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COVER PICTURE: Originally built in 1853 as the "Wheatland," this locomotive was rebuilt at Altoona and used as the "Old 166" by the Pennsylvania Railroad. (Photo courtesy of Dr. Homer T. Rosenberger)

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MEETINGS, 1977-1978 LYCOMING COUNTY HISTORICAL SOCIETY

- September 15, 1977, 8:00 p.m.
Mr. Andrew K. Grugan, Museum Director, will speak on the subject, "Our Lumber Collections," using slides and selections from the Tinsman Family and Emery Family papers in his presentation.
- October 20, 1977, 8:00 p.m.
Miss Gladys Widemire and Mr. Richard Mix will present a program concerning the photograph collections in our Museum, using lantern slides in their presentation.
- October 22 and November 12, 1977, 7:00 a.m.
Bus tours of Philadelphia will be conducted on these dates. Included in the itinerary are: Independence Hall Mall, the "Gallery" (a new shopping center of 125 shops), the Samuel Powel House, and other historic sites in Olde Philadelphia.
- November 17, 1977, 8:00 p.m.
Mrs. Jane Ingersoll will speak on the subject of "Textiles." There will be a display of lace in the main lobby of the Museum.
- December 7, 1977, 8:00 p.m.
The Cathedral Hand Bell Choir of the First United Methodist Church, under the direction of Mr. Dale Bower, will present an evening of music.
- January 19, 1978, 8:00 p.m.
Mr. James P. Bressler, speaker. Subject to be announced later.

February 16, 1978, 8:00 p.m.

Mr. Andrew K. Grugan will present a biographical sketch of J. H. McMinn.

March 16, 1978, 8:00 p.m.

Mrs. Mary Mussina Massey will lecture on Winterthur and its collections, using slides in her presentation.

April 26, 1978, 6:30 p.m.

Dinner meeting at Eldred Township Fire Hall, Warrensville. Mr. John W. Heisey of York, Pa., will speak on the subject of "Genealogy." A short annual meeting will follow the program.

May 12, 1978

Mrs. Mary Mussina Massey will act as our guide on a bus tour of Winterthur.

GREETINGS FROM THE PRESIDENT'S DESK

August 5, 1977

Dear Members:

As summer passes quickly from the scene, we look forward to another year of meetings and activities of our Society. I wish to call your attention to the listing of programs which appears elsewhere in this issue of the Journal. Make note of the dates and plan to attend as many as possible of these events.

We are pleased to report the financial success of the Columbus Boychoir Concert, sponsored jointly by the Greater Williamsport Community Arts Council and our Society on May 22. Each organization received \$1016 as its share of the net receipts. This amount exceeds the \$800 anticipated in our 1977-78 budget, but we are still struggling to meet a deficit of \$8,400. We are receptive to your suggestions of additional sources of income.

The North Central Pennsylvania Historical Association which was organized in Williamsport on October 16, 1976, will hold its second annual meeting in Lewisburg on Saturday, November 19, 1977. Several meetings of the officers have been held during the past ten months. Plans are being formulated for the November meeting and details of an interesting program will be announced later. Plan to attend and support the joint efforts of the historical societies of this area.

The Museum has received many fine gifts during the year for which we express our thanks.

We would express appreciation also to the staff of the Museum, professional and volunteer, for their faithful and devoted service in the many activities which continue to receive recognition and acclaim. Your frequent visits to the Museum will keep you informed and be a means of encouragement to these persons for their continuing efforts.

I hope to greet you at future meetings of the Society.

Sincerely yours,
Robert D. Smink, *President*
Lycoming County Historical
Society

WILLIAMSPORT, PENNSYLVANIA

ONE OF THE MOST STRATEGIC TRANSPORTATION POINTS IN THE UNITED STATES, 1830-1930

By Dr. Homer T. Rosenberger

(Article based on a talk using slides and maps given at the annual dinner meeting of the Society on March 23, 1977, and drawing on materials from Dr. Rosenberger's book, *The Philadelphia and Erie Railroad: Its Place In American Economic History*, Fox Hills Press, Potomac, MD, 20854, 1975.)

In a very real sense, Williamsport, Pennsylvania, is Eastern Pennsylvania's gateway to Northcentral and North-western Pennsylvania. As such Williamsport has held a commanding position in transportation history since its settlement in 1795. Indian trails, the West Branch of the Susquehanna River, early roads, the Pennsylvania Canal, the Philadelphia and Erie and other railroads, and modern highways radiating from Williamsport have brought prosperity to Lycoming County and easy access to the area from Williamsport to Erie.

Northcentral and Northwestern Pennsylvania were neglected during most of the nineteenth century at a time when many other parts of the State were being developed rapidly. As a result, the area immediately west of Lock Haven and on to Warren, and from the West Branch of the Susquehanna, the Bennett State Branch of the Sinnemahoning, and the Upper Clarion region to the Pennsylvania-New York State Line remained largely a wilderness until long after the Civil War. That vast region was Pennsylvania's last frontier and Williamsport was virtually at its doorstep. Williamsport's location on the river, with favorable approaches from the east, south, and west, and with a topography to the north which offered a variety of opportunities for development, gave Lycoming's county seat a notable geographical advantage as a future center of transportation.

Williamsport's ultimate future as a communications center was often evident in the first years of settlement in the West Branch Valley. In the mid-1790s Charles Williamson, agent for English-

man, Sir William Pulteney, completed a road to Painted Post, N. Y., which enabled transportation of a group of over five hundred settlers to a tract of 1,200,000 acres in Western New York and which established regular contacts to the North thereafter. When thirty years later completion of the Erie Canal enabled transportation by water from New York City to Buffalo, Pennsylvania legislators moved construction of a canal from the Susquehanna River to Pittsburgh to compete with the New York venture. A branch to Williamsport completed in 1834 gave new life to the fledgling town on the West Branch. This importance was attested to in 1833 when the United States Government appointed Major Bache as Topographic Engineer to develop lines of communication with up-state New York by surveying for a projected railroad from Williamsport to Elmira. This report was submitted to Congress in 1834. H. S. Tanner's *A Description of the Canals and Railroads of the United States* (1840) has a map opposite page 144 showing that at the time Williamsport canal traffic went as far west as Farrandsville, south to Sunbury, and from there went north to the New York border and south as far as Havre de Grace, Maryland. Freight and passenger traffic in and out of Williamsport on the canal was heavy for half a century. A few steamboats came up the river to Williamsport, but steam navigation was not really successful mainly because of shallow water in the summer and ice in the winter.

Pennsylvania's extensive lumber industry of the mid-nineteenth century provided new opportunity for Williams-

port as the area drained by the West Branch and its tributaries produced an amazing number of merchantable logs needing transportation to sawmills. As a result, businessmen of the city built a boom in the river to provide a means of providing the material necessary for a new industry. Transportation of the finished product to various population centers proceeded by river boat, canal, railroad, and river rafts. For a time in the 1860s Williamsport was the greatest source of lumber in the world.

For over a century the area of Williamsport held a commanding position in plans for development of a continental transportation system in the United States. Although not generally recognized by financiers and engineers until about 1880, the route with the most favorable grades connecting Saint Louis and Chicago directly with Philadelphia ran through Williamsport. Unfortunately, however, J. Edgar Thomson had by this time built his pet engineering project, the Horseshoe Curve near Altoona, and his associates with vested interests in the Harrisburg-Pittsburgh route had completed the Pennsylvania Railroad's main line even though its engines had to battle daily one of the most difficult grades in the eastern United States. To this day the wisdom of carrying the large bulk of freight and passenger traffic between the Eastern and Western United States via Williamsport is not recognized. The easiest rail route over the Pennsylvania Alleghenies is one from Red Bank on the Allegheny River to Driftwood on the Sinnemahoning Creek. The Pennsylvania Railroad Company fought for years to control that favorable route and prevent other railroads from acquiring it. They succeeded, and by so doing, were able to keep the route sufficiently inactive to assure that it would never compete in any way with its main line from Pittsburgh to Philadelphia.

The long and unhappy story of the proposal and ultimate rejection of the advantages of the West Branch Valley as the best transportation route to the West begins as early as 1786 when Charles Biddle of Philadelphia, vice

president of Pennsylvania's Supreme Executive Council, emphasized in a message to the Assembly the desirability of opening a water communication between the West Branch of the Susquehanna and the Allegheny River. Nearly three years later, in a message to the Assembly on February 6, 1789, Thomas Mifflin, president of the Council, stated, "A communication between Presque Isle, Erie...and the city of Philadelphia will, in our opinion, prove of the greatest utility to the public." The communication, he continued, could "be best effected by joining the heads of the West Branch of Susquehanna with the sources of the Allegheny (sic) River."¹ The Assembly responded by passing an act providing money for surveys on September 28th.² In 1791 a report by Timothy Matlack, Samuel Maclay and John Adlum was presented to President Mifflin. They had explored the West Branch of the Susquehanna and two branches of the Sinnemahoning Creek, the headwaters of the Allegheny River, Toby Creek (now known as the Clarion River), the Kiskiminetas, and the Juniata. They proposed three water routes across Pennsylvania, one of them being via the Susquehanna and its West Branch, then up the west branch of the Sinnemahoning (later known as Bennett Branch), and a portage to a tributary of the Allegheny, and thence up the Allegheny River and French Creek to what is now the city of Erie. They proposed a connection from this route down the Allegheny to Pitts-

burgh.³ Four years later in 1795, a pamphlet issued by direction of the President and Managers of the Schuylkill and Susquehanna and the Delaware and Schuylkill Navigation Companies recommended three water routes from Philadelphia to the present site of Erie, two of them by way of Williamsport with one of the two employing the West Branch of the

¹ *Pennsylvania Archives, Fourth Series, Vol. IV, p. 73.*

² *Pa. Stat. at Large, Vol. XIII, pp. 354-355.*

³ *The Philadelphia and Erie Railroad: Its Place In American Economic History, pp. 38-39.*

Sinnemahoning and Toby Creek.⁴ In 1810 William J. Duane of Philadelphia published a series of letters in which he called attention to the advantage that would accrue the city and to Pennsylvania by constructing roads and canals. His letter of August 29, 1810, proposed three water routes from Philadelphia to the Great Lakes, two of which would pass through Williamsport.⁵

