bubb and Nathan B. Bubb, Jr., who had arranged to rent the garage from their father. Harry was named president of the firm, and Nathan was named secretary and treasurer. Their brothers George, James, and Albert

were also associated with the firm. In late November the Exchange secured agencies for the Reo and White automobiles for north central Pennsylvania. (2)

By March, 1906, the garage was open and doing a brisk business in new and used automobiles. In addition to the Reo and the White, the Exchange had become agent for Premier. The first shipment of Premiers arrived in Williamsport in late March. In early April the Exchange had three Reo automobiles, two Reo delivery wagons, three Premiers, and one White touring car in stock. This range of makes gave the company wide market coverage. The Reo was offered in models priced from \$650 for the runabout to \$1250 for the touring car or 1000-pound delivery wagon; the air-cooled Premier was priced from \$1250 for the runabout to \$2250 for the touring car; and the rather luxurious White steamer was priced at \$2800 for the touring car. (3)

As the sale of new cars proceeded during 1906, the Bubb brothers began making plans for the manufacture of automobiles. Construction of a prototype automobile was started in late October. The vehicle, a two-

passenger roadster of the "semi-racing" type, had been designed by C. P. Van Ferls, manager of the Exchange and reportedly a French automobile expert. Seven machinists and carriage builders were put to work on the prototype. The effort of the Bubb brothers to develop a car of their own in late 1906 may have resulted from their failure to receive an adequate allotment of new cars for the 1907 season. For example, the White Motor Company had allotted the Exchange just eight automobiles for 1907, and five of them had been contracted for by mid-December of 1906. (4)

The prototype automobile, in chassis form, was given its initial test on April 2, 1907, at which time it was given its official name — the IMPERIAL ROADSTER. The Imperial was said to have reached sixty miles per hour during the test run. A newspaper report had much to say about the car's silent running. The vehicle's outstanding feature was its so-called double-drop frame, in which both side frame members were curved downward behind the front axle and curved back up just forward of the rear axle. This arrangement lowered the center of gravity dramatically without reducing road clearance, and permitted the gear box to be placed so that straight-line drive from the engine to the rear axle was possible when the car was loaded. The Imperial was given a low rakish look by the combination of double-drop frame, 106 inch wheelbase, 36 inch wheels, and open raceabout body with barely visible straight dashboard. The frame extended far forward of the radiator in the French pattern.

The car was powered by a four-cylinder engine of 35 horsepower. The cylinders, cast in pairs, had a bore and stroke of 4 1/4 x 4 7/8 inches. The engine was of the company's own design and was apparently constructed in their shop with locally-made castings. Drive was through a Brown-Lipe clutch and sliding gear transmission with three forward speeds and reverse to a driveshaft. Other specifications included the use of double-acting band brakes on the rear wheels, Timkin roller bearings throughout the automobile, and Goodrich clincher tires on the artillery wheels. (5)

After the test run, plans for the production of the Imperial were announced. In December, 1906, Harry A. Bubb had stated that plans for manufacturing the car would not be made until there had been a thorough test of its merits, and had gone on to say:

"If the demand for the new automobile is not too great, a large force of men will be put to work in the construction shop of the present garage. This establishment will be utilized until the success of the roadster is demonstrated. Then, if the business warrants, a company will be organized and a factory built."

In April, 1907, an optimistic production schedule of about two hundred cars for the year was announced. (6)

A separate firm, the Williamsport Engineering Company, had been organized in early 1907 to provide capital for construction of the prototype. Harry C. Bubb, younger brother of N. Burrows Bubb and sole proprietor of George Bubb & Sons, wholesale grocers, was president of the firm, and Harry A. Bubb was vice-president and treasurer. The building at West Third and Locust must have been crowded that spring, for in addition to the activities of the Williamsport Automobile Exchange and the Williamsport Engineering Company, William D. Hammill rented space there for the Electric Vehicle Garage. (7)

During the summer of 1907 plans for the organization of an adequately capitalized company to manufacture the Imperial were formulated by the Bubbs and other interested businessmen. The Imperial prototype was publicized with daily runs and numerous road tests in the vicinity of Williamsport. For some reason the car was not entered in the first annual Williamsport Hill Climb, held on Vallamont Hill on July 13, 1907. Harry A. Bubb drove a White Steamer instead of the Imperial. A good showing by the Imperial could have given impetus to the plans for its manufacture. The absence of the Imperial, therefore, makes claims for its powers somewhat suspect. (8)

In any event, plans were completed, and on August 6, 1907, six Williamsport men

made applications for a charter for the Imperial Motor Car Company, which was capitalized at \$50,000 in 500 shares of \$100 each par value. The incorporators, with the number of shares purchased by each, were: N. Burrows Bubb (50 shares); Harry A. Bubb (50 shares); Garrett Cochran (25 shares); Ebenezer B. Campbell (25 shares); Henry D. Brown (50 shares); and Fred P. Brand (1 share). The company's charter was approved on August 28, 1907. (9) Of the incorporators other than the Bubb's, Brown was president of the Williamsport Water Company and the Citizens Water & Gas Company, and general manager of the Williamsport Gas Engine Company; Cochran was manager of the Williamsport Wire Rope Company; Campbell was a wealthy lumberman; and Brand was the former sales manager of the Autocar Company, Ardmore, Pa. (10)

Officers of the new company were Garrett Cochran, president; Henry D. Brown, treasurer; Harry A. Bubb, secretary; and F. P. Brand, vice-president and general manager. In addition to the officers, the board of directors included N. Burrows Bubb, E. B. Campbell, Frank C. Bowman, and Harry C. Bubb. Brand had been sales manager of Autocar for over two years, and prior to that had been Chicago agent for Apperson. One of his first acts at Imperial was to hire Williams I. Glasby to be superintendent of works. Glasby had previously worked for the Autocar Company and the Royal Motor Car Company, Cleveland, and had been superintendent of the factory of the Dragon Automobile Company, Philadelphia. (11)

Employees in the Imperial factory included foreman Harry Rantz; machinists Wm. DeHaven and Harry Stevenson; assemblers Benjamin Sarbo, Ward Mitchelltree, Charles J. Heilhecker, and Walter E. Shaefer; painter G. Wood Stohler; blacksmith Harry Holl-opeter; and office worker Ida M. Dalton. Rantz was well qualified to be shop foreman. In 1903 he had been foreman of the L. Maxwell Manufacturing Company, Walnut Street, which manufactured bicycles, carriages, and automobiles to order, and had afterwards been proprietor of an automobile garage at 341 West Third Street. (12)

With the organization of the Imperial Motor Car Company, efforts to initiate production of the Imperial roadster moved forward at a heightened tempo. Sets of drawings and patterns were completed, materials were ordered, and special tools and dies were made for the parts to be fabricated in the Imperial factory. The Imperial company took over the assets of both the Williamsport Engineering Company and the Williamsport Automobile Exchange, and reacquired the space formerly rented to the Electric Vehicle Garage. (13) During September the first five 1908 Imperials were rushed to completion for the automobile show which was to be held in New York City in late October. (14)

The automobile which was put into production by the Imperial company was called the "Second Imperial." As with the 1907 prototype, the most widely advertised features were the double-drop frame and straight-line drive. The double-drop frame was original with the Imperial and had not appeared previously in any automobile chassis, either domestic or foreign. The chassis had a 108 inch wheelbase, two inches longer than that of the prototype. The axles, of special design, were made for Imperial by the Long Arm System Company Cleveland. The rear axle was of the full-floating type and semi-elliptic springs were fitted front and rear.

The four cylinder water-cooled engine of 35 horsepower, built by the Milwaukee Motor Company, was slightly larger than that of the prototype, with bore and stroke of 4 1/2 x 5 1/4 inches. Dual ignition by Eisemann magneto and storage battery were used to insure reliability. The clutch, a metal-to-metal floating-ring type with cork inserts, drove through a selective transmission of four forward speeds and reverse to the drive shaft. Both external contracting and internal expanding brakes were fitted. Controls included pedals for the clutch and internal brake shoes, and side levers for the gear change and the external emergency brakes. The steering wheel was on the right in the standard practice of that period. (15)

Parts from suppliers, in addition to those already mentioned, included: clutch and

transmission, Brown-Lipe Gear Company; carburetor, Mayer Carburetor Company; radiator, Fedders Manufacturing Works; muffler, Hinsey Manufacturing Company; frame, Parrish Manufacturing Company; springs, Lycoming Spring Company; Steering gear, Gemmer Manufacturing Company; tires, Firestone Tire Company; lamps, Post & Lester Company; wheels, Imperial Wheel Company; dashboard, Acme Veneer Company; and steel, Sweets Steel Company. Bodies were initially supplied by the Safety Buggy Company, Lancaster and later by the Reading Metal Body Company, Fleetwood. The Imperial catalog, presumably printed for distribution during 1908, described the body as a "special design made of aluminum." Since the Safety Buggy Company made only wooden bodies and closed late in 1907, it is probable that only the five vehicles completed in October, 1907, had wooden bodies, and that all subsequent vehicles had aluminum bodies. (16)

In mid-September the Imperial company was admitted to membership in the American Motor Car Manufacturers Association, which had been organized in 1905 to fight the lawsuits of the Association of Licensed Automobile Manufacturers, owners of the spurious Selden Patent. The Imperial company joined the A.M.C.M.A. just in time to secure space at the New York Automobile Show, which opened October 24 in the Grand Central Palace. (17) General Manager Brand made arrangements for a New York City sales agency to take half of the Imperial company's 1908 production. The Williamsport Board of Trade rashly predicted that one hundred cars would be built and marketed by the following spring. (18)

The first of the 1908 Imperials was completed in early October. By that time the 1907 Imperial had covered more than 4,500 trouble-free miles and had built up interest in the new company. Harry A. Bubb drove the car to Lancaster during September in record time without stopping the engine. The 1907 car was apparently retired from test runs after the first 1908 model was completed. On a test run on October 12, the new Imperial went over the bank on Cogan Road, but wasn't damaged. (19)

On October 21 the company opened its factory to the public to display the 1908 Imperial. One of the five cars completed by that time was demonstrated on West Third Street. The following day all five cars were shipped to New York City for the automobile show. (20) At the show the "extreme quietness and even running of the motor" caused much favorable comment. Apparently the Milwaukee Motor Company turned out an excellent product. Various trade journals explained the double-drop frame and straight-line drive at length. An advertising campaign by the Imperial company in *The Automobile* was started with the issue which previewed the Grand Central Palace Show. Imperial's slogan in all advertisements was "The Car with the Straight-Line Drive." The car was offered for sale in two models on the same chassis — the runabout with folding rumble seat for \$2,500, and the roadster with four individual seats for \$2,650. (21)

After the New York Automobile Show, three of the cars were shipped to Philadelphia for the automobile show held there in mid-November. During the Philadelphia Automobile Show the Imperial Company appointed Bert Segal agent for the car in that city. After the show there, two roadsters and one chassis were shipped to Chicago and exhibited at the Chicago Automobile Show, which opened at the Coliseum on Wabash Avenue on November 30. It is not known whether the Imperial company appointed a Chicago agency. (22)

In spite of all the activity promoting the sale of Imperial automobiles, production was moving slowly in the Williamsport factory. The "Panic of 1907" had caused an extensive breakdown of credit which lasted into 1908. Many banks could not make cash payments, and many others could make only limited payments. (23) In such a situation it was difficult for a company such as Imperial to finance production by the use of bank loans. In addition, it is doubtful that many Imperials were sold until the spring of 1908, except for sales made at the automobile shows. Winter motoring at that time was only for the very hearty; the Imperial with its open semi-racing body was completely unsuitable for such motoring.

Despite a growing need to advertise the car through victories in competition, no Imperials appeared in "touring runs" or hill climbs until mid-1908. Plant foreman Harry Rantz drove an Imperial roadster to Wilkes-Barre on May 29. His car was one of eight driven there by members of the Williamsport Automobile Club. The club members attended the Giants Despair Hill Climb on Memorial Day. The Imperial was displayed at the hill climb, but did not compete. (24)

Imperials were entered in two auto meets in early June, one in Williamsport and the other in Jamaica, New York. Harry Rantz was named to drive a company-owned Imperial and F. P. Brand's personal Imperial in two events each at the second annual Williamsport Hill Climb held on Saturday, June 6. Brand, who was chairman of the racing and hill climbing committee of the Williamsport Automobile Club, saw his car damaged in practice when it went off Vallamont Mountain Drive at the hairpin curve on June 4. Although neither Rantz nor his riding mechanic were reported injured, they did not compete on June 6. (25)

On Hill Climb Day, Harry Stevenson was the designated driver of both Imperial entries. He first drove Brand's hastily repaired car in a free-for-all limited to members of the Williamsport Automobile Club and finished a poor second in a time of 2:16 minutes, more than 20 seconds slower than the first-place Overland of C. P. Brockway. In the undamaged company car, he competed in a free-for-all for fully-equipped stock cars and finished a more creditable second in a time of 2:05-4/5 minutes, just 8 seconds slower than the Stevens-Duryea of H. J. Carlton. After the car was stripped to racing trim, Stevenson entered the final event and made his best run in a time of 1:53-2/5 minutes, just 1-4/5 seconds slower than the first-place Matheson of C. A. Ward. The Williamsport Hill Climb ended as a moderate success for the Imperial, which finished second three times and posted the second-best time for the entire meet. (26)

An Imperial roadster was soundly defeated at the Jamaica Speed Trials held June 5

on Hillside Avenue in Jamaica, New York. A privately entered car owned by H. H. Tredwill appeared in three events in class for "Gasoline Cars costing \$2,001 to \$3,000," competing against such makes as Corbin, Pennsylvania, Pullman, Pope-Hartford, Ford six-cylinder, and Midland. In the one-kilometer run the Imperial driven by Wally Owen, finished sixth in a time of 0:42 minutes, beating only the Ford six. In the one-mile run the car, now driven by J. B. Owen, finished in a time of 1:08-1/5 minutes, or 52.8 miles per hour, to place seventh ahead of the Midland, which had not competed in the kilometer run. Finally, in the two-mile run, with Wally Owen once more at the wheel, the Imperial posted a time of 2:58 minutes, or 44.5 miles per hour, to finish last in class, 23 seconds slower than the seventh-place Midland. (27)

It is not known if many Imperials were sold in the New York City area, but certainly the car's dismal showing at the Jamaica Speed Trials did nothing to advance it in that area. At least three cars were sold in Philadelphia, one through the Bergdoll Motor Car Company and two through Leon G. Dodge. In the Williamsport area, sales during 1908 were made to Charles T. Brown, Mrs. McCormick, Virgil A. Hook, Guy D. Adams, J. C. Fulmer, Leon King, C. LaRue Munson, Elmer Sheffer, and C. V. Henderson.

Even though a number of cars were sold, the Imperial Motor Car Company was in serious trouble by the summer of 1908. Slow production had caused manufacturing costs to rise above revenue from sales. Loans served only to keep the company going without rectifying the situation. A note for \$3,500 from the McKean Chemical Company was issued April 14, 1908, and renewed June 15, 1908. On the same day, E. B. Campbell loaned the company \$4,220 on a note due September 15. Additional funds for production came from a note for \$4,120 issued by the Otto Chemical Company on June 30, 1908, and a note for \$5,000 issued by the First National Bank of Williamsport on July 3, 1908. (28) By that time, investors apparently felt that putting additional funds into the Imperial Com-

pany was useless; no more than \$23,500 worth of Imperial stock was outstanding.

The company continued to decline until September 4, 1908, when N. Burrows Bubb petitioned the Lycoming County Court to appoint a receiver. At that time, company assets of \$22,000 included five completed Imperial automobiles, \$10,000; eight automobiles under construction, \$6,000; accounts receivable, \$3,000; and inventory, \$3,000. The liabilities, exclusive of capital stock, amounted to \$26,269, including the overdue notes. Thomas D. Boone, bookkeeper for the Williamsport Wire Rope Company, was appointed receiver by Judge Hart of the Lycoming County Court of Common Pleas and directed to continue the business and complete the cars under way. (29)

The Imperial Motor Car Company owed N. Burrows Bubb for cars sold and delivered, rent on the factory for the months of February through August, 1908, a note for \$539, and money loaned to the company in the sum of \$2,043. According to Bubb's petition, the affairs of the company had been "unsatisfactorily conducted" for more than a year and had "not resulted in a profit to the stockholders." The launching of the company just before winter set in, the financial panic, and the company's failure to secure adequate working capital contributed to its eventual demise. In addition, capital may have been used unwisely to develop a locally-manufactured engine. Castings for two incomplete engines were in the factory at the time of the receivership. (30) The castings were not for Milwaukee Motor Company engines, and may have been supplied by the Lycoming Foundry & Machine Company, organized in Williamsport in early 1908. This firm later made the famous Lycoming engine. (31) Imperial did owe Lycoming Foundry & Machine for castings received in mid-1908.

Receiver Boone hired several Imperial employees to complete the cars in the factory; the cars were then to be sold for whatever price they would bring. Boone purchased parts on a cash basis to make completion of the chassis under construction possible. One completed car was sold to Leon G. Dodge on October 2, 1908, for

\$1,480. Automobiles sold in 1909 by the receiver included one to K. Knochle on January 27 for \$998.75; the Imperial No. 1 (1907 model) to Elmer Eck on March 5 for \$500; one to E. J. Whalen on March 13 for \$1,460; three cars to George T. Lipencott of Atlantic City on April 12 for \$3,808.75; one to W. W. Rished on April 23 for \$1,562; and the Imperial Hill Climbing Car to N. Burrows Bubb on May 25 for \$1,390.

The receivers' sale was held at the factory on June 16, 1909, and the remaining assets were offered to the highest bidder. One completed automobile was sold to John S. Melick for \$1,650. Two Milwaukee engines in stock went for \$180 to W. C. McKinkle and \$150 to Amos A. Mertz. One completed car was not sold that day and was finally purchased by receiver Boone on August 20 for \$775. (32) The sale of eleven cars can be accounted for, so presumably the other two listed as assets in September, 1908, were so incomplete that they were broken up for parts. With the sale of the car to T. D. Boone, the history of the Imperial Motor Car Company came to an end. Today the former factory is occupied by Van Campen Motors, Inc., a Dodge dealership.

How many Imperials were built? Twenty-four can be accounted for, including one 1907 model, twelve 1908 models, and ten new cars sold after the receivership began. Perhaps twice that many were built, with some marketed in New York and Philadelphia. An approximate figure of fifty units for total production may be accepted until the exact number is discovered.

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3. Williamsport Gazette & Bulletin, March 22, 1906; April 14, 1906.
4. Williamsport Sun, December 31, 1906; Williamsport Gazette & Bulletin, December 18, 1906.
5. Horseless Age, October 30, 1907, page 638; Williamsport Gazette & Bulletin, April 3, 1907; Cycle and Automobile Trade Journal, November, 1907, page 87-A.
6. Williamsport Sun, December 31, 1906; Williamsport Gazette & Bulletin, April 3, 1907.
7. Boyd's Directory of Williamsport for 1907; General and Personal History of Lycoming County, Pennsylvania, Emerson Collins and

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 11. *Williamsport Gazette and Bulletin*, October 3, 1907.
 12. *Williamsport Sun*, December 12, 1906; June 1 and 8, 1908; Lycoming County (Pa.) Court of Common Pleas sitting in Equity, Number three of September Term, 1908, Nathan Burrows Bubb vs Imperial Motor Car Company, docket volume 2 and page 572. Hereafter referred to as "Equity Docket 3-S-1908."
 13. *Williamsport Gazette & Bulletin*, October 12, 1907.
 14. *Cycle and Automobile Trade Journal*, December, 1907, pages 58, 60, 62; *Automobile* September 26, 1907 page 441.
 15. *Cycle and Automobile Trade Journal*, December, 1907, page 62; *MOTOR*, November, 1907, page 78.
 16. Equity Docket 3-S-1908.
 17. *Horseless Age*, September 18, 1907, page 375.
 18. *Williamsport Gazette & Bulletin*, September 7 and 10, 1907.
 19. *Ibid.*, October 12, 1907; *Williamsport Sun*, October 14, 1907.
 20. *Williamsport Sun*, October 21, 1907.
 21. *New York Times*, October 20, 1907; November 3, 1907; *Automobile*, October, 1907, page 121; *MOTOR*, November, 1907, page 78.
 22. *Williamsport Sun*, November 11, 1907; *Motor Age*, December 5, 1907, page 18.
 23. Andres, A. Piatt, "Substitutes for Cash in the Panic of 1907," *Quarterly Journal of Economics*, August, 1908, page 497.
 24. *Williamsport Sun*, May 29, 1908.
 25. *Ibid.*, June 1, 1908; June 5, 1908.
 26. *Ibid.*, June 8, 1908.
 27. *New York Times*, June 6, 1908; *Automobile*, June 11, 1908, page 293.
 28. Equity Docket 3-S-1908.
 29. *Williamsport Sun*, September 4, 1908.
 30. Equity Docket 3-S-1908.
 31. "What Williamsport Did in 1908."
 32. Equity Docket 3-S-1908.