The demand for better transportation between the coastal cities of the United States--Boston, New York, Philadelphia, Baltimore, Charleston, and Savannah--and the interior led to the building of turnpikes and canals and consideration of steam-powered rail service that had been employed in England since 1825. From 1830 to 1880 a period of railroad mania seized Pennsylvania with the General Assembly of Pennsylvania passing 163 acts and twelve resolutions concerning railroads in the decade 1827-1836 alone.⁶

Nicholas Biddle is credited with first pointing out in 1830 the route on which the Philadelphia Railroad was ultimately built.⁷ The Sunbury, Danville and Pottsville Railroad was originally planned to extend up the West Branch to the Sinnemahoning and on to Erie, but the plan died although preliminary surveys were made and construction began about 1833. In 1835 Edward Biddle, cousin of Nicholas, "conceived" the idea of a railroad extending diagonally across Pennsylvania to connect Philadelphia with Erie. Nicholas Biddle, then President of the Second Bank of the United States, looked favorably upon the idea.⁸ Agitation in Philadelphia, Pottsville, Franklin, Warren, Erie, and on the Upper Clarion in 1834-1836 favored construction of such a project.⁹

A specific plan for a railroad to Erie resulted from a public meeting held by citizens of the borough of Jersey Shore on March 9, 1836, to consider the "propriety and practicability" of a chain of canals and railroads from Philadelphia to the Great Lakes via the West Branch of the Susquehanna. The Lycoming Gazette of March 30, 1836, published a statement prepared by the meeting's

resolutions committee which declared that a railroad could be built from the end of the West Branch canal at "Tangascootack" in Clinton County to Erie without the need of an inclined plane, thereby enabling relatively easy transportation from Philadelphia to Erie through Williamsport and Jersey Shore. The statement included a resolution asserting that the proposed route had advantages "vastly superior to...any other contemplated connection with the Western waters," and earnestly urging the Legislature to "take prompt and energetic measures to secure its early construction." Two amendments to the resolution directed that 150 copies of the proceedings of March 9 be printed, that a copy be given to each member of the Pennsylvania legislature, and that the proceedings of the meeting be published in newspapers favorable to improved transportation between Williamsport and Erie.¹⁰

By late summer of 1836, there was ferment in Erie in behalf of construction of a railroad from the West Branch of the Susquehanna to the Great Lakes. On September 3, 1836, Erie citizens recommended that a meeting be held at Williamsport on November 16 "to consult upon and adopt such measures as may be best calculated to secure the incorporation, by the next legislature, of a Company to construct a railroad from some point on the Susquehanna, by that and the Alleghany (sic) River, and their tributaries, to the Harbour at Erie." A circular of September 19 supporting

⁴ *Ibid.*, pp. 39-40.

⁵ *Duane's letters were published in the Aurora, a Philadelphia daily newspaper, and were signed "Franklin."*

⁶ *The Philadelphia and Erie Railroad*, p. 53n

⁷ J. R. Sypher, *School History of Pennsylvania, Philadelphia, 1868*, p. 249.

⁸ John C. Perkins, *Resources of the Philadelphia and Erie Railroad Region, in Letters to the Erie Daily Dispatch, Erie, 1868*, p. 157.

⁹ *The Philadelphia and Erie Railroad*, pp. 63-64, 66-71.

¹⁰ *The Lycoming Gazette, March 30, 1836.*

the call was widely distributed attracting much attention in various parts of the State.¹¹

The Williamsport Railroad Convention of November 16, 1836, was a tremendous success. There were 204 delegates from Philadelphia and from sixteen of the then fifty-three Pennsylvania counties. Nicholas Biddle was elected President of the Convention. Such men as William F. Packer, later Governor of Pennsylvania, and Simon Cameron, later Lincoln's Secretary of War and Minister to Russia, were among the eight Vice Presidents. The purpose of the Convention was to consider and adopt measures which would result in the early connecting of Philadelphia and Erie by rail. It adopted six resolutions, one of which favored immediate application to the General Assembly of Pennsylvania to incorporate a company with adequate capital to build a railroad from Erie to Sunbury via Williamsport, and another urging that the General Assembly be memorialized to aid the construction of the road "either in the form of subscription or otherwise."¹² The results of the Convention were reported in the Lycoming Gazette of November 23, the Pennsylvania Reporter and Democratic State Journal of Harrisburg of November 24, the Meadville Courier of November 29, and undoubtedly in many other newspapers of the day.

The railroad which was to become Williamsport's chief link with the world for the next century was incorporated by an act of the General Assembly of Pennsylvania approved April 3, 1837.¹³ An organization to be called the Sunbury and Erie Railroad Company was authorized to construct a line from Sunbury to Erie via Williamsport. In 1861, nearly a quarter of a century later, an act of the Pennsylvania legislature of March 7 changed the name of the Sunbury and Erie Railroad Company to the Philadelphia and Erie Railroad Company, the name it retained until its property was completely absorbed by the Pennsylvania Railroad on May 1, 1907.

During 1838 and 1839 a distin-

quished civil engineer, Edward Miller, made surveys and determined the route of the Sunbury and Erie Railroad. He deliberately refused to take the gentle grade over the Alleghenies and therefore nearly sealed the fate of the enterprise at its very beginning. Why he made this mistake is not known. Undoubtedly owners of large tracts of wilderness land in what are now Cameron, Elk, McKean, and Warren Counties brought pressure to bear on him and probably on the officers and members of the Board of Managers of the Company. I have not found any evidence of malfeasance on the part of any of those involved.¹⁴

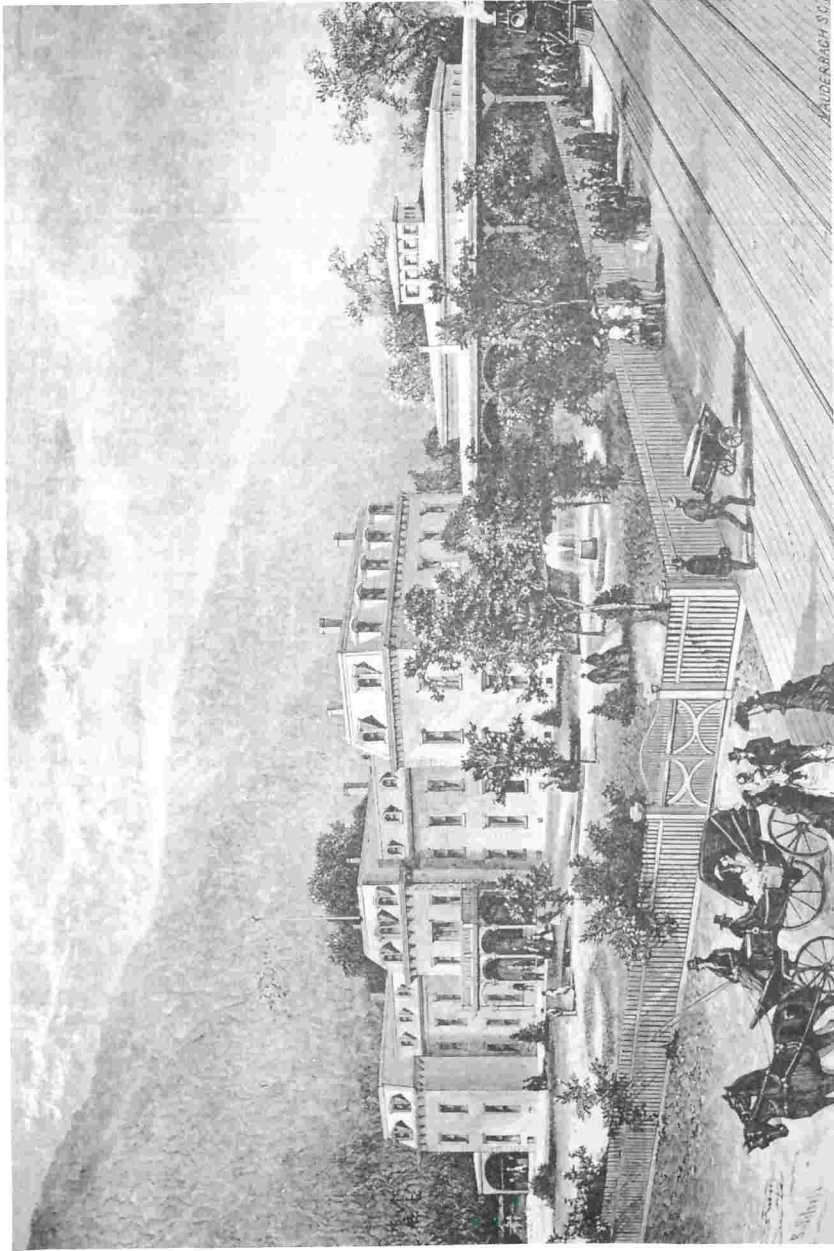
It was generally thought in the mid-1830s that Erie would become one of the greatest cities in the United States, and it then seemed all-important to take as direct a route as possible to that lake port. Had Miller selected the gentle grade from what is now Driftwood on the Sinnemahoning Creek to Red Bank on the Allegheny River (passing near present DuBois), the Sunbury and Erie would probably have accepted the overtures of Railroad Companies in Ohio that were hoping to use that favorable grade to reach New York City by using the

¹¹ *The Philadelphia and Erie Railroad*, pp. 74-76.

¹² *Pamphlet entitled Proceedings of the Citizens of Philadelphia Relative to the Rail Road to Erie, and of The Convention at Williamsport, Lycoming County, Pa. Published by order of the Delegates, 1836*, pp. 13-14.

¹³ *The act is reproduced as Appendix I in The Philadelphia and Erie Railroad. The act indicates the great insight possessed by Pennsylvania's legislators concerning the rights and obligations of a railroad company and the public in the early period of railroad construction in America. The act is discussed in detail in Chapter Four, "Incorporation In 1837," pp. 80-112.*

¹⁴ *Miller's first report is dated January 12, 1839; the second, March 1, 1840. Both were made to the Managers of the Sunbury and Erie Railroad Company and were printed in Philadelphia, in pamphlet form, in 1839 and 1840 respectively.*



Print of the Renovo Hotel and Philadelphia and Erie Railroad Station - Last quarter of the 19th century

(Photo courtesy of Dr. Homer T. Rosenberger)

Sunbury and Erie through Williamsport. The Sunbury and Erie would then have had contact with Ohio as well as a connection with Erie. As it was, Erie's prosperity declined rapidly and that of Cleveland and Chicago blossomed in the years immediately following. In building a railroad to Western Pennsylvania, the time was right to turn at Driftwood for Red Bank, and reaching that point, to make a connection with Erie rather than the main line which would head by the best route to Ohio. An early decision to go to Red Bank would have eased the Company's financial problems in the 1850s; Franklin would have become a large city; and Williamsport would very likely have become a metropolis of 250,000 or more.

At the time Edward Miller completed his survey in 1839 there were hard times in the United States. Nicholas Biddle had waged a "Bank War" with President Jackson. Biddle lost and Jackson's financial policies had plunged the nation into economic depression in 1837. Biddle's rapid decline and the general prostration of business nearly brought an end to the Sunbury and Erie Railroad Company. "Also, the aggressiveness of the newly established Baltimore and Ohio Railroad Company in its eagerness to reach Pittsburgh alarmed Philadelphia businessmen and led to a focus on the Philadelphia-Pittsburgh route via the Juniata."¹⁵ At last, on December 18, 1854, after many crises, the first link of the projected railroad was opened from Milton to Williamsport. On that bitter cold day, with much snow on the ground, an excursion train arrived in Williamsport. With over five hundred visitors including railroad officials and members of Philadelphia's City Council, parades, salutes, and speeches lasted well into the night.¹⁶

Financial difficulties caused construction of the revived Sunbury and Erie to proceed slowly. Furthermore, fumbling on the part of the Governor and General Assembly in the Franklin Canal Company Case in 1854-1856 closed the door to any possibility that the Sunbury and Erie Railroad might extend into Ohio. A major outcome of the case was rapid growth of the New York Central Railroad

into a vast network which, passing through the Erie Triangle, captured much of the Cleveland and Chicago traffic.¹⁷ In 1855 more than 200 miles of the Sunbury and Erie were under contract to be constructed and on January 7, 1856, the road was opened from Milton to Sunbury. But financial matters became so bad by the summer of 1857 that the Board of Managers was forced to terminate large contracts for construction on the eastern and middle divisions; and beginning in late August, the Panic of 1857 gripped the nation. Numerous railroads became bankrupt, but again the Sunbury and Erie survived. It was extended to Lock Haven on July 1, 1859, and on December 15 of the same year a section of 66 miles was opened from Erie to Warren. The result was that as 1859 ended, traffic was moving on 158 miles of the Sunbury and Erie Railroad and on an additional 140 miles the grading and bridging were well advanced. A major change was ahead after April 23, 1861, when an act of the Pennsylvania Legislature changed the name of the Sunbury and Erie Railroad to the Philadelphia and Erie Railroad Company and on the same day passed an act permitting railroad companies "created by and existing under the laws" of Pennsylvania to lease and operate other railroads. Yet, although a few months later, (January 6, 1862) when the Philadelphia and Erie Railroad was leased to the Pennsylvania Railroad Company for 999 years, the Philadelphia and Erie Company still had the responsibility to complete construction of its road, just as the owner of a house who rents it before the plumbing and heating are installed must put the house in working order.

During the Civil War the Philadelphia and Erie Railroad Company faced several serious problems--its bonds were scarcely salable, because of wartime drains on manpower construction lagged for want of laborers, and necessary materials were in short supply. Even in the face of such obstacles, however, the

¹⁵ *The Philadelphia and Erie Railroad*, pp. 158-160.

¹⁶ *Ibid.*, pp. 251-253.

¹⁷ *Ibid.*, pp. 256-265.

road was opened to the mouth of the Sinnemahoning on December 1, 1862, and completed to Emporium on October 20, 1863. It was in that year that the Company began erecting large shops at Renovo. On October 17, 1864, the road was opened from Sunbury to Erie and trains began to run the entire route between Philadelphia and Erie, a distance of approximately 450 miles with 287.56 miles being between Sunbury and Erie.

The opening of the road was a great event for Williamsport and for other cities and towns along the line. To celebrate the occasion, an excursion train left Philadelphia on Tuesday morning, October 4, 1864. After passing through Williamsport, it stopped at Lock Haven for the night and arrived at Erie on Wednesday evening. There were approximately 200 persons on the train, many of them boarding at Philadelphia and others at major cities and towns along the line. Spending a day in Erie, the excursionists began the return trip at 7:50 a.m. Friday with "some fifty of the party" staying for the night at the "Parker House" (Parker's Hotel) in Williamsport. The remainder of the group continued at once to Philadelphia at 6 a.m. the following morning.¹⁸

Completion of its road did not end the problems of the Philadelphia and Erie. In 1866 the Catawissa Railroad Company and the Atlantic and Great Western Railway were planning to carry traffic from New York City to Ohio and beyond via the West Branch Valley. Many Williamsporters were delighted at the prospect of additional rail service and an end of a transportation monopoly. However, two Pennsylvania Supreme Court decisions, along with financial difficulties on the part of the Atlantic and Great Western, put an end to this threat to the Philadelphia and Erie. These cases involved a hard-fought battle between the Pennsylvania Railroad Company and British financiers for control of traffic between Chicago and the East. Two years later another effort to have a route over the gentle grade was defeated. In 1868 the Winslow Colliery operating approximately fifteen

miles from Driftwood in eastern Elk County obtained legislative approval to build a railroad to Red Bank. Almost as soon as the Colliery began surveying and clearing the line the Pennsylvania Railroad Company challenged the grant in the Winslow Colliery Case and won.¹⁹ To prevent any further threat to the established line, the Pennsylvania arranged financing so that a pawn, the precarious Allegheny Valley Railroad, was able to build a low grade line to Driftwood. Construction was begun on the 110 mile road in 1869 and was completed in 1874. In the same year the Philadelphia and Erie general offices were moved from Erie to Williamsport.

Though the Philadelphia and Erie situation was discouraging during its early years (1865-1877), the total transportation developments involving Williamsport in these years boded well for the future. On December 23, 1872, for example, the Buffalo, New York and Philadelphia Railroad was completed from Buffalo to Emporium and for the next sixty years it increased enormously the volume of freight and passenger traffic through the city. During that year the Catawissa had completed its own line from Milton to Williamsport. It planned with the Reading to extend its services to Buffalo but abandoned plans which would have made them rivals of the Philadelphia and Erie from Emporium eastward. Later the Reading, because of its connection at Newberry with the New York Central Railroad, carried millions of tons of Clearfield County coal to Philadelphia and New York City. At the same time, it provided access to central New York and the New York Central's main line by way of the Fall Brook Railroad which extended from Jersey Shore to Wellsboro and on to Corning, New York. The route

¹⁸ *The Celebration of the Opening of the Philadelphia and Erie Rail Road, Philadelphia, 1864, p. 31.*

¹⁹ *Testimony taken in the Winslow Colliery Case shows the ways in which cutthroat railroad barons operated in the 1860s. The testimony is found in a 58-page undated pamphlet preserved in the Library of the Bureau of Railway Economics in Washington, D. C.*

of the Reading from Williamsport to the lower anthracite region gave Lycoming County direct and easy access to Reading, Allentown, and New York City as well as a short route to Philadelphia. Over the years it gave Williamsport a bargaining advantage in transportation whereas many cities in the late nineteenth and early twentieth centuries were at the mercy of their only railroad.

There was not anywhere near as much traffic on the Philadelphia and Erie Railroad in the dozen years after the line was completed as had been anticipated. Three reasons account for the lean years of 1865-1877. There was meager local traffic; the Pennsylvania Railroad was deliberately routing the bulk of its east-west traffic over the main line rather than sending a reasonable amount of it by way of the Philadelphia and Erie; and the New York railroads connecting with Chicago routed their traffic between New York and the west over their own lines. Thus the Philadelphia and Erie was left almost prostrate between the Chicago, Pittsburgh, and Philadelphia route to the south and the Chicago-New York City route to the north.

Jay Gould attempted to extend his vast network of railroads to New York City in 1880 and had his eye on the best route between Chicago and the east. He and his Wabash Railroad Company made a contract with the Pennsylvania Railroad to use the low grade from Red Bank on the Allegheny to Driftwood on the Sinnemahoning. He would then use the Philadelphia and Erie through Williamsport and on to Milton and would proceed through the anthracite region to New York City via the Central Railroad of New Jersey. But this attempt came to naught.²⁰

Traffic on the Philadelphia and Erie through Williamsport was increasing in 1878 and 1879 and grew considerably during the decade 1880-1890. And then, the Golden Era (1891-1907), provided a period of great prosperity mainly because of the heavy volume of freight between Buffalo, Philadelphia, Baltimore, and Washington.²¹

Throughout the years the directors of the Pennsylvania Railroad had found ways to dominate the Philadelphia and Erie. They gained control originally in 1866 and thereafter repeatedly found ways to deprive stockholders of the Philadelphia and Erie from receiving a fair return on their investment. Finally, in 1907, they obtained complete ownership by exchanging a share of Pennsylvania stock for each Philadelphia and Erie share outstanding.²²

From 1907 to 1930 the volume of freight and passenger traffic through Williamsport was extensive. The volume of New York Central Railroad and Reading Railroad traffic into Williamsport during these years was also great. During the 1920s there were numerous weekend excursions from Williamsport to Buffalo and from Williamsport to Philadelphia, Baltimore, and Washington on the Pennsylvania, and from Williamsport to Philadelphia and New York on the Reading; and during the summer there were excursions on both railroads to Atlantic City and other shore resorts in New Jersey.

The Official Railway Guide for 1927 lists many passenger trains arriving in and departing from Williamsport. The New York Central had two trains each way between Williamsport and Corning, N. Y. daily and two trains each way between Williamsport and Cherry Tree as well.²³ The Pennsylvania had its "Lehigh-Pennsylvania Express" which ran between Phillipsburg, N. J. and Pittsburgh by way of Williamsport, Lock Haven and Tyrone. There was one section of this train each way daily.²⁴ Between Williamsport and Niagara Falls by way of Elmira and Rochester the Pennsylvania had two trains leaving Williamsport daily for Buffalo, one all the way to the Falls, and a fourth that went only to Elmira.