WILLIAMSPORT AUTO A WONDER Was Built by the Automobile Exchange

(from the *Gazette and Bulletin*, Williamsport, Pa., April 3, 1907.)

The First Gentleman's Roadster Has Just Been Turned out by the Local Contractors, and in a Test Given on Tuesday Afternoon the Machine Developed Wonderful Speed and Made Practically No Noise at ALL — a Brief Description:

The first gentleman's roadster manufactured by the Williamsport Automobile Exchange was given a road test Tuesday afternoon and from the satisfactory performance of the car throughout, it will eclipse any auto in this section in appearance, speed, and noiseless operation. One of the chief things about the new car that will appeal to motorists is the almost absolute elimination of noise, an objectionable feature on most machines. In the test, the chassis of the car was in evidence only to allow the testing expert easy access to all parts for adjustment while under speed. In the cases of most cars, more noise is heard when the body is off, so judging from the small amount of racket kicked up by the big powerful engine in the roadster, there will be hardly any noise at all when the body is fitted on.

Looks Like a Racer

In appearance, the car has the low rakish look of the Barney Oldfield racer. This is due to the long wheel base of 104 inches, the 36-inch wheels, and the peculiar construction of the frame, which drops six inches in the center, making the operator's seat lower than on most cars of the same wheel base. The frame of the machine extends far forward of the radiator, being patterned after the best types of French cars. The wheels are 36 inches in diameter, which reduces vibration from obstacles to a minimum. Goodrich clincher tires are used. The engine, placed under the front hood, is four cylinders, cast in pairs. The size of cylinder is 4 1/4 x 4 7/8, and they will develop 35 horse power. The car is shaft-driven, and the gear used is the Brown-Lipe Sliding Gear transmission. The ratio is two and a half revolutions of the engine fly wheel to one of the rear wheels. Ample brake power is given by the two hand brakes operating on both rear wheels. The Timkin roller bearings are used throughout the machine.

A Wonderful Speeder

In the test, the car developed a wonderful capacity for speed, answering to the operator's touch like a thing of life. It is designed to run at sixty miles an hour, but if the tests go to show anything, this will not be the limit to the car's capacity for eating up space. The car has three speeds forward and reverse. It is surprising what a little amount of noise the machinery made even when the car was running at a high rate of speed.

Will Be Named the Imperial

The Imperial roadster, as it will be called, is strictly a gentleman's machine, built

for hill climbing and absolutely easy riding over the mountainous Pennsylvania roads. The car is so constructed that the center of gravity will be in the center of the car, a point striven for but not reached by many of the manufacturers. The car was designed by C. P. A. Van Feris, a French automobile expert, and it took six months to build. Van Feris can feel proud of the success of Tuesday's test. The factory is getting rapidly in shape to turn out these cars, and it is expected that in the neighborhood of 200 of them will be manufactured each year.

(NOTE: Pictures of the Imperial cars are through the courtesy of Mr. Charles Van Campen, Jr.)

I REMEMBER CHRISTMAS

By Eva Berry Steffan

(December 4, 1890 - December 27, 1974)

We lived on a small farm in central Pennsylvania. We were not poor by the living standards in that area seventy years ago. We had warm clothing, plenty of bed-covers. The smokehouse was full of meat and the cellar full of fruits and vegetables. Large stone crocks stood along the cellar wall, filled with sauerkraut, grapeleaf pickled tomatoes, and brined cucumbers. Jellies, applebutter, and canned fruits lined the pantry shelves. Stone crocks of good rich milk sat on the cold cellar floor. With such abundance, no one was poor.

Christmas was a special day for mother. She had six children before her twenty-sixth birthday. Although we had a parlor (it's the living room now), it was not used in winter because the little black coal stove with the isinglass in the door was set up in the living room. (It's the family room now.) Fire was built in the coal stove on weekends. We lived in the family room for two whole days instead of the big warm kitchen. How wonderful it was to watch those little blue magic flames dancing all over the top of the coal fire!

If one became ill, there was no cot, no

sofa, nor couch to lie upon in the downstairs rooms. Up the winding stairs we went to our rooms and to bed. Of course we could lie on the big wood-chest lid, if we wanted to do that. It stood behind the kitchen stove where it was always warm. A handmade quilt and a chair cushion made a nice bed on the lid of the woodchest or on the great Boston rocker.

I must have been lying on the woodchest bed much of the time during that Christmas week. It was an earache and sore throat that I will always remember. I can still smell the turpentine and hot lard with which mother annointed my throat and chest before pinning the warm woolen rag around my neck. It meant more worry and work for mother, whose health failed after the birth of baby number six in October. When a neighbor came to call, one look at the baby and she exclaimed, "Well, well, your young'un has the 'take-off!'" After adjusting her glasses she continued, "I'll powwow if you want." Mother didn't "want," and before the first robin came the baby was on the way to bouncing robust health due to the new patent canned milk that Grandmother brought from the city.

Several days before Christmas, father took his axe and waded the snow to the hillside where he selected a huge hemlock tree. What if it did have a bare spot on one side? Who could see the bare spot when the tree would be standing near the wall in the corner of the room? The big hemlock tree stood on the back porch until the afternoon before Christmas, when father fashioned a kind of platform holder for it. Everything was ready to set up the tree when little brothers and sisters came from school a mile and a half away, walking through the deep snow. The tree was brought into the room and set up in a corner. The popcorn strings that the girls had been making for days and days, along with the paper chains cut and made from the margins of newspapers and pasted with flour and water paste, were hung on every branch. The woody smell perfumed the room. Father said that Santa Claus would finish the trimming job before morning. He did!

Earlier in the week father hitched the mule team to the bobsled and made a trip to the city. Just a little last-minute shopping before the real winter set in! On his return at dusk, he drove the team as near to the back door as possible where mother helped him unload and carry the most beautiful couch into the sitting room. It was upholstered with tan carpet-like material. The raised head was as hard as the carved oak trimming that decorated the top of the high back! "This is for you to lie on because you are sick at Christmas," father said. I could hardly wait for the warm bedcover and pillow that mother was bringing from the spare bed. I lay my throbbing head on that cold, hard, torture contraption. It was agony! How could such a pretty thing make me feel so much worse than the woodbox bed?

Christmas morning began as usual with father getting up before the winter dawn in order to get the house warm before the little ones were awake, and to have all the barn chores finished before breakfast. But soon the whole family was swarming around the little black coalstove and the big Christmas tree. The sick baby in her cradle, and I in the Boston rocker were the only ones

whimpering and unhappy on that wonderful, glorious, snowy Christmas morning.

On the very top-most branch hung that beautiful red glass ball that came all the way from Germany! It was given to mother at a Christmas entertainment when she was a very small child. It was a treasure to cherish. There were a few other fancy colored glass balls and several feet of tinsel rope. Colored clear toys, big striped candy sticks, popcorn balls, red apples, and other little treasures saved from many Christmases were tied to the branches. But best of all were those sugar cookies — stars, crimped circles, animals, and little people — waiting to be eaten. There were no be-ribboned packages under the tree and no mysterious boxes wrapped in fancy bright paper. The girls received surprise gifts of clothing and a handkerchief. My brothers received mittens and a slate. I received a little doll with a china head. Everyone received an orange, a precious Christmas novelty to us. When father came into the room, he said, "What happened to all the cookies?" He had helped Santa, and he liked cookies. Sure enough, all of the cookies and some candy from the lower branches had disappeared. Jane, the watch dog, had not been sent to the barn that night. She enjoyed Christmas, too!

For me, the best was yet to come. From some secret place came a small shoe box that mother placed in my hands. When my hot shaking fingers opened it, I found wrapped in tissue paper the most beautiful pair of shoes that I had ever seen — shining black buttons and patent leather tips, buttonholes and all seams stitched with white silk thread; How beautiful they were! I can see them yet.

Mother helped me to put on my long underwear and my long black stockings so that I could wear my beautiful new shoes. The shoes were sizes too small! "No, no no!" I wailed as mother tried to comfort me by saying that father would go to the city soon and get some bigger shoes for me. I would have none of her comfort, and I held my beautiful shoes in my lap along with the orange and the china head doll all day.

Among other items that father brought home from his shopping trip was a gallon

bucket full of oysters. On Christmas morning, a big kettle of oyster stew was on the kitchen stove, steaming and ready for breakfast when father came in from doing the barn chores. Mother ladled out the oyster stew into deep soup plates. In the center of the table stood that big glass dish full of little round button-shaped oyster crackers. As she began to ladle out the oyster stew, she would ask, "Do you eat oysters?" She never could remember who did, or who didn't, like the oysters in the stew. The fact that someone might not eat oysters made me decide forever and ever that I

did not eat oysters, but I liked the broth, all creamy rich and golden yellow with butter. And what I really liked most and enjoyed were the little round oyster crackers swimming in it!

Oyster crackers still taste like Christmas morning to me, even if I eat them on the Fourth of July.

(Mrs. Clarence Bierman, Mrs. Steffan's daughter, tells us that this story is on file in the D.A.R. Library Manuscript Department.)

THE BLOOMING GROVE COLONY

By Margaret Young

The Winesaps bent the orchard bough
In days gone by, as they do now;
And in September's fields, untilled,
The wild blue cornflowers starred the hill.
The cattle browse with heads bent down
And munch the windfalls on the ground.