²⁰ *The Philadelphia and Erie Railroad, pp. 573-575.*

²¹ *Ibid., pp. 555, 557, 565-591, 593-613.*

²² *Ibid., pp. 507-527.*

²³ *The Official Railroad Guide, National Railway Publication Co., New York, 1927, Time Tables 35-36, p. 191.*

²⁴ *Ibid., Time Table 19, p. 353.*

Also, three trains arrived daily in Williamsport from Buffalo, via Elmira, (one of them from Niagara Falls), and another arriving from Elmira.²⁵ Thirteen Pennsylvania Railroad passenger trains arrived and left Williamsport daily enroute between Philadelphia, Washington, Baltimore, New York and Pittsburgh.²⁶ From the Pennsylvania's Buffalo Division three trains arrived in and left from Williamsport daily in their journey between New York, Philadelphia, and Buffalo.²⁷ On the Reading Railroad there were ten trains arriving in Williamsport and seven leaving daily in their run between Williamsport, Philadelphia, and New York.²⁸ There were two other trains each way daily on the Reading between Williamsport and Philadelphia.²⁹

In addition to those passenger trains, there were many freight trains on the New York Central and on the Reading coming into Williamsport daily during the 1920s, and a great many Pennsylvania Railroad freight trains passing through the city each day and night. Anthracite coal moving west and Clearfield County

bituminous coal moving east accounted for much of the freight through the Queen City of the West Branch.

With the rapid development of the gasoline engine for automobiles, the diesel engine for trucks and buses, the jet engine for airplanes, and the lethargy and arrogance of the officials of railroad companies in the United States, the railroads sank from a powerful position in the national economy to a lower stratum. If the best executive talents were attracted to American railroads, it is possible that railroad transportation will regain its prestige. Then the best rail route between Chicago and the entire Midwest, and the eastern seaboard, may at last be utilized fully. In that case, Williamsport might again become one of the most strategic transportation points in the United States.

²⁵*Ibid.*, *Time Table 155*, p. 402.

²⁶*Ibid.*, *Time Table 151*, p. 401.

²⁷*Ibid.*, *Time Table 159*, p. 403.

²⁸*Ibid.*, *Time Table 28*, p. 301.

²⁹*Ibid.*, *Time Table 30*, p. 302.

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THE LIFE AND TIMES of the HON. WILLIAM FISHER PACKER

Resident of Williamsport
Governor of Pennsylvania

(Address by Major William Packer Clarke to the
Lycoming Historical Society, March 29, 1937)

I infer from the subject which Colonel Laird has requested me to present this evening and the fact that this is an historical society that it is rather the latter part of the subject which interests you most and not biography and consequently I will deal with the biographical feature very sketchily. If you are interested in the biography to a greater extent you will find a sketch of Governor Packer in Meginness' Biographical Annals, and a full length biography in Armor's Lives of the Governors of Pennsylvania, both of which can be found in the James V. Brown Library.

Lycoming County's one and only citizen to become governor of Pennsylvania was William Fisher Packer. He was not a native of this county, having been born on a farm in Howard Township, Center County, April 2, 1807. He was a son of James and Charity Bye Packer and his ancestry on both sides of the family was pure Quaker.

At the age of thirteen years he entered the office of Samuel J. Packer, a distant relative, who published the Public Intelligencer at Sunbury, to learn the printing trade. In less than a year that paper was discontinued and he went to Bellefonte and completed his apprenticeship in the office of the Patriot, published by Henry Petrikin.

In 1825 he went to Harrisburg and was employed in the office of the Pennsylvania Intelligencer, of which Simon Cameron was one of the proprietors.

In 1827, when he was twenty years of age, he located in Williamsport and read law with the Hon. Joseph B.

Anthony but never applied for admission to the bar.

From 1827 until May 11, 1836, he published the Lycoming Gazette, part of the time as a partner and for three years as its sole owner.

On December 24, 1829, he married Mary Wykoff Vanderbelt, a daughter of Peter Vanderbelt, one of the early and prominent citizens of Williamsport. She was also a granddaughter of Michael Ross, the founder of Williamsport.

In 1831 he was very active in securing appropriations for the completion of the West Branch Canal, and in June, 1832, was appointed superintendent of that division, holding that office until the canal was completed to Farrandville and the office abolished.

In 1839 Governor Porter appointed him one of the three Canal Commissioners of the State and in 1842 appointed him Auditor General, which office he filled for three years.

He served two terms in the lower house of the Legislature, being elected Speaker of the House both terms. He was a fine parliamentarian and during the time he presided only one appeal was taken from his decisions.

In 1849 he was elected to the State Senate, defeating Andrew G. Curtin, who later was to succeed him as Governor of the State. When he entered the Senate there was no railroad in the Susquehanna Valley and it was through his efforts that what is now the Williamsport Division of

the Pennsylvania Railroad was incorporated to operate between Harrisburg and Williamsport on the West Branch and also the line to Wilkes-Barre on the North Branch.

He was a delegate to the convention in 1835 which nominated Martin Van-Buren for President of the United States and also to the convention in 1856 which nominated James Buchanan.

In March, 1857, he was nominated for Governor and although opposed by David Wilmot, author of the famous Wilmot Proviso, as the Republican candidate, and by Isaac Hazelhurst, candidate of the Native American party, he was elected by a majority of 14,579 over the combined vote of his opponents. His term from 1858 to 1861 was a most trying and difficult one, during which the nation gradually drifted toward the Civil War which broke out only a few months after he turned over the office to Andrew G. Curtin.

He always stood firmly by and for the Union. The slavery question was the burning question of the hour, with Kansas and Nebraska as the center of the fight. Governor Packer took his stand against the position of President Buchanan on slavery and made clear his position as standing firmly on what were called "Clear American Principles." It was during these times that John Brown's raid stirred the country and the Governor gave strong expression of the general feeling against Buchanan's indifference to the welfare of Pennsylvania as a border state while the South was preparing for war.

At the close of his administration, owing to declining health, he retired from public life but never lost his interest in politics and his office was, to the day of his death, an active headquarters for the local Democracy.

In those days the ballot was not the blanket sheet now furnished at the polls, but was a series of narrow slips about the width of a newspaper column, the length of which depended upon the

number of offices to be filled; a slip for national, one for state, one for county, and one for local offices. Each party printed its own tickets and each candidate did likewise and it was a common trick for a candidate on one ticket to have printed and circulate tickets of the opposing party with his name on it instead of that of his opponent. The day before the election a number of men would gather in Governor Packer's office and fold ballots to the size of a druggist's powder paper and these were passed out before and at the polls. These ballots could be put in your vest pocket and the term, "Vest Pocket Voter," was given to the man who came to the polls with his ballot in his pocket so that no person could tell whose ballot he had taken.

During the recent discussion as to whether the Weisel property, at Fourth and Market Streets, should or should not be allotted to its present use, there appeared in print several times the statement that this was the residence of Governor William F. Packer. That was an error. It was once the residence of Hezekiah B. Packer, a brother of William F. Packer. Governor Packer's residence stood at the northwest corner of East Third and Mulberry Streets until it was destroyed by the big fire of 1871, a year after his death. It was a large three story brick building with the immense rooms which were in vogue in that day. His office was on the second floor and occupied almost the entire front. His one great hobby was coin collecting.

He was a man six feet in height and weighed 225 pounds. He died September 27, 1870, at the age of sixty-three years, and is buried in the Williamsport Cemetery on Washington Boulevard. On the day of his funeral all business was suspended in the city and the Masons, Odd Fellows, Fire Department, Militia Companies and other organizations turned out for the funeral and many prominent men from all over the State were present.

Just across Mulberry Street from the Packer residence was still standing the old log house known in its day as the

Russell Inn and directly across Third Street was the Waverly Hotel, with Captain Daniel B. Else as proprietor. Harry Hemperly's tailor shop occupied one side of the Russell Inn and George Hoyland's shop for sharpening and repairing saws occupied the other side, while "Affie" Dumm occupied the balance as her residence. E. P. Barrett's tin and toy shop, the delight of the children of that day was just west of the Packer residence. West of that was George Rothrock's harness shop and still farther west, on the corner of State Street, was Eberman's tobacco shop. Across Third Street from Eberman's was another delight of the children and older folks as well--Tom Harinton's candy store. Next to Harinton's on the east was Williamsport's only theater of the day, Doebler's Hall.

When William F. Packer first came to Williamsport there were four ways of getting here--horseback, wagon, canoe on the river or walk. I do not know which way he used. In those days there were no railroads, no canals, no busses and no automobiles. Williamsport had about 1,000 inhabitants and the county had 13,517. Supplies had to be brought here in wagons and the only way merchants had of meeting their bills was to send the money to Philadelphia where most supplies were bought by some person who was making a journey to that city. There was no banking system by which money could be transferred.

There were no traveling salesmen in those days and merchants went to Philadelphia and New York, visited the wholesale houses and made their purchases and it is needless to say they only made the trip once or twice a year. The roads much of the way were not much more than trails. It was nobody's business to keep them up and that is who cared for them--nobody. They were deep in ruts, muddy in some seasons and always difficult. Bridges over streams were few and far between and if rain raised a stream so that a ford was impassable there was but one thing to do--wait for the water to subside and the records show complaints of residents

along Lycoming Creek that they had to indefinitely board and lodge travelers awaiting an opportunity to cross that stream.

Due to William F. Packer's efforts the West Branch Canal was built to and through Williamsport in the '30's. In the days of canal packet glory the Exchange Hotel, at the northeast corner of Market Street and the canal, the building still stands there, was one of the most fashionable hotels of the town. Rupert Hughes was the proprietor and was the first to introduce a printed menu to Williamsport. Nearly all special dinners were served there and it was fashionable for the men to take dinner there on Sunday. At that time the ordinary rate of private boarding was \$1.25 a week and even as low as \$1.00. When the packet boat was due, Mr. Hughes would watch for it and when the boatmen's horn was heard in the distance he would catch up an iron bar and hammer on a big iron triangle and all Williamsport would rush to the hotel to meet the packet.

We speak of digging the canal but in passing through Williamsport the canal was not dug, it was built. Williamsport between Third Street and the river was low ground and the canal had to be raised to the required level. Pine and Market Streets have been filled to a considerable depth and so has the south side of Third Street and if you dig deep enough in those streets you will find a thick layer of tan bark from the tannery once in that locality. The space between the canal and the river was known as Goat Island, just as in later years the northeastern part of the city became Swampoodle and Sauer Kraut Hill and the vicinity of Court and Willow Streets became the Bowery and lived up to that name.

When Market Street was filled in, the two story residence of Mr. Love, at the corner of what is now Church Street, then known as Black Horse Alley, was left so far below the street level that one could have stepped from the sidewalk to the roof. This circumstance was made the occasion of a joke on a prominent

Methodist attending conference. The Rev. Mr. Hickey, one of the veterans of the Methodist itineracy, in the sincere humility of his spirit asked to be lodged "in the lowest place in town." The brethren sent him to Mr. Love's, which was at that time one of the handsome houses of the town but one of the lowest as to street level. South of the canal the fill was equally great and for many years house roofs on the east side of the street were level with the sidewalks. When the buildings on the south side of West Third Street, between Pine and William Streets, were erected it was not necessary to excavate for cellars. The cellars were there awaiting the erection of cellar walls to raise the floors to the level of Third Street.

When William F. Packer returned to Williamsport after serving his term as Governor of the State he found Williamsport a town of 5,664 inhabitants and the county boasting of 37,399 or, in round figures, 9,000 less than Williamsport alone boasts of at the present time. Hepburn Street was the city's western boundary and there were only seven buildings west of this street near the town line and all of these were clustered about the intersection of Third and Hepburn Streets. The north line from Hepburn to Elizabeth Street was North Street. At Elizabeth Street the line moved north to Sloan Alley, now known as Brandon Place, and then to Penn Street and south on Penn to the river. Washington Street extended only from Penn to Elizabeth and there were only four houses facing it. North of Edwin Street and west of Elizabeth there were but three houses. In the section between Sloan Alley on the north and the present Pennsylvania Railroad on the south, with Elizabeth and Penn Streets as the western and eastern limits, there were only five houses, including the four already referred to as being on Washington Street.

The old Elmira and Williamsport Railroad came down what is now West Third Street with its station at the northwest corner of Third and Hepburn Streets. The old station, converted into a dwelling, still stood there until removed to make way for the present gas station.

In 1850 there was only one building on the east side of Market Street north of Market Square, Casper Likely's butcher shop, which stood on the northeast corner of Fourth Street where the gas station now stands. A tan yard occupied the northwest corner of Market and Willow. On the west side of Market north of Fourth there was only one building. It stood near Edwin Street. On the south side of Fourth Street from Pine to Academy there were only two buildings, one between Market and Pine and the other at the southwest corner of Mulberry Street.

When William F. Packer came to Williamsport there were only ten brick buildings within the then borough limits, the Court House, the old octagon Academy at Third and West Streets, the residence of F. C. Campbell on Pine at Willow, a small building on the lot north of it on Pine Street, a small brick hotel at the southeast corner of Third and Court Streets, where the First National Bank now stands, a small building to the east of the hotel, a dwelling at the southwest corner of Third and Market, another at the northeast corner of Third and Market Square and a small building on Front Street.

In 1830 there were within the corporate limits only 39 buildings on Third Street. Of these only the building at the northeast corner of Market Square, now very much changed and occupied as a hardware store, remains. It was the residence of Robert Faries and later of Ralph Elliot. A picture I have of it, made in 1856, shows it three stories in height with a big square cupola on top. Around the front and Market Square sides of the second floor was a balcony with an iron railing, all windows opening down to the floor. The corner was a store, the east half of the first floor and the upper floors being the residence.

The leading sports of the time were fox chasing, horse racing, foot racing, quoits and target shooting. A one mile race track was built on ground west of what is now Campbell Street and south of the canal.

The county fair grounds of his day were on the west side of Market Street north of Glenwood Avenue, now a solidly built up residential section of the city. The entrance was where the residence of J. C. Winter now stands.

In the early days the intersection of Fourth and Pine Streets, now a leading business center, was a frog pond where the boys amused themselves on summer evenings throwing stones at the frogs.

Thomas Thropp was postmaster at Williamsport during Mr. Packer's administration as Governor. The postoffice when he took charge was on Court Street on the site of the present United States Hotel building. "Throppy," as he was called by everyone who knew him, moved it to the southeast corner of Market and Willow Streets. The building is still standing and the old postoffice room is now occupied as a fruit and vegetable store.

Williamsport was dependent for its water supply upon springs and wells until approximately 1860. The Williamsport Water Company was chartered April 18, 1853, but was not organized until 1856. I have no record of when it began supplying water. The Lycoming Gas and Water Company was organized by Peter Herdic in 1864 to supply west of Campbell Street.

When William F. Packer came to Williamsport it was without street lighting of any kind. Then came a wooden post with an oil lamp on the top, which had to be trimmed and filled daily. On February 25, 1856, William F. Packer, A. Boyd Cummings, James Armstrong, William R. Vanderbelt, William H. Armstrong, John B. Coryell, Robert Faries, Randolph Evans, Tunison Coryell, Hepburn McClure, John Gibson and John K. Hays organized the Williamsport Gas Company. The town then had a population of about 2,500 and for a long time was prejudiced against using gas. But the plant was installed and gas was turned into the mains for the first time February 24, 1857. In due time the old oil street lamps gave place to iron lamp

posts each surmounted by a gas burner which was protected by a four sided glass box, one side of which was hinged as a door and every evening the policeman on the beat climbed the lamp post, turned on the gas, struck a match, lit the gas, closed the door and meandered on to the next lamp post. In the morning he turned out the lights.

Williamsport was musically inclined in the early days of Governor Packer's residence and in 1831 the first brass band, now the oldest band in the United States, was organized as the Williamsport Band, with J. L. Mussina as leader. In 1856 it changed its name to the name it now bears, Repasz Band, with Daniel Repasz as leader.

The Williamsport Passenger Railway Company was chartered in 1863 and operated big two horse cars between Market Square and the Herdic House, now the Park Hotel. It passed through the various stages of extension and doubtless many of you still remember the old white horse which drew a bobtail car through the streets for so many years.

The Williamsport Academy was the town's educational institution when Governor Packer came to Williamsport. The building was octagonal in shape, two stories in height and with two rooms on each floor. It stood at the northeast corner of Third and West Streets. It suspended in 1835, after the common school law was passed, complaining that the railroad to Ralston had established its southern terminus at what is now Third and Hepburn Streets, annoying the teachers and being dangerous.

The property was sold and the money used to purchase one and three-quarters acres just north of the borough limits and out of the reach of the railroad. Here a brick building 40 by 80 feet, two stories in height, was erected for school purposes. This building with two stories added, is now the west wing of Dickinson Seminary. And they built it there to get away from the railroad.

When, at a meeting held in the Court House, September 19, 1834, under

the common school law of April 1, 1833, the first school directors were chosen, William F. Packer was elected one of the board together with William Fields, Robert Fleming, Jacob Rothrock, Joseph Grafius and John Braden. When the board organized Jacob Rothrock was made president; Robert Fleming, secretary; and Henry Lenhart, treasurer.

The first teachers elected were John W. Eldred and Joseph G. Rathmell at \$25 per month, and Mrs. E. L. Harris and Mrs. E. L. Frisby at \$20 per month. The schools were opened for the first time on the second Monday in May, 1835.

Williamsport in those early days had four fire companies, Rescue No. 1, Independent No. 1, Neptune No. 2 and Washington No. 2, all organized in 1856. The Rescue and Neptune companies had hand drawn engines which were powered with what was known as "brakes," nothing more than powerful hand pumps; and the members lined up along the handles and "jumped" them. It was not long until the Rescue merged with the Independent and the Neptune with the "Washy's." Prior to this time fire protection was by bucket brigade. Each family was required to have a certain number of leather buckets which, when the fire alarm sounded, they rushed to the scene. The men formed a line to the nearest stream, well or spring and the women formed a line facing them. The men passed up the full buckets and the women passed the empties back to be filled again. When the fire was over the buckets were thrown on a pile and each family picked out its own and took them home.

I have already referred to the Updegraff tannery, which occupied the northeast corner of Market Street and Black Horse Alley, now Willow Street, but in those days there was another tannery at Tom Alley and West Alley, now Willow Street and Government Place. It was established in 1813 by George Fullmer and became George Slate & Co. about 1840.

John B. Hall established his foundry at Third and West Streets in 1837, bringing his equipment in wagons from Geneva and iron ore had to be brought in from the western counties also by wagon. Early Williamsport never lost interest in seeing the molten metal run.

The West Branch Bank was Williamsport's sole banking house from 1835 until 1863 when the First National Bank was chartered. In 1867 the Savings Institution came into being. One other bank, the Lumberman's National, was established in 1865 and liquidated voluntarily in 1889. Williamsport's first bank stood on the northwest corner of Pine and Third Streets, not the site later occupied by it which was bought by L. L. Stearns & Sons in order to enlarge their store, but on the corner lot. It was later sold that the City Hotel might be erected there. The original bank building was a two and one-half story brick and but for the name of the bank in big letters across the front would pass for a residence. The slope toward the river of which I have already spoken, is noticeable in a picture which I have of this bank in 1857. The sidewalk is reached from Third Street by two steps.

It would hardly do to pass the lumber industry in speaking of these times. The first boom was built in 1850 and was enlarged from time to time until 1862. In that year, 196,953 logs, representing 37,853,621 board feet were rafted out. The industry continued to grow until in 1888 there were rafted out 1,856,112 logs, representing 285,611,289 board feet. Then the decline came. In the early days lumber was everywhere and waste in its manufacture was immense. The cutting was done with heavy gang saws and slabs and edgings worth millions of dollars, only the lumbermen of that day did not know it, were burned under the boilers or run out to the "edging burner" and burned there. The mills were wide open, not heated; and when the weather became cold they had to shut down until spring. Even the mills with big ponds had to close although they still had logs.