Beside the road, the Dunkard church,
Its girders in the fertile earth,
Provides the basic rule and plan:
Belief in God and fellowman.—
A simple creed, devoid of strife,
A great respect for human life!

Its logs were forty feet in length
Worked out by hand, of unmatched strength;
Twelve feet in height and thirty wide —
With walls all chunked and daubed inside.
Its benches, backless, made to please
This hardy race, who scoffed at ease.

Opposed to war which kills and maims,
They chose to wear a prisoner's chains.
When freed at last, they crossed the sea
To find religious liberty.
They had to walk a month or more
And sailed at last, from Holland's shore.

For more than fifty anxious days,
With fervent prayers and hymns of praise,
They passed the time, exchanging views
Of what Baptism they should use.
The Brethren chose immersion three;
Howe'er they chose, each choice was free!

The Ulmers and the Staigers knew
The Kiesses, Biehls, and Burghardts, too.
Then there were Gross and Waltz and
Scheel,

And Wendel Harmon who closed the deal.
Though this group came in eighteen-four,
Harmon had come the year before.

The young folks like to hear them tell
How grown-ups (boys and girls as well)
Set out on foot across the hills
Beyond the shining Schuylkill —
Two hundred miles by Indian Trails,
Past tow'ring oaks and saplings frail,

Through green cathedrals, rimmed with rock,
From Muncy's hills to Loyalsock.
Before they reached Sheshequin path
They had to cross the Great Swamp's grass
Through dark, steep canyons and ravines,
And waterfalls and raging streams.

The tortuous course, ascending, steep,
The surest foot could scarcely keep.
Then from the brow of Quaker Hill,
They thought they saw the Rhineland, still —
Well worth the hardship and the cold
The panorama that unrolled.

With crushing toil, in summer's heat
They felled the giant forest trees,
But as they grubbed and hauled and burned
Profited by what they'd learned,
Then scratched the earth and scattered rye
To harvest later and "put by."

Before the time the first snow fell
A long log hut was built as well.
These were the long November days
Enveloped in a purplish haze,
When oaks alone their leaves retained,
And rattled in the freezing rain.

Inside, the dim and shadowed dark,
The pungent smell of hick'ry bark.
All life held dear was in this room
Where crackling flames dispersed the gloom.
And children cried, as children will,
Then, soothed and comforted, grew still.

Robust, content, the womenfolk
Shared with the men the tiresome yoke
From seed to harvest, worked the flax,
Performed the break and hackle tasks.
Then forced indoors by winter's chill,
The gentler arts became their skill.

As spin wheels droned their varied tunes
In rhythm, with the beat of looms,
They deftly fashioned with their hands
A slender thread of flaxen strands;
And linen twined with wool became
The cloth of linsey-woolsey fame!

With samplers, mothers taught the start
Of what would lead to sewing art.
Soon smocking fell within their scope,
And fagot, featherstitch, and rope —
Then quilting bees, the best by far;
They pieced the "nine-patch" and the Star!

Far from remembered friends and home,
Now pioneering on her own,
The homesick bride with loving touch
Caressed the textured, homespun stuff.
She missed the old — she loved the new —
And thanked her God for freedom, too.

Complete with medical degree
From Berlin University,
Old Doctor Adams cured their ills:
Prescribed, as well as made, their pills.
Eccentric to the last degree,
He "ruled" the grateful families.

His swinging gait and stomping cane
An awesome legend soon became.
His Van Dyke beard and steel blue eyes,
No soft'ning lent to his disguise.
And if they spied upon his house,
He'd yell, in Dutch, "Geht Naus."

His mortal flesh long since interred
Beneath the useful, healing herb,
Though alien in social worth,
He lent his skills to death and birth.
It would have been too bad for him
If they had any healthier been!

The banker of the little group,
(Intense, exacting, and astute):
Though Wendel Harmon freely lent,
His interest rate was five per cent;
When payment failed on interest due,
The principal demanded, too.

An irate debtor, forced to pay,
Discharged his debt one summer day:
Three bushel bags of pennies bore
And dumped them out upon the floor.
"I loaned you bills, not such as that!"
And Harmon made him cart them back!

At end of Doctor Haller's prayer
Their reverent voices filled the air.
This Christian man, if needs, could speak
In Hebrew, Latin, French, or Greek.
When spirits didn't need a jog,
He served the group as pedagogue.

As life improved, with time to learn,
The various teachers took their turn.
Exacting! Cruel! Used the rod!
And some less-Spartan students sobbed.
With desks arranged to face the wall,
They traced with quill a shaky scrawl.

From spelling class to Psalms they went,
Then puzzled over Testaments.
And next the Bible class they'd meet —
That made the basic course complete.
Those who could help at harvest time
Thankfully welcomed the short schooltime.

Their orchards thrive, as in the past,
Blossom, and fruit of an effort so vast.
Spread out below, on every hand,
The fertile fields enrich the land.
The timber stops, and at our feet
A field of copper-colored wheat!

The smoky blue of mountain range —
The miracle of constant change —
The air is filled with scents of flowers
That follow after summer showers.
And proud descendants homeward rove
To picnic in "The Blooming Grove"!

EARLY ENGLISH SETTLERS ON THE LOYALSOCK

By Fred M. Rogers

(A continuation of the speech reported in Volume VII, No. 2,
of the Historical Journal.)

Religious Life

The early settlers of the Loyalsock were thorough-going Christians as a general thing and believed in church organization and union. Most of the settlers were Methodists and Baptists, but we find Episcopalians, Lutherans, and Unitarians.

The Friends church in Elkland township was organized in 1805, it being constructed out of logs on land formerly owned by M. C. Mercer. James Eckroyd, David Thomas, Jesse Haines, Ezra Haines, and Joel McCarty were the active spirits in building the church. The Friends, or Quakers, were numerous in Elkland Township in the early days and they built good substantial churches in the township as the section became more settled.

The pioneer Samuel Rogers, a Baptist came from England; and from the minutes of the Northumberland Baptist Association we learn that the "Forks of the Loyalsock Particular Baptist Church" was organized in 1822. Of the ten original members on the records of the church at Forks, six bore the name of Rogers. Their meetings were held in the homes of the settlers and in schoolhouses.

The Methodist church organization had sent its preachers into the Loyalsock Valley in 1798; and when the first settlers arrived in Elkland township in 1800, the Methodist church was on hand to look after the spiritual welfare of the settlers.

The Loyalsock Circuit of the Northumberland District of the Baltimore Conference of the Methodist Episcopal Church was established in 1798. The church was thoroughly organized in 1843, a parsonage built at Forksville, and several preaching points established in Elkland and Forks townships, the people worshipping in schoolhouses and their homes. The records of the church show that the district ex-

tended from Sheshequin, Bradford County, to Muncy, Lycoming County. The church records at Forksville parsonage contain nearly all of the family names of the early settlers.

The Methodists held services at Campbellsville and Hills Grove in the early days, in the homes of the people and the schoolhouse. Charles Mullan erected a building at his own expense at Eldredsville, which was used for religious and educational gatherings.

The Wesleyan Methodist Church and the Methodist Protestant Church were organized in the district later. Their records contain the names of the descendants of the early settlers.

Early Schools

In 1816 Mrs. Sarah Huckell conveyed half an acre of land to Samuel Rogers, Powell Bird, and William King, trustees for the Loyalsock school. The settlers celebrated the fourth of July in 1816 by having a "bee" for clearing the land for the schoolhouse. The schoolhouse was built and school opened in December, 1816, John Warburton being the first school teacher. This was the first building erected in Sullivan County for school purposes.

In 1840 the settlers of the northern part of Forks Township built a hewed-log schoolhouse on the Thomas Streby farm. Roads were cut through the woods to the schoolhouse, which was also used for church services. After the school laws of the state went into effect in 1851, the townships were divided into districts and other schools established under the new law.

The children from Forks and Elkland Townships attended the school at Forks. A school was organized at Eldredsville, using the Charles Mullan building as a school-

house, and the first teacher was Miss Zilpha Mason. This school was opened after 1825.

We can form some opinion of the difficulties the boys and girls faced to get an education in those pioneer days when I tell you that the writer's grandfather had but six days' schooling in his lifetime, and he lived to be able to read, write, and figure well.

Living Conditions

The early settlers of the Loyalsock were accustomed to many home comforts in England which they did not enjoy in the settlement, and their equipment of every kind was very scant and crude.

The cooking was done in fireplaces; the baking in iron bake-kettles, or in stone bake-ovens. Johnny cake was baked in long handled frying pans. The fires were produced with steel, flint and punk. Pine knots and splints and tallow candles were used for lights. The sweeping was done with splint brooms. Girls and boys were barefoot most of the year and wore coonskin and woven straw hats. Browned grains and nuts were used for coffee.

In brief, nearly everything was done differently from what it is done now. Even the spinning wheel and weaving machine were run by the mothers.

The hunters had to contend with those old flintlock rifles, which often put them into too close quarters with the panther and wolf and bear.

The men trained for the militia service once each month so as to be ready for their country's call at a moment's warning. Grandfather Rogers was a lieutenant of the militia.

All equipment for farming, lumbering, and manufacturing purposes was scant and crude. The mills depended on waterpower alone for their operation.

The distances and rugged roads, to any place where the common necessities of life could be secured, were enough to try the stoutest heart, but still they persevered.

Found Strange Tasks

The forests were extremely hard to contend with as the mighty virgin trees were heavy to handle in every way, and the settlers were not accustomed to lumbering and contending against such odds as were found in the mighty forests of the Loyalsock. Most of the early settlers were from manufacturing centers of England and were accustomed to lives entirely different from what they were compelled to face when they reached the rugged cold wilderness of the Loyalsock.

The panther, wolf, and bobcat were a constant menace to the settlers, and many narrow escapes were related by the settlers.

It is related that Grandmother Rogers was going into the cellar of the old log house, her home in Forksville, when looking up she saw a large rattlesnake watching her from out of the wall. She hastily called one of the family, and the snake was killed.