Several sites were projected for a cemetery before Michael Ross set aside the site of the present City Hall for a perpetual burial ground and eventually, in 1850, the William Cemetery was established on Washington Street. It originally was to extend west to Penn Street and the lot in which Governor Packer is buried was selected because it was to be the center of the cemetery. But shortage of funds compelled the sale of the western half in order to preserve the eastern half and that brought his lot to the Western boundary. I have seen it frequently stated in newspaper articles that Michael Ross and his family are buried there. It is true their headstones are there, but not Michael. He and his family were buried in the Pine Street burying ground, expecting to lie there perpetually. But the day came when Williamsport wanted a City Hall and it seized upon the old graveyard first under the name of Ross Park and then as the spot where it could build without having to buy land, so it ordered the relatives of the dead to remove their remains, the city to remove and re-inter those not otherwise removed. Peter Vanderbelt, a son-in-law of Michael Ross, had the graves of all members of the Ross family in the neglected graveyard opened and he gathered together all that could be found of their bones, placed them in a soap box and wheeled them in a wheelbarrow to the Williamsport Cemetery, buried the box in his lot and had the headstones re-erected there. All of the entire family not contained in that soap box was carted away and dumped when the City Hall cellar was dug. That all the dead were not removed was shown when in recent years in running a ditch through the southern side of the basement a grave was opened which contained bones.

The changes of time have wrought changes in the names of streets, many of which would not be recognized by the present generation.

William Street was named Williams Street, after Joseph Williams. Old maps in my possession show it Williams. When and how it became perverted into William I do not know. Louisa Street

was named Louise and not Louisa, as shown by the same maps.

In 1857 Lycoming Street from Hepburn east was Hartman Alley; Willow Street was Tom Alley; Church Street west from Academy was Black Horse Alley; Jefferson Street was River Alley; Government Place was West Alley; Laurel Street was Pine Alley; Court Street south of Third was Center Alley; State Street was Sugar Alley; Penn Street south of Third was Vanderbelt Street; High Street was Divin Street; Vine Street ran north and south just east of Chestnut Street and Harris Place was not named after Mayor George K. Harris but was Harris Alley as far back as 1857.

Time will not permit me to bring back to memory all the names familiar to Williamsporters of Governor Packer's day, just to mention a few of those in his closing years, other than those already mentioned.

In August, 1856, was organized Williamsport's first real military unit which was known as the "Woodward Guards of Williamsport" and the original roster contains the signatures of those who were members at the time of organization.

These are:

N. Hall	Andrew Klett
M. L. Dunning	James H. Rutter
H. S. Brown	J. Walker Hays
John R. Laird	Isaac Allen
George Strayer	Thomas N. Rathmell
George P. Carmay	Samuel Bubb
E. Wilkinson	William Foulk
F. H. Batchler	E. Kilbourn
S. F. Green	H. Whittlesey, Jr.
William G. Elliott	D. S. Campbell
Thomas Rothrock	Thomas S. Doebler
Peter Wolf	Mac Hepburn
James H. Lambert	James Calbert
E. L. Titus	George H. Jones
George Bubb	Thomas Wilkison
Emanuel Miller	John C. Dodge
C. H. Butt	Michael Duval
Henry S. Lutscher	C. F. Johnson
Aaron H. Hinkle	Thomas Riley
Joseph Schlotter	Andrew Muller
Charles G. Ephlin	R. L. Estabrook

Wm. A. McCann
 F. R. Griffith
 John Teed
 E. V. V. Higgins
 W. F. Geise
 Daniel B. Else
 W. B. Verty
 William Gheen
 Alexander McFadden
 B. R. Winner
 Charles Nash, Jr.
 John Bubb
 John McIntosh
 Joseph Wood Mussina
 Alfred Campbell
 William Butler Beck
 Daniel W. Smith
 Dan Riley
 H. C. Smith
 Charles Cromwell
 Melville F. Ephlin

S. S. Sweeley and John D. Wallace were proprietors of a "News Depot."

Knapp and Thompson sold dry goods on Pine Street opposite the Court House.

D. S. Andrus sold music and musical instruments on the site of the present First National Bank.

Jacob L. Mussina conducted a jewelry store at the northeast corner of Third and Market Streets.

John L. Bornman's jewelry store was just a few doors west of Market on Third Street.

Myron S. Bates sold groceries on the south side of East Third Street about the middle of the block between Mulberry and State Streets.

S. B. Beck & Co. sold hardware on West Third Street just east of the D. S. Andrus store.

Valentine S. Doebler conducted the United States Hotel at the corner of Third and Court Streets. He also managed Doebler's Hall, already referred to, and conducted a livery stable.

The Page Furniture Store occupies

the same room now much enlarged so as to take in the entire building which Page & Son then occupied.

H. L. Holden sold oil at Third and Pine Streets.

George Luppert made and sold furniture on Third Street between Pine and William Streets.

T. S. Underhill sold boots and shoes on West Third Street in Market Square.

Jacob Rohe sold groceries and provisions on Fourth Street above Pine.

Jetter & Luks were druggists in Market Square.

Snyder Bros. operated a foundry and machine shop on Walnut Street north of the railroad.

A. Newman manufactured and sold hoop skirts on Market Street just north of Third.

The William V. Higgins china store was his neighbor.

Mrs. M. Brass and Miss L. Reilly, "Fashionable Milliners," had their place of business over the Andrus music store.

Dr. A. S. Rhoads' dental parlors were on Market Street south of Third.

The Moses Ulman Clothing Store stood just where it now stands.

A. T. Nichols operated the West Branch Iron Works at Third and West Streets.

Milt Repasz was a sign painter on Pine Street.

Sadock Ulman's liquor store is now the bus terminal in Market Square.

Judge J. Armstrong resided on Pine Street near the railroad and William H. Armstrong at Fourth and Walnut Streets.

J. J. Ayres and his son-in-law, A. D.

Lundy, resided where the Elks Club now stands, at Fourth and State Streets.

John B. Beck resided on Fourth Street opposite the Herdic House.

Alexander Beede was a salesman at 102 West Fourth Street.

James V. Brown resided at the northwest corner of Third and Basin Streets in a house erected and at one time occupied by Michael Ross. He was a lumberman and together with S. S. Brown and O. S. Brown ran a flour mill.

H. H. Hetzel was manager for the American Telegraph Co. with an office on Third Street opposite the Court House.

Mrs. Ellen V. Bennet resided at the southwest corner of East Third and Penn Streets and her sunken garden of old fashioned flowers was always much admired. Her father, Peter Vanderbelt, resided at the northeast corner, diagonally opposite from her.

H. S. Brownell sold fruit and groceries on Market Street where the Acacia Club now stands.

Butt and Haist conducted a job printing house on Willow Street, across from the rear of the Court House.

James Calvert, the man who never sat down, was a prominent figure on the streets with his little satchel and his cheery greeting--"Take Care There." He was never known to sit down in public but once. He was persuaded in later years to take a ride in an automobile by being promised he could stand in the space in front of the rear seat but the driver, with malice aforethought, started the car with a jerk and Jimmy sat down. He never rode in an automobile again.

S. VanBuskirk was proprietor of the City Hotel at West Third and Pine Streets, now L. L. Stearns & Sons store.

Tunison Coryell resided at Front and Laurel Streets without the present

railroad to obstruct his view.

John Cramer, for many years an alderman, conducted a tailor shop on the south side of East Fourth Street, near East Street.

Dr. Samuel Pollock's office was on the east side of Pine Street between Fourth and Willow.

Dr. John S. Crawford was one of the city's leading physicians, with office on West Fourth Street next door to George Wolf's toy store. On the other side of the toy store was the residence of A. H. Hagerman with his livery stable in the rear, the lot now occupied by the Savings Institution.

Dr. William Goehrig, for many years coroner of the county, practiced medicine on North Street near Market. Some of you may remember his calico horse.

Dr. Thomas Lyon's residence and office were at West Fourth and Court Streets, the old frame building still standing.

Dr. H. E. Reinhold practiced from an office on the west side of Pine Street below Third.

J. K. Crawford sold leather on the south side of Third Street near Mulberry.

Pat McFadden was one of the leading butchers and had his stand in the market house.

Ford & Hammer's marble works were at Pine Street and the canal.

Jacob Hartman built canal boats in a basin along the canal in the rear of his residence on East Third Street below Chatham.

J. Walker Hays conducted a stove and tin store on the northeast corner of Fourth and Pine Streets.

Dr. Andrew Hepburn resided at the southeast corner of East Third and Penn Streets.

John E. Jones conducted a hardware store at West Third and Court Streets.

Fred H. Keller's leather store was at what was then 55 Market Street.

George Lentz resided at East Third and East Streets, still the Lentz residence.

E. M. D. Levan's stove and tinware store was on the north side of West Fourth Street between Market and Court.

James H. Perkins resided at the northwest corner of East Third and Penn Streets.

E. L. Piper's residence is now the Howard Club of Knights Templar.

John Ransom's residence is now the rectory of the Mater Dolorosa Church at Hepburn Street and Park Avenue.

Hiram R. Rhoads was a telegraph operator and lived on Locust Street near Edwin.

Jacob Sallada lived at the southwest corner of West Fourth and Mulberry Streets.

Eugene Stuart was a photographer with studio at 29 West Third Street and residence on East Third Street below the woolen mill.

Frank Thompson was superintendent of the Philadelphia & Erie Railroad. J. L. Hough was his chief clerk. George Webb was superintendent of the Catwissa Railroad, which then came into Williamsport over the Philadelphia & Erie tracks and had its station at Market Street.

The boiler factory of J. Heathcote & Co. was on Locust Street in the rear of the Nichols machine shop.

Jacob S. Maxwell resided at the northwest corner of Fourth and Laurel Streets.

Oliver Watson, president of the West Branch Bank, resided in the house

still standing at the southeast corner of East Third and Academy Streets.

Daniel W. Smith, then a member of the firm of Brown, Early & Co., resided on Pine Street below the canal and later at the southwest corner of East Third and Basin Streets.

Henry White resided at the northeast corner of East Third and Basin Streets.

Garrett Tinsman resided at the northeast corner of East Third and State Streets.

D. Fritz and J. Fritz, boat builders, resided on East Third Street near Chatham.

Billy Butler, one of Williamsport's best-known colored men, resided in a small frame house which set back from East Third Street on the north side, about half way between Penn and Chatham Streets.

L. L. Stearns resided on Market Street on property now covered by the Acacia Club.

Samuel M. Crans was a merchant tailor at 37 West Third Street and was in partnership with I. A. Simpler.