When a young woman, she escaped from being carried off by a large panther. Her life was saved by her husband, who came along about the time the panther was preparing to attack her. She had heard a loud call, as if someone were in distress, and went through the woods along a trail towards the field where grandfather was felling trees. On her way to learn if he were hurt, she met him and told him what she had heard. He then asked her to give a loud call, which she gave, and immediately the panther which was secreted in the woods nearby, answered her and she was then assured that it was a panther. The John Warren hounds were secured and took the trail of the panther. They drove him into a tree near Hillsgrove late in the night, where he was shot by one of the settlers. When measured, he was found to be eleven feet from the tip of his nose to the tip of his tail.

Grandfather's folks kept travelers, and my uncle Isaac Rogers owned a cub bear. One day when the table was all set for dinner under the old apple trees in the yard and grandmother had gone to call the people to dinner, the cub came from his tree after breaking his chain, went to the table, and helped himself to the roast pork.

He then went back to his tree and climbed to his rest, where he was asked to give up the hot roast. Although it burned his paws, he stuck tightly to the pork and won his dinner.

Bear Went to War

He grew to be a very large bear. My uncle sold him to Captain Metcalf, of Dushore, who took him with him into the army and the war of 1863. The bear rendered great service to his comrades by way of bringing pigs, calves, fowls, etc., into camp when they were ready to make camp for the night. The soldiers appreciated this service by always giving the bear his share of the feast, and the bear understood all such moves of the soldiers. He afforded warmth for the soldiers during the cold night, and went through the Rebellion without a scratch.

After the war, he was taken to Philadelphia where he was kept alive for some years and grew to be the largest black bear ever known. When he died of old age, his skin was mounted and placed in the museum, and could be seen for some years after the war.

The fishing and the streams were fine in the early days, and men who have fished all over the United States state that the Loyalsock was the finest trout stream they had ever known. The many fish stories going the rounds are 'way too big for me to tell in this company, but some of those specklers would make line snap or reel sing and your eyes stick out "like knots on a tree," for they would measure two good strong feet by the rule. We have some of them still. The Loyalsock should still be the great trout stream of the nation that it once was, but something is wrong with the bait at Harrisburg and Washington for we cannot get the Loyalsock's share of the fry to stock the streams as they should be stocked.

Wild Pigeons

Wild pigeons inhabited the woods in great numbers. The writer can remember seeing great flocks of them flying over the valley at Forksville so as to shut out the

rays of the sun when they were passing. The pigeons had their roosts and nesting places near Forksville, and the early settlers went to the roosts in the night and caught young pigeons in bagsful for food. They came year after year to their roosting and nesting places, which were well known to the settlers.

The deer were a great source of food for the early settlers, and there were mighty hunters in those days who depended on the old flintlock rifle mostly to bring down the game. Among the great hunters of the early days were Charles and George C. Bird, John Warren, John Bown, Henry Huckell, and Wheeler Green. John Bown told my father that he quit counting the deer he had killed when he reached four hundred. Neither Mr. Bown nor Henry Huckell knew which man had killed the greater number of deer in his hunting days.

Wild turkeys often came about the clearings and were a valuable food for the settlers.

The Loyalsock hills and valleys were, and are now, the homes of the rattlesnake, the blacksnake, and the copperhead, which were and are a menace to any community. My grandfather related to me an incident relating to snakes that is most interesting and instructive.

In the early days rattlers were striking horses and cattle, and the settlers were in danger of losing their lives. A party of men was organized to look for the den and endeavor to exterminate them. They found the den. On using their guns to kill the snakes, they stirred up such an odor that they had to leave the den and vicinity after killing a large number of the snakes as they were sunning themselves on the rocks nearby. The men went to the den again in cold weather and found a great ball of snakes, which contained rattlesnakes, blacksnakes, and copperheads. They killed several hundred of them, many of them on the inside of the ball being very lively and ready to fight for their lives.

The rattlesnake and the blacksnake are enemies in the summer season and bedfellows in the winter.

Indians on the Loyalsock

The Indians often passed through the hills and valleys of the Loyalsock near the settlements in the early days.

The Sullivan Trail went through near Lincoln Falls, and it was over this trail that the Indians passed from the north to the south branches of the Susquehanna River in their moves against the white man in war times.

My grandfather loved the Indians and always fed and sheltered them on their trips through the Loyalsock country. He never suffered any injury or trouble from them.

The writer stood watching his grandfather lay the schoolhouse wall when a big Indian chief came up to him, smiled, got out his pipe, put tobacco into his pipe, and placed it into grandfather's mouth. He then lighted the tobacco with his flint. After grandfather had taken a pull on the pipe, the Indian took the pipe from his mouth and placed it into his own mouth. He smoked and talked with grandfather, who asked the Indian if he wanted any grain. He said he did, and grandfather gave him his keys to the granary. He went and filled his rattlesnake belt with wheat; then came back and stepped close to grandfather, and pressed his lips to grandfather's forehead, and bade him goodbye. He said he was going down the 'Sock and down the Big River to Harrisburg to see some friends of another tribe.

Early Industries

Most of the settlers depended on farm crops for food on which they subsisted, although the woods and streams abounded with game and fish in abundance.

Lumbering was carried on under very great difficulties by the early settlers. However, a number of sawmills were built on the Loyalsock and its tributaries, and the industry was pushed forward while the farms were being cleared. I have mentioned the different mills and factories in my paper and will therefore, deal with the conditions that confronted the pioneers while

cutting and marketing their lumber and logs.

About the only way the settlers could get their lumber to market was by the Loyalsock. In order to get the lumber down this stream to the river, they had to saw and raft it either in the log or cut into lumber. Rafting was expensive and dangerous, and it was found that there was little profit in the lumbering after the cost was estimated. But the English were after money, and they were willing to pay well for it in good hard labor and their products.

The markets for the lumber and logs were the large towns along the west branch of the Susquehanna River — Sunbury, Harrisburg, Marietta, and other points.

The lumber merchants took advantage of the settlers and often got the lumber from them for less than the cost of cutting, rafting, drawing, and counting. The writer has heard his grandfather state that he had sold lumber at points along the river for three dollars a thousand feet after he had drawn it from the water, piled and counted it. It took great courage and stamina to carry on and go forward in those good old strenuous early days, without a doubt.

The several gristmills I have mentioned, that were located on the Loyalsock and its tributaries, were well patronized by the early settlers of the surrounding section, and they were a blessing to them in every way.

We can hardly believe that the materials which were used in the Rogers brothers' woolen factory at Forksville could be brought from Philadelphia to Forksville, manufactured, and returned on wagons to the markets and a profit realized, but it was done. The Rogers brothers prospered and must have had considerable business ability.

Antiques, Relics, Legends

John W. Rogers has the old dough trough that was used in the early pioneer days by his grandparents and parents, and which is in good state of preservation. Mr.

Rogers also has the old dye kettle that was used in the Rogers brothers' factory at Forksville. He has the old family clock, which is nearly one hundred years old. Its works are made mostly of wood and are worn so the clock does not keep time. There is no doubt but what there are many antiques and relics in the homes of the Loyalsock and its tributaries, but they are kept very closely under cover for reasons I have not been able to learn.

The Indians often related stories of what they had found in the Loyalsock country and its tributaries. They spoke of how they got lead for their rifle bullets about two miles below Forksville, and there is evidence of their work while digging for the lead in the locality at this time.

Silver Mine Legend

An old Indian related to some of his friends on the Loyalsock that he could take them to a silver deposit where they could get silver in quantities sufficient to furnish their horses with shoes instead of using irons. He passed through the Loyalsock section with a bag which he said contained silver ore, and offered to show some of his friends where he got the ore. They feared to take the trip, and the location of the ore is still a mystery.

The William Molyneux homestead flats near Millview are, and were, called the "Injun Meadows." The Indians are said to have made salt from the waters of a spring on the flats. Arrowheads, flints, clay and stone vessels, and utensils for grinding grain in the vessels by hand have been found in great profusion in and about the Loyalsock section. Quite a large collection of Indian utensils, made of clay, were found by lumbermen in the rocks on lands on the Loyalsock below Ringdale, in Sullivan County. A number of the utensils were taken to the camp and were about the camp for some time; but, on inquiry as to where they might be found, no in-

formation can be secured from the men who found them. The locality has been visited recently by one of the men who found the utensils in company with other men interested in Indian relics, but they were unable to find any of them. Moses Rogers found some Indian pots under the rocks near the old gristmill at Forksville, which he turned over to a man from Pottsville, Pennsylvania, in the early days. These pots were made from clay.

Valley of Beauty

The valley of the Loyalsock is unsurpassed for its beautiful scenery. Nature has done a lot for the valley, and you cannot possibly excel nature's work. The Loyalsock got its full share of her handwork, which must be seen to be appreciated. Travelers who have journeyed the world over take the trip along the Loyalsock, and they do not tire of the scenery for it changes almost every minute. The great body of sightseers have not, as yet, hit the Loyalsock Trail in any numbers, but some day it will be on the map and labeled as "The Trip Worthwhile." Many travelers of the future days will wonder why they have not heard of, and seen, the beautiful Loyalsock Valley.

We of the Loyalsock still live in a vast wilderness. If anyone doubts the statement, it can easily be proved, for you can enter the woods at Bear Creek, Lycoming County, and travel the woods to Kitchen Creek, which is but a short distance from Wilkes-Barre. It is all woods, with but few clearings or buildings to be seen along the way. If this is not a wilderness for these days, where can we find one nearby?

The early English settlers must have loved scenery, solitude, and service, or they never would have settled and remained to rear their families in such a wilderness as the upper Loyalsock.

HOW DID WILLIAMSPORT GET ITS NAME?

The descendants of Michael Ross have long claimed that the city was named for his son William. Michael Ross owned all the land on which Williamsport now stands.

But the descendants of Judge William Hepburn believe that the city was named after him. He owned a great deal of land and was very influential in the formulation of Lycoming County.

Now a letter which has been long buried in the files has been found that shows a third claimant to the name of Williamsport. William Winter owned a great deal of land where Williamsport is now located. He divided this land among his sons, and the part that went to his son William had a small settlement on it which was called "William's Part." His descendants claim that the name was later changed to Williamsport. This is just family tradition and they have no records to substantiate the claim, but it sounds reasonable.

William Winter was born of British parents on the Island of Man on March 28, 1728, and came to this country with his brother John, who was a sea captain. He first went to Virginia where in 1747 he married Ann Boone, of the family of Daniel Boone and Captain Hawkins Boone. In 1752 he went to Berks County, Pa., and purchased much land. In 1756 he was chosen inspector to help the sheriff of Berks County, William Boone. He served in the War of Revolution and was disinherited by his parents for taking the oath of allegiance to our country. The first court of Lycoming County was held at his home. He died in Williamsport on June 29, 1794. Much of this information has been taken from the third series of Pennsylvania Archives and from Meginness.

Mr. J. Kenneth Winter, a descendant of the Winter family, now lives in Berkley Springs, West Virginia. He has collected much material on Lincoln, and frequently lectures on that subject.

CATHERINE SMITH, THE MUNITION MAKER

(From "Stories of the West Branch Valley" by Katharine W. Bennet.

This article was printed in *The Sun*, April 27, 1928.)

When the first volunteers left the valley with Captain Lowdon, none watched with a prouder yet more troubled heart than Catherine Smith of White Deer. For with the company marched her mainstay and eldest son, John Smith. Two years before (1773) her husband, Peter Smith, had died leaving no means of support of herself and family but three hundred acres of uncleared land at the mouth of White Deer Creek.

On this plantation was a comfortable stone cottage in which Catherine Smith lived with her ten children. At the mouth of the creek was an excellent mill site. On it the Widow Smith was urged by her neighbors to build a mill. A good grist-

mill was needed on this part of the frontier as there was none nearer than that of Jacob Freeland on Warrior Run. The pioneers who were pouring into White Deer Valley and settling on the east side of the West Branch wanted a mill nearer home.

Catherine Smith was penniless, but not unresourceful. Realizing the need of the infant settlements, and the necessity of providing a livelihood for herself and children, she succeeded in borrowing money for the erection of both a grist and sawmill. After a year of laying foundations and felling trees and peeling bark, she had both mills in operation. In a few short weeks came the first call for volunteers, and her sturdy son who had been

her greatest help marched away to Boston. The pioneer mother then carried on alone. Manpower was scarce on the frontier, but the Widow Smith succeeded in operating her mills, providing for her family, and putting money by to repay the heavy debt incurred in building the mills. Later she erected a hemp mill.

Other recruiting officers followed Captain Lowdon in the valley, and the West Branch was soon depleted of its young men. With the patriotic youth went the best flintlocks, and soon there was left for the defense of the frontier only old men and boys and an inadequate supply of arms. The chairman of the Committee of Safety held a general review of the remaining arms and found many in need of repairs. Small gunbarrels used for shooting game needed to be bored larger to carry bullets with more deadly effect. Again the ingenious Catherine Smith came to the rescue. This time she erected a boring mill, which was the only munition plant in northeastern Pennsylvania during the Revolution. She served militiamen from remote Reed's Fort on the site of present Lock Haven to Potter's Fort at the head of Penn's Valley. It has been claimed that gunbarrels from Catherine Smith's mill were sent to isolated settlers as far as the present Renovo. Rifles were also prepared for the Continental army.

The mills were such a valuable asset to the frontier and the cause of freedom that early in the spring of 1778 a small stockaded stronghold, called Fort Menninger, was built for their protection. The fort was situated about eighty rods from the river on the north bank of White Deer Creek. The stone cottage, with the mills for bases, formed the apex of an irregular triangle.

In the summer of 1778 the inhabitants of the valley fled before an invading force of Tories and Indians, and Widow Smith's mills were abandoned. Where the patriotic woman and her family found refuge in the troublous years that followed is not known.

After the upper West Branch was deserted, the widow's mills were the fron-

tier and the militiamen who patrolled the valley were stationed at Fort Menninger. In 1779 a second incursion of Indians and Tories was made in the valley, and the fort and the mills were burned. After that, when soldiers were in the vicinity of White Deer, they were quartered in the widow's house. In a dispatch dated September 18, 1780, General Potter wrote, "I marched the remainder, consisting of 170 men, up the West Branch to Fort Swartz (about a mile above Milton). I then went to Colonel Kelly, who lay at the mouth of White Deer Creek with eighty men." This was in the Widow Smith's house.

In 1783 Catherine Smith returned to view the ruins wrought by war. The pioneers urged her to rebuild the grist and sawmills, but the widow of Peter Smith had lost her enthusiasm. Trouble and bad luck had disheartened her. Her son John, who had marched away so gallantly with the first volunteers, had been killed in action. To bring order out of the chaos on her property would cost far more than she possessed. But her former neighbors insisted, and once more the Widow Smith arose to the emergency. She managed the rebuilding of the grist and sawmills with much difficulty, but scarcely were they in operation when ejections were brought against her by Messrs. Claypoole and Morris who claimed a prior right to the land. As frequently happened, the land office had given several warrants for the same tract, and the Claypoole and Morris patent bore the earlier date.

The Widow Smith petitioned the legislature, and prominent citizens of Northumberland County (such as William Blythe and Charles Gillespie) and the well-known soldiers, Colonel John Kelly and General James Potter, interceded in her behalf. Under the circumstances, the legislature could grant no relief. The widow had no means to support actions at law, but she is said to have walked to Philadelphia and back thirteen times (160 miles each way) in an effort to effect a compromise. In spite of the justice of her claims and the efforts of her friends, the case was decided against her. In 1801 she gave up possession of the property that she had labored so hard to improve.

It has been said that this enterprising and patriotic woman died in poverty. Her stone cottage, with a modern addition, is still standing. Until recently the foundation of her second mill served as the foundation of a modern flouring mill. A few weeks ago fire again visited the White Deer mills, and the buildings were burned to the ground.

The Williamsport Sun of October 19 and October 26, 1934, carried an article about "Catherine Smith, Forgotten Woman Patriot of the Revolution" in its NOW AND THEN column. The article was written by Col. Henry W. Shoemaker. We have copied excerpts from this article to add to our story.

"...It was at the mouth of McElhattan Run that Widow Smith established her two sons, Michael and Philip, about 1772 (in a flouring mill) . . . It is interesting to note the astounding enterprise and energy of Catherine Smith, a poor widow with ten children, establishing her sons in business, while she carried on trade with the Indians.

"Prior to the establishment of the mill at the mouth of McElhattan Run, Catherine Smith and her husband Peter Smith, had run a trading post on the Great Island, having come there about 1768. A descendant of Catherine Smith . . . told me that Peter and Catherine, the pioneers, were the persons who first bought the Great Island from the Indians. About 1773, after her husband's death, she sold it to William Dunn . . . After the sale to Dunn, which showed a profit, Widow Smith set up her sons in the milling business at McElhattan Run . . . It was about then that Widow Smith decided to go down the river to the mouth of White Deer Creek, where her husband had a claim for 300 acres, her mind filled with various enterprises. Too much historical mention cannot be accorded to this most remarkable pioneer woman, who was treated with injustice in her lifetime and ruled off history's pages after her death . . . People go into rhapsodies over Lydia Hollingsworth Wallis and her sunken gardens and her solid silver

tea service, but accord slight mention to Catherine Smith because she was poor, friendless, and beaten down in everything she tried. . .

"It was the State Geographic Board, about 1924, that first honored Widow Smith, famous heroine of the plain people, by naming the noble culmination of Nittany Mountain, which looks down on the spot where she passed her most eventful and memorable days, 'Catherine's Crown.' This aptly chosen and strangely unique title was suggested by J. Herbert Walker, then editor of the Lewisburg Journal. Catherine's Crown is one of the very few mountains in Pennsylvania named for a woman . . . To name this mountain after Catherine Smith was a well-deserved tribute, yet the old frontier woman who died in poverty, and whose grave was rifled, gained little by it. . .

"Catherine Smith was probably born in the Palatinate, but was brought to Lancaster County at an early age. Of her large family, her sons Michael and Philip remained at McElhattan Run, William went west, Peter, Jr., was killed by Indians the same year as his mother's mill at White Deer was burned by the redmen, probably at the time of the massacre at Gerhard Freeland's fort in 1779 . . .

"According to her descendants, she returned to Lancaster County (in the summer of 1778) with some of her family, visiting around among relatives, and did not come up the river again until late in 1783 . . .

"Mrs. Dyce thus described Widow Catherine Smith, the patriot woman: 'She was held to be good looking in her day, yet she was very small, not over five feet tall. Her hair was coarse, and stiff, and black, and cut short like a man's. She had a Roman nose, projecting teeth, too many for her upper jaw was the cause, yet her lips were small and she never forgot how to smile. Her black eyes wore a pleasant expression. She was active and wiry, and always planning something for the welfare of her family. It was for her children, never for herself, she worked so hard.'

"Catherine Smith was buried in the ancient settler's graveyard at the corner of

Daniel Caldwell's barn. Like the bones of Mary Ludwig, the bones of Widow Smith were disturbed . . . and identified . . . by the projecting teeth of the skull . . .

"Catherine Smith on her visits to her sons expressed no regrets at the patriotic services which she rendered freely during the revolution. 'I would do it over again,' she would say in Pennsylvania Dutch, and then draw a whiff of the mild and fragrant, or 'secret', Indian tobacco in her small brown porcelain mother's pipe, and add, 'Bread cast upon the waters will always come back.' . . .

"Catherine Smith walked thirteen times to Philadelphia and return during the progress of her claim. She would receive a citation to appear on a certain date, and getting there find it had been postponed. She traveled barefoot, carrying her shoes and stockings, which she put on at the city limits, being always neat and interested in the personal appearance. On one of her first trips to Philadelphia, she was accompanied by her beautiful daughter 'Cass', or Cassandra, who created a sensation when she entered Independence Hall where the hearings took place. Of the same

witching, dark-eyed type as her mother had been in youth, with the proud coronet features, she was a head taller than the old lady. She won the hearts of the susceptible legislators. . . It was asserted that one of the Claypools, a man of forty-five, wished to become the husband of Cassandra Smith. For this he would quash the firm's claims and restore the property. The lonely twenty-two year old girl was willing to marry him, in order to see her mother made happy. But the stern old Roman matron refused this patrician alliance for her daughter and the return of her property by any 'left-handed bargain', as she called it, and continued to fight her petition on to its final inglorious end . . .