F. Espenshade resided at what was then 69 West Fourth Street.

D. R. Jamison dealt in boots and shoes at 18 East Third Street.

Levi's Clothing Store was at 7 East Third Street.

Thomas Evenden, grandfather of the present Evenden florist firm, raised flowers and vegetables on East Third Street near the city line.

William R. Prior was a coffee roaster and grocer at what was then 108 Pine Street.

Mr. and Mrs. Isadore Sampson had a millinery and fancy goods store just east of Doebler's Hall.



George Sigafoos resided in an octagonal brick dwelling which stood at the northeast corner of Fourth and Center Streets.

F. E. Otto Seiss' bookbindery was at the corner of West Fourth and Laurel Streets, the site now occupied by the Pennsylvania Power and Light office.

Sloatman & Rehm had a pottery on the north side of East Third Street just west of Chatham.

S. W. Starkweather resided at 32 Edwin Street and was prominent in lumber and politics.

David Stuempfle was a stonemason and resided on East Fourth Street near Penn.

D. Trainer manufactured and sold hats and caps opposite the Court House.

T. J. Trapp's photograph gallery was at what was then 77 Market Street.

Scheffel's rope factory was at what was then 51 West Fourth Street.

Cassimer Schiesley, who resided at Penn and Washington Streets, was a bridge builder.

Hiram Mudge was cashier of the First National Bank.

A. P. Perley was a bookkeeper for George Zimmer & Co.

John Piatt was deputy sheriff.

David Robinson, better known as "Pap Robinson," was a merchant tailor on Pine Street near Fourth.

James and William G. Elliott were wagon makers on North Street between Pine and William.

Adam Blehl manufactured brushes at 30 Court Street.

John Trout's gun store was at 53 Market Street.

L. L. Stearns' Dry Goods Store was at the southwest corner of Third and Market Streets.

W. L. Purdy & Co. sold dry goods across from the Court House.

Emanuel Andrews manufactured saws at 39 Pine Street.

R. C. Chase & Co., with D. R. Stiltz as artist and manager, took photographs and made picture frames on the north side of East Third Street just west of the Packer residence.

Croll & Turner were plumbers at 65 West Third Street.

Lewis McDowell's hardware store was at 24 East Third Street.

George Quinn, prominent lumberman, resided at the northwest corner of Third and Academy Streets.

C. F. Ranstead lived at the Herdic House.

Dr. L. D. Rank's dental parlors were on Market Street just south of Market Square.

Ezra Rathmell lived on Front Street below Market and Tom Rathmell lived on William Street.

John K. Hays resided on the southeast corner of West Fourth and William Streets.

The leading barbers of the day were Charley Kelley, Charley Putney and Nick Scheid.

The American Hotel, L. and O. Martin, proprietors, stood where the Lycoming Hotel now stands.

Louis Schneider and Addis McVeagh conducted an insurance business.

G. M. Hagenbuch's drug store was on West Third Street, opposite the Court House, and Dr. William F. Logan's drug store was on Pine Street, also opposite the Court House.

General Robert Fleming's office and residence was at the northwest corner of East Third and East Streets and directly across Third Street was the residence of Samuel Caldwell. Both of these residences still stand. They mark the eastern boundary of the big fire of 1871.

Henry Ulman's store was in Market Square, the first store room west of its present location. The corner room, now the Ulman store, was a clothing store occupied by Kingsbury and Richmond and later by L. L. Stearns.

The present Immanuel Lutheran Church was at that time the edifice of Christ Episcopal Church and in its rear was a one-story brick building in which a parish school was conducted. The old First Presbyterian Church, in which Governor Packer occupied pew No. 24, stood at the northwest corner of Market and Willow Streets. It stood back from the street and the present building occupying the site is built in front of it. The old church still stands in the rear of these buildings.

Many of the well-known names of that period have necessarily been omitted here, not because purposely overlooked but for lack of time, not wishing to impose upon your patience longer.

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Those were the days when everybody who could afford it owned horses and carriages; now they own automobiles whether they can afford it or not. Those were the days when Port Rissell, Tine Doebler and Gus Hagerman ran livery stables for the benefit of those not owning horses and when Port Rissell's "Shoo Fly" with its four horse team was a familiar sight on the streets. Those were the days when Pine Street between Third and Willow was the public hack stand and when John VanVorce and Jim Irvin did big business with their blacksmith shops. Those were the days when there were two rows of trees in front of the Court House, one in the center of the broad expanse of pavements and one at the curb and when Pine Street was lined with trees on both sides from the river to Seventh Street; when a tall iron fence surrounded the Court House lawn and doors led into the building from all four sides; when the traveling vendor of patent medicines set up his stand at night on the Court House pavement; when every cigar store had its life-sized wooden Indian in front for a sign; when harness stores used big wooden horses to advertise their location and when hardware stores swung immense wooden padlocks at their front so that all might recognize them.

THE PRESBYTERIAN MINISTERS OF LYCOMING COUNTY

(Continuation)

By Warren L. Marsh

Rev. William Sterling

William Sterling was born in County Down, Ireland, August 18, 1808. He early journeyed to this country and following his elementary education graduated from Williams College, Mass., in 1832 and from the Princeton Theological Seminary in 1835. He was ordained by the Third Presbyterian Church of Philadelphia December 22, 1835.

He had pastorates at the First Presbyterian Church of Reading, Pa., from 1835 to 1844; at the Fifth Presbyterian Church of Pittsburgh from 1845 to 1846; and then came to join the Second Presbyterian Church of Williamsport, Pa. William Sterling was received by the Presbytery of Harrisburg (New School) April 11, 1847 at Pittsburgh. On the evening of September 14, 1846, the congregation of the Second Presbyterian Church unanimously elected the Rev. William Sterling of the Presbytery of Pittsburgh to be their pastor and in accordance with this a call was made out, copy of which follows:

"The congregation of the Second Presbyterian Church of Williamsport, Lycoming County, Penna., being on sufficient grounds well satisfied of the ministerial qualifications of you, the Rev. William Sterling; and having good hopes from our past experience of your labours, that your ministrations in the Gospel will be profitable to our spiritual interests; do earnestly call and desire you to undertake the Pastoral office in said congregation, promising you in the discharge of your duty, all proper support, encouragement, and obedience in the Lord. And that you may be free from worldly cares and avocations, we hereby promise in behalf of said congregation to pay you the sum of Six Hundred and Fifty dollars, in regular quarterly payments, during the time of your being

and continuing the regular pastor of this church.

In testimony whereof we have respectively subscribed our names in behalf of said congregation, this 15th day of September A. D. 1846.

John B. Hall)
Elisha Covert) Committee"
N. D. Eaton)

On the 27th of September the Rev. William Sterling entered on the discharge of his duties and it is to be noted from Session minutes that on October 30th, 1846, Mrs. Mary L. Sterling was received as a member of this church by certificate from the First Presbyterian Church of Reading, Pa.

For more than 24 years Mr. Sterling served this church, helping it to grow spiritually and in membership; building its church structures and its organizations; becoming endeared to the congregation and teaching in later years the children of those whom he formerly taught. Here for a quarter of a century he was a faithful, diligent, and beloved pastor, preaching earnestly the gospel of Christ, and striving to direct his flock in the way of truth and peace. His influence in the community was strong and abiding, and men always counted on seeing him on the side of truth and right.

Although one printed source states that Rev. William Sterling was dismissed June 29, 1870, to Northumberland, we know from our own church records that it was not until March 29, 1871, that Mr. Sterling gave notice that he did not intend to perform any further official duty as pastor of the church. On April 2, 1871, the church and congregation accepted his resignation by adopting the following resolutions:

"Whereas: the Rev. William Sterling, during his long continued connection with the church, his labors have been imminently blessed, and marked with large additions to its membership; and whereas he has endeared himself to the congregation by his devoted and faithful services, by the urbanity of his deportment, the consistency of his profession and Life, and by the success of his ministry; and whereas during all that period his personal influence has largely contributed by the blessing of Almighty God to the continued prosperity and peace of the church--therefore:

"Resolved: that whilst in accordance with his own request we accept his resignation, we desire to express publicly our continued and undiminished confidence in his personal worth and Christian Character and to commend him in whatever sphere of usefulness his future life may be spent, as one imminently deserving of Christian and Brotherly confidence and regard and well fitted to discharge the duties of his high profession, 'a workman that needeth not to be ashamed,' with fidelity to the Master whom he served and to the people of his charge.

"Resolved: that as a mark of our personal esteem--this Congregation pledges itself to the payment to him of the sum of Five Hundred dollars per year for three years from this date.

"Resolved that these resolutions be engrossed and presented to him and published in all the newspapers of this city and also in the New York Evangelist, New York Observer and the Presbyterian."

Rev. Sterling continued to reside in Williamsport, dwelling among the friends of his active life until his death March 13, 1885, which occurred in the 77th

year of his age. He was buried in Wild-wood Cemetery. Although having no children of their own, Mr. and Mrs. Sterling raised about nine children in their family circle, and were occasionally honored by having several sons of the congregations named after Mr. Sterling. Mr. and Mrs. Sterling resided on the old Abraham Updegraff lot at the southwest corner of Market and Jefferson Streets, Williamsport, Pa.

Rumored continually by the families of those who knew William Sterling, was the existence of an oil painting of the pastor. After much searching, this oil painting, very large, was found in a local residence--the work of Laura VanNess Stuart of this city and mother of Mrs. Frank (Mary Stuart) Otto of 229 Grampian Boulevard, Williamsport, Pa. The painting, currently located at this address, was very kindly displayed and should be of real value to the church.

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Rev. Horatio Woodward Brown

Horatio Brown was born at Buffalo, New York, July 27, 1833. Following his elementary education, he continued his studies at Yale College, getting a B. A. in 1854, studied at the Union Theological Seminary 1855-1856, tutored at Yale 1856 to 1859 after which he was licensed at New Haven to preach and was ordained January 17, 1859, by the Congregational Association of Wisconsin. He was Stated Supply* at Pison, Wisconsin, 1859-1860 following which he toured Europe 1860-1862.

Rev. Horatio W. Brown had his first formal pastorate at the Presbyterian Church of Lyons, New York, from 1863 to 1866 having, in the meantime, secured an M. A. Degree from Yale in 1865. Following this pastorate he held a charge at Brockport, N. Y. from 1867 to 1871 when he removed to Williamsport, Pa.