"Though she was poor and obscure and had few educational advantages, and not at all the type to adorn snobbish history's pages, she deserves a place among the seats of the mighty, right beside the greatest women of the land. And if a Hall of Fame is ever set up for women, her bust crowned with laurel, should be in the front rank, typical of her relentless pursuit of righteousness, her lofty ideals, and heroic efforts in the cause of freedom."

Hartley Hall, Lycoming County, Pa.
September 9, 1895

Dear Sir and Madam,

What I can find now about the old fort:

Fort Muncy, built 1778 by Col. (afterwards Gen.) Hartley, in command of troops employed against the Indians. The bastions were built of fascines and clay, the curtains furnished with stockades. It had a 4 lb. cannon, mounted, and four swivel guns. The garrison in 1778 was 200 men, Capt. Andrew Walton in command. In 1779 the garrison was 1 captain, 2 subalterns, 4 sergeants, 60 rank and file. Apr. 27, 1779, 13 men were killed of (the) garrison. May 15, 1779, Gen. Hand arr'd with 100 men. In 1780 the garrison was 40 - 50

strong. In 1782 the fort was rebuilt of stone by Hessians.

(Signed) "Y. W. Hall"

My earliest recollection of being a member of the Lycoming County Historical Society is at the age of six - 60 years ago. My parents, Mr. and Mrs. Charles Wood Hill, would take their five children to the meetings at the James V. Brown Library in 1915. The meetings were in the basement of the Library. We sat on straight chairs with our feet dangling in the air — I know that they did not reach the floor.

Respectfully,
Gertrude Heilman Hill,
Regent, D. A. R.

THE PETER HERDIC CORNER

The Contest

The election, to take place to-day, will doubtless be contested with more vigor and earnestness than any former election in the history of our young city, and upon the result will very much depend our future prosperity. This contest is purely local, no political issue whatever is involved, and therefore every voter should lay aside his political prejudices and look the true issue square in the face, and after fully surveying the whole ground and pondering the policy to be pursued by the one party and the other, if successful, go to the polls and deposit his vote free from party trammels.

I need but refer my fellow citizens to the fact that each party have combined in their respective tickets, democrats, conservatives and radicals, as proof that this is not a political contest, but a purely local question, and therefore venture to give my views upon the policy to be pursued by the one party or the other permitted to control the affairs of the city.

Dr. Logan is the candidate of the negative and do nothing element of our city. His administration for the past year as well as his present position and profession clearly define him as a do nothing candidate for Mayor; and his more prominent and leading supporters are men of wealth, and men who have become wealthy by the advance of property, but who now imagine that their property cannot grow any more in value, and therefore oppose all improvement, because, as they suppose, they are not to be benefited, which is a very gross mistake, as we propose to show.

Mr. HERDIC is, as all know, a young enterprising, energetic man, who has proved himself by his wonderful success, to be as practical as he is energetic and enterprising; and who will deny that to his enterprise and energy must be referred, in a very great degree, the prosperity and growth of our young city. 'Tis true, he is the holder of a large landed property, which now bear, but lightly, the burdens of taxation, because it is comparatively unimproved, but which

he is desirous to dispose of that it may be improved, while many of those who oppose Mr. Herdic also hold a great deal of property throughout the city, paying but little or no tax because it is not improved, but which is held and will be held for advance of price, to be made by taxing the improved property of our city.

Now, the true policy is doubtless this, anticipate revenue by borrowing money to be paid years after these vacant city lots shall be built upon, thereby extending and increasing the bases of taxation, and thereby lessen our taxes instead of increasing them year after year gradually to maintain this selfish and blind policy we have been pursuing; and if these selfish men will not put their vacant lots in market at fair prices, so they may become improved and bear their share of taxation, then, I say, let Mr. HERDIC have a chance to bring his lands into market, that they may be improved and contribute to the wealth of our city, and divide the burden of taxation with the older improved section of our city.

Who does not know that hundreds of thousands of dollars are now invested in unimproved city lots, that pay but a nominal tax, and most of these vacant city lots are held at from two to five thousand dollars, and if built upon would be assessed and pay their share of tax, but now are only taxed at one dollar.

It must be conceded by all that the improvement of streets, lanes and alleys are needed and is of first consideration with all who propose building in new parts of a town or city; good drainage is indispensable in order to dry and clean streets, while the public health, prosperity and business very much depend upon the condition of the streets and avenues. 'Tis an old *axium*, "If a man wants to make money he must go where money is spent; and if we will venture nothing we will win nothing." Every dollar expended in improvements in our city, benefits the whole, not only by present use and increase of business but in future valuation.

Every business man, every laboring man, will reap benefits from the expenditure of a few thousand dollars, while every property holder will find his property of more value, and his taxes lessened, by increasing the value of landed property throughout the city.

Now, then, what is our interest? is the only question to be answered, if our political principles are not involved, if our personal friendships or prejudices do not control, what but our interests, individually and collectively, should determine our action.

I go for labor for the laborer, money and trade for the trader, business for the lawyer and "throw physic to the dogs."

S. G. MORRISON

Williamsport, May 20, 1868.

(Editor's Note — Evidently Peter Herdic ran for Mayor in May, 1868, against William F. Logan and was defeated. Refer to the second paragraph of page 29, Volume X, No. 2, of the Historical Journal. Peter's second try for mayor in October, 1869, was successful.)

HERDIC NAMED STEAM VALLEY

(from the *Sun-Gazette* of January 13, 1923)

Interesting Information for "Get-Acquainted" Tourists



ROAD FOLLOWS OLD TRAIL

Highway Now Concrete Paved
Was Opened Originally by Williamson
in 1792

How the picturesque spot, Steam Valley, came by its name, thru Peter Herdic and the Weeds; how the road thru the mountains was opened up originally in 1792 by Charles Williamson and was known (and is still known) as "The Williamson Trail"; how one may view "a mountain puzzle" and at the same time enjoy some of the finest mountain scenery in the United States — these are some of the things told in the accompanying news articles by "David of Happy Valley," who was "among those present" when Charles H. Eldon erected his much appreciated signboard at Steam Valley last Wednesday.

For "Get-Acquainted" Tourists

David has gathered some interesting facts which "get-acquainted" tourists will do well to read before joining the pilgrimage to Wellsboro tomorrow. David writes:

"On Wednesday afternoon last Chas. H. Eldon placed a neat signboard on the Susquehanna Trail, out on the top of 'Steam Valley Hill,' with the following inscription on it:

STEAM VALLEY

1710 feet above sea level
1036 feet above Trout Run
1182 feet above Williamson
Williamson 528 feet above sea level
21 miles to Williamson

(Presented and erected by Charles H. Eldon, Williamson, Pa.)

"The signboard is neatly painted and varnished, made of the very best lumber obtainable, and weather-proofed. It is placed on a big open stretch, where all passing by can see it. The direction to Williamson is plainly marked with a big red arrow.

View the Mountain Peaks

"Steam Valley Hill is on one of the highest (if not the highest) points on the

trail. And one of the best views can be had of the mountain peaks from there. Looking back towards Trout Run one can see the new concrete road winding in and out, but guess as you will, you can't figure out how you got up there. It's a mountain puzzle. When you motor out that way and come to this signboard, stop your car, get out and tarry a while, and look about you — enjoy the old orchard at the side of the road and the old stump fences, reminders of the long ago. They will take you back to the days of the old pioneers. View the mountain ranges; look closely and see how many deer you can count in the nearby woods — maybe a bear, or a few pheasants and quail, and let the birds sing for you. Take a big breath of fresh air — it's free. It's God's country — Steam Valley is.

Peter Herdic Did It

"How did Steam Valley get its name? In this valley, 'way back there, the Weeds and Peter Herdic erected the first 'steam mill' in this country, and from that day to this it has been Steam Valley. Peter Herdic located there in 1846 and manufactured shingles. The first year he cleared \$740, and after he accumulated about \$2,500 he purchased a farm of 154 acres on Lycoming Creek and erected thereon a modest little house. In after years he came to Williamson when this town had only 1,700 inhabitants. And he was one of the greatest hustlers and boosters the city has ever had. He gave Williamson a start, and some of you other fellows are keeping it going. When you go up Steam Valley Wednesday on the 'Get-Acquainted Trip,' don't fail to look for the 'new signboard.' Stop, get out and look down over the valley far below. 'Twill pay you.

Road of Many Springs

"This old road, Williamson Trail, was known in the pioneer days as the road of many springs. There was the One Mile Spring, the Two Mile Spring, the Three Mile Spring, and so on. The writer would like to see the beautiful roadway kept clear of advertising signs — and would like to see the springs and hollows marked with

neat little signs, such as 'Elbow Hollow,' 'Brinker Hollow,' 'Miller's Hill,' 'Boyer's Hill,' 'Lover's Lane,' 'Beehive Mountain,' 'Reeder's Hollow Watering Trough,' and many others.

"The Steam Valley post office was established in 1872, and Henry Yoder was its first postmaster.

Built by Charles Williamson

"The old road which you will pass over on the 'Get-Acquainted Trip' was cut thru in 1792 by Charles Williamson and his men, on the way to Genesee County, New York. At that time he established a depot for provisions where the town of Trout Run now stands. By hard work, camping, breaking up and working by slow stages, they succeeded in getting thru to what is now Blossburg. What has been known for a hundred and thirty years as the 'Block House,' just across the Tioga County line, was built by Williamson as the first depot, after leaving Trout Run.

A. G. & B. Ad in 1810

"James Kyle was one of the first settlers along the old Williamson Trail, and made valuable improvements on his farm.

VILLAGES ALONG THE OLD WILLIAMSON TRAIL

By DAVID

("David of Happy Valley" was in reality Charles Logue.)

Just a short distance above Newberry on the Susquehanna Trail you will see a new church. It is called Heshbon. 'Way back in 1825 Isaac McKinney and his son, William, established a forge on this spot. In 1835 they built a furnace, and in 1841 a rolling mill. Iron ore was brought from Center County by boats to Jaysburg (now Newberry) where it was unloaded and hauled to the furnace. Stoves were made at the furnace for several years. Finally the founders failed and the creditors undertook to run the plant, but the experiment did not prove successful. William Thomas,

In an issue of the *Gazette and Bulletin* for March 14, 1810, he advertised for sale over his own name 'a valuable farm on which he lives, situated on Lycoming Creek, 12 miles from Williamson, containing 260 acres, between thirty and forty of which are cleared, with six acres of meadow, a thriving young orchard of apple trees, and a nice peach orchard. A square log house and kitchen, a good log barn, one of the best mill seats on Lycoming Creek, on which there is a grist mill. In a word, the place is fit for almost any public business, as the Great Road (Williamson) leading to the State of New York passes thru it.'

The Signboard Party

"Those who accompanied Mr. Eldon on Wednesday afternoon and took part in the unique ceremonies of placing the signboard on top of Steam Valley Hill were Jacob Koch, who was state superintendent on the construction of this new road, Clifford Landon, and 'David' of Happy Valley."

from Coleman's, ran the plant a short time. Samuel Bayington then became lessee and operated it up to 1865, when it was so badly damaged by the great flood of that year that it never was repaired. The writer has spent considerable spare time trying to find traces of the old foundations of this once busy industry, but all have disappeared.

An Indian Village

A little farther up Lycoming Creek where Hepburnville now stands, we are

told, in history, that when the whites first entered the valley of Lycoming Creek they found an Indian Village of some note. It was called Eeltown. It is occasionally mentioned in the Colonial Records by parties pursuing hostile Indians, but it does not clearly appear why it should have had such a peculiar name. Tradition says that Newhaleeka, who traded the Great Island to William Dunn about 1769 for a rifle and a keg of whiskey, once dwelt there, and there was a cluster of cabins about his wigwam. It is alleged that there was good fishing in the creek at that place and that eels abounded, which caused the whites to name it Eeltown. The Sheshequin Path debouched from the hills through a ravine near this Indian village, and it was likely a place of some note with the aborigines.

Among the early settlers on the creek may be mentioned James Thomson. He was there as early as 1784. About 1820 he opened a hotel a mile below Cogan Station, which he conducted many years. Samuel Reed built a house on the site of Hepburnville, about 1800, which stood until 1874. It was the only house then between Williamsport and Trout Run. In 1805 he taught school at what is now Cogan Station, and it is said that he was the first teacher in the new township.

Years ago, where the village of Powys now stands, (the site) was called "Crescent." Here were located the "big" nail works of the old days, the Crescent Iron

Works. The plant was erected in 1840 by Gervin B. Manley, Warren Edward, and Charles G. Heylman. At first it consisted of but one puddling furnace, one heating furnace, six nail machines, and one train of rolls for making bar iron. In 1844 Mr. Manley retired, and the firm became C. G. Heylman and Brother. In 1852 the former died, when the firm was reorganized with E. G. as chief. In 1853 J. W. Heylman disposed of his interest to H. D. Heylman, when the firm continued to 1857. Edward G. Heylman then purchased the interest of all the heirs and became sole proprietor. In 1861 the works were enlarged and their capacity increased. The great flood of 1865 did them serious damage, but they were repaired and put in operation again. Various changes now took place, when on March 1, 1876, Peter Herdic became interested.* When he failed, they passed into the hands of Hon. R. J. C. Walker, who operated them for a short time.

The few little homes you now see left standing at Powys are all that are left of a once busy and thriving industrial village.

*Another business to be added to the list commencing on page 20 of the LCHS JOURNAL, Vol. X, No. 2.

(Editor's Note — Our readers are reminded of the very fine article on "The Williamson Road," by Charles G. Webb, which appeared in the JOURNAL, Vol. I, No. 10.)

THE ORLANDO WATER WORKS

By Mr. D. A. Cheney

Orlando was incorporated in 1875 as a village by a popular election in which 23 citizens cast their votes. In 1885 the city of Orlando received a charter by action of the legislature of the state of Florida.

The Florida Land Boom of 1885 brought rapid growth and development to this area, largely based on citrus culture and a tourist interest in this section of central Florida.

Water supply and fire protection were early problems. Existing sources, mostly shallow, open, and driven wells, were subject to soil pollution; and the health and welfare of the community were concerned. There also was the matter of fire protection, which at that time was available only by hand-pumpers and hose reels drawing water from the local lakes and special large open wells and cisterns in the business districts.

On October 5, 1886, the City Council granted to A. A. Parker and his associates a franchise to construct, maintain, and operate a water works within the municipality.

The Orlando Water Company was incorporated as of October 20, 1886, with A. A. Parker, George W. Lentz, and Peter Herdic as the incorporators. Actual construction began on March 18, 1887, and the original installation was completed on May 17, 1887. The constructor was the Standard Land Company, Limited, and was under the personal supervision of Mr. Herdic.

The incorporators and their financial backers were from Huntingdon and Williamsport, Pa.

The original plant consisted of:

- 2 Horizontal Return Flu Steam Boilers
- 1 - 1,000,000 GPD Duplex reciprocating steam pump
- 1 - 12 ft. by 125 ft. Steel Standpipe
- 7 miles of cast iron water mains
- 140 Customer Services
- 50 Fire Hydrants

The source of water was Lake Highland, at that time well outside the city limits of Orlando. In 1889, additional water mains were laid to serve most of the well-settled areas of Orlando with a safe domestic supply and fire protection. The plant and services at once became a major factor in promoting the welfare, health, and growth of Orlando.

A document relating to the quality of the Orlando water is dated June 28, 1888, and entitled "A Scientific Examination of the Water Supply of the City of Orlando, Florida." It is signed by N. Robinson, Professor of Natural Science, Rollins College, and later State Geologist of Florida; and it states, "The water examined was taken from a tap at Lawrence's Pharmacy and far surpasses that which most cities receive." The statement adds, "In absolute purity and freedom from all injurious or contaminating substances, the Orlando water is among the very best in the known world." Such reports given wide publicity

were valuable factors in the growth and development of the community.

In the late 1880's and early 1890's the picture changed. The Florida Land Boom raged away, the great yellow fever scare kept people out of Florida, and finally the series of freezes of 1893-1895 came.

In 1888 Peter Herdic died, and in 1890 a receivership took over the plant which now included 13 and one-half miles of water mains. The arrested growth of the community and the lack of adequate resources brought financial problems. The bondholders foreclosed the property and turned it over to a new corporation, The Orlando Water and Sewerage Company, its charter being dated June 6, 1892. Mr. J. A. Beeber, President of the First National Bank of Williamsport, representing the bondholders, was President; and Mr. J. M. Cheney, an Orlando attorney, became Secretary-Treasurer and Managing Director. Later, William P. Beeber succeeded his father in both of these positions, a relationship which continued until 1922 when the plants were sold to the city of Orlando.

To complete the early history: In 1900 the Orlando Water and Light Company was incorporated to take over the water plant and to build the electric plant; to build an ice factory in 1903; and to acquire the local gas plant in 1905. But that is another story.

(Mr. D. A. Cheney, 86, is President of the Orange County Historical Society, Orlando, Florida. For the past six or more months he has headed a campaign to raise \$200,000 for the construction of a new museum for Orange County. In 1892, his father, John M. Cheney, then a young attorney, was employed by the First National Bank of Williamsport (Trustee for the bondholders) to take over the operation of the water company. Mr. D. A. Cheney has some records of those early years.)

MOSQUITO VALLEY CHRONICLES

By Dr. Eugene P. Bertin

The Marble Quarry

Sometime before 1870 the Mosquito Valley Marble Company operated a flourishing business. Evidently the quarry yielded a vast amount of marble suitable for building. Huge blocks of choice marble were hauled on wagon trains, drawn by oxen hitched single file, for use in building mansions and public buildings in the then thriving lumber city of Williamsport. Immense watering troughs, hewed from solid pine logs, and large salt boxes were built at the confluence of Jack's Run and Mosquito Creek to refresh the oxen during their strenuous trek to the city. Here the animals were watered and out-spanned for a brief rest.

Sculptors set up studios on the site of the quarry where they chiseled out statues of public personalities and lumber barons

born of the boom in that industry. Some marble was dressed around the quarry; other pieces were hauled to stone cutters' yards in Williamsport or sent even farther away on flat freight cars from Duboistown. Admirers of Peter Herdic, "the poor Dutch farm boy," planned an heroic statue of this great man by sculptor Wagner. The piece was to be set up in Market Square. The Jay Cooke panic of 1873, however, interrupted the completion of this masterpiece.

It also ended the Mosquito Valley Marble Company, and Thomas Smith's projected town of Carrara, which was to rise at the scene of the quarry and rival the marble city of the same name in Italy. Had the quarry been able to continue as it began, Carrara might have supplanted Duboistown as the center of population.

THE BLACK MARBLE QUARRY

(from the *Second Geological Survey of Pennsylvania — The Geology of Lycoming and Sullivan Counties* by Andrew Sherwood and Franklin Platt, Harrisburg, 1880.)

Near the east end of the valley (the Mosquito valley) a *Marble Quarry* has been opened.

The rock is a black limestone; quarries out in large blocks and takes a handsome polish. It is reported however not to stand exposure, but splinters up on weathering. This would render it useless for any outside work, but might still leave it of value for inside decorations.

When the quarry was examined (in 1875), the works were in operation: they had 1 gang saw, capacity 100 tiles per diem; these tiles usually 12" x 12" x 1": the tiles going to Philadelphia and the stone to Philadelphia or Washington.

All of the marble is dark colored, very slightly fossiliferous, regular in bedding and works easily. The quarry face is:

Surface bench, in small layers, 1" to 2"
and up to 1', 10' 0"

Middle bench, in regular layers
from 2' to 1' thick, 20 0
Lower bench, massive and hard,
but no stone from it yet
shipped, 6

Total, 36 0

The dip of these rocks is north, 4 degrees; the quarry is about on the crest of the anticlinal, and the dip is simply the dying gently of that anticlinal northeastward.

Of the above 36 feet of black marble much proved shelly on quarrying, and split into pieces; a considerable part however, coming out in handsome blocks.

It is reported to burn to an excellent white lime. There are some curious soft and rotten layers of stone lying between the firm and hard marble layers, the underlying and overlying hard rocks being perfect and unbroken so far as traced.