*"Stated Supply"--Indicates a temporary position; ie, he is 'supplying' a church with his services until, or in the absence of, a permanent pastor who would assume the duties, or until he was made pastor.

At a meeting of the church and congregation of the Second Presbyterian Church of Williamsport, Pa., August 7, 1871, the Rev. Horatio Woodward Brown was unanimously elected pastor of the church (Second Presbyterian Church of Williamsport, Pa.) at a salary of \$2,500.00 per year to be paid quarterly. It is interesting to note from the Session minutes that only thirty-six votes total were cast at this election.

On March 22, 1875, "The Session after being duly constituted with prayer, the Moderator, Rev. H. W. Brown, brought up the subject of his leaving our church and explained how it was that the report of his intention to leave on the first of April next had become current in the city without him giving us official notice of it. He also stated that after mature deliberation he concluded that owing to the state of his health and particularly of his hearing, which was growing worse rather than better, it would be better for the church for him to retire and leave us to the care of some other pastor. After consultation and hearing the opinions of the Session, Mr. Brown consented to remain with us for three or six months as may be thought best--whereupon the following resolution was adopted:

"Resolved: that believing that it is for the interest of our church that Rev. H. W. Brown remain with us so long as we can retain him, that he be requested to continue with us for such time as the Providence of God may seem to determine."

Personally there is little record of Mr. Brown or of his family, but we note that a son, Horatio A. Brown has been written up in the National Cyclopedia of American Biography, Vol. 36, page 169, as a Surgeon born November 8, 1881, at Williamsport, Pa.

On November 30, 1883, Mr. Brown gave notice that in consequence of failing health he would be obliged to give up his charge as Pastor of this church by the first of April next. We note that at the

yearly congregational meeting held January 7, 1884, it was determined that the Session be a committee to take such action as seemed proper to secure a suitable pastor to supply the place of Mr. Brown resigned.

Practically speaking, Rev. Brown retired from active service following the pastorate here in Williamsport, Pa. He removed in 1884 to Wooster, Ohio, where he remained until his death at Wooster, Ohio, December 30, 1921.

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Rev. David Winters

David Winters was born in County Monaghan, Ireland, in 1842 and early removed to this continent where he secured his formal education. He secured his B. A. degree from Knox College at Toronto, Ontario, Canada, in 1869; was at Princeton Theological Seminary 1870-1871; and at Union Theological Seminary in 1871-1872.

He was Ordained by the Presbytery of Jersey City, N. J., on April 30, 1872, and years later in 1900 was awarded his LL.D. degree by the Gale College, Galesville, Wisconsin.

Prior to coming to Williamsport, Pa., Rev. Winters had pastorates at the Third Presbyterian Church in Paterson, N. J., 1872-1874; at Westminster Presbyterian Church in Philadelphia, Pa., 1874-1881; at Olean, New York, from 1881 to 1884, when he accepted the call to Williamsport.

At a congregational meeting of the Second Presbyterian Church of Williamsport, Pa., held in the Lecture Room on March 12, 1884, the Rev. A. T. Young, Chairman, conducted an election for the new pastor. After hearing a report from the Session in regard to the selection of candidates and that they were unanimous in their recommendation of Rev. David Winters, the question was put, "Shall we proceed to an election?"--which was decided in the affirmative--a unanimous total of 132 votes being cast.

David Winters, being duly elected pastor, it was on motion resolved that the salary be \$2,000.00 per year, payable monthly, and the Trustees and Session were directed to make out a call to Mr. Winters. It is to be noted that congregational minutes read \$2,000.00 per year while Session minutes fix the amount at \$2,500.00 a year.

The Rev. Winters, having accepted the call presented to him by the church on March 12, 1884, was regularly installed on Sabbath evening, May 18, 1884. The Rev. A. T. Young presided, Rev. S. E. Webster of the First Church preached the sermon, the charge to the pastor was delivered by Rev. John Burrows of the Third Presbyterian Church, the charge to the people was given by Rev. A. T. Young, and the installation prayer by Rev. John Paris Hudson, closing by benediction by the pastor, Rev. Winters.

Little is known of the character or personality of this man--the only comment of amusing interest being that Mr. Winters customarily wore Red Flannel and showed his red shirt while gesticulating during his sermons. His wife was reported to be of some Indian descent. On March 11, 1889, Rev. David Winters gave notice to the Session that he intended to call a special meeting of the Presbytery on the 4th day of April next, at which he expected to present his resignation as pastor of this church. He was recorded as being dismissed April 14, 1889.

Following the local pastorate, Rev. Winters held charges at the First Presbyterian Church of Wichita, Kansas, 1889 to 1896; at Charleston or Kanahwa, West Virginia, 1896 to 1898; at the First Church of Middletown, New York, 1898 to 1902; and is recorded as an Evangelist being at Newburgh 1902 to 1903 and at Philadelphia, Pa., 1903 to 1905.

His final charge and pastorate was with the First Church of Darby in Glenolden, Pa., which later changed its name to Glenolden First Presbyterian

Church of Glenolden, Pa. Here he served from 1905 until 1921 during which year--on January 31, 1921, he died.

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Rev. James Carter

On May 1, 1889, a congregational meeting was called for the purpose of considering the best way to obtain a pastor. It was decided finally at a congregational meeting held September 25, 1889, that an election of a pastor be determined by balloting on the names of ministers supplying the pulpit since April 14, 1889, who were: Rev. Carter, Rev. McCauley, Rev. Knox, Rev. Cobb, Rev. Moffett. Finally a unanimous ballot of 152 votes were cast for the election of the Rev. James Carter to be pastor of the Presbyterian Church of the Covenant at a salary of \$2,200.00 per year. In May, 1891, it was unanimously voted by the congregation to increase the salary of the pastor to \$2,500.00 per year, beginning May 1, 1891.

James Carter was born in New York October 1, 1853, the son of Walter and Eliza Ann (Thomson) Carter, grandson of Thomas Carter. Thomas Carter and his family, which included Walter who was born in Scotland on May 19, 1823, immigrated to the United States in April, 1832, and settled first at Charlotte, Saratoga County, New York, twenty-seven miles north of Albany.

Walter Carter, the father of Rev. James Carter, was obliged to take charge of the farm in 1838 when he was fourteen years old. It is stated that he was a sturdy anti-slavery man. "And our house was one of the stations of the underground railway." In 1844 Walter left the farm to go to New York City to enter business with an elder brother Robert.

Robert Carter, uncle of Rev. James Carter, had already grown well-to-do in America, and was recorded as being worth \$100.00 in 1844, only twelve years after the arrival of the family in the city. Robert had gone into the publishing business, specializing in religious books

and books with a moral lesson. As a young man, he knew the three richest men in America--Steven Whitney, valued at \$6,000,000 James Lennox, with \$3,000,000, and John Jacob Astor, valued at \$9,000,000.

Walter Carter married Eliza Ann Thomson on the twenty-third of May, 1849. In 1874 he dissolved his connection with his brothers in the publishing house of Robert Carter and Brothers and set up business of his own with his children. In 1878 he retired from the book business, and from this time on gave his time to placing investments and settling estates. Walter Carter died on January 21, 1897.

It is true that the Carter family was strongly against slavery and that Robert Carter, James Carter's uncle and Walter Carter's brother, was a member of the General Assembly of the Presbyterian Church that met in Nashville, Tennessee, in 1855, where the proposal to establish Lincoln University was approved. As stated, James Carter's grandfather, Thomas Carter, was strongly anti-slavery, conducted a station on the underground railroad at his New York State home, and gave as his reason for never taking out citizenship papers his abhorrence of the existence of slavery in his newly adopted home.

The Carter family helped support, and served as teachers in, a Sunday School for white and colored children in New York City. Records show that this Sunday School, the Salem Methodist Episcopal Church, now one of the largest churches in Harlem, contributed regularly to scholarships for the support of Lincoln University students as early as 1872.

Rev. James Carter was installed pastor of the Second Presbyterian Church of Williamsport December 17, 1889. Prior to this time he secured his formal education--A. B., Columbia University, 1882; graduated from Union Theological Seminary, 1885; received his Doctor of Divinity at Franklin and Marshall College, following the Williamsport

pastorate and many years at Lincoln University, in 1921.

He married Emma Amelia Smuller, September 30, 1885, and the same year was ordained to the Presbyterian ministry serving as stated supply and pastor at Mendham, New Jersey, from 1885 to 1889, following which he was pastor of the Church of the Covenant at Williamsport, Pa., 1889 to 1905.

The following from Who's Who in America tells of his further interests: Prof. church history and sociology, Lincoln University, 1905 to 1922; prof. homiletics and church history, 1922 to 1928; also stated supply, Mendham, New Jersey, 1917-18. Asst. editor Carmina Sanctorum, 1886; mem. synodical com. on home missions and sustentation, 1890-97; traveled in Europe, 1870, 1902, and in Europe and the Orient, 1904, 1907; tour of historic study in Europe 8 months, 1911. Collaborated with Joint Com. on Organic Union of Presbyterian Church U. S. A. and United Presbyterian Church. Member of committee on Penal Affairs of Penna., Am. National Red Cross. Mem. American Humane Assn., Am. Bible Soc., Presbyterian Ministers Social Union (Philadelphia), Phi Beta Kappa, Philadelphia Chapter of Alumni Assn. of Columbia University, The League of Faith, Indian Rights Assn., Chester County Tuberculosis Society. He contributed to many periodicals and was author of the following: Songs of Work and Worship, 1899; Walter Carter, Autobiography and Reminiscences, 1901; John Huss, the Man and the Martyr, 1915; A Century of Service, 1924; The Gospel Message in Great Pictures, 1929. Article, "Socialism," in New Schaff-Herzog Ency., 1911.

Regarding the local pastorate, Rev. James Carter was certainly well qualified to handle his charge. From Session records the following note of special services is interesting: "December 7, 1894, The Preparatory Service of this (Friday) evening closes a series of meetings conducted by our pastor, Rev. James Carter, which have proved a great blessing to the church. The series began on

Sabbath morning, November 18. Mr. Carter preached every evening with the exception of Saturday evenings until this week when meetings were held only on Monday, Wednesday and Friday evenings. Mrs. Kress, the Preacher in Song of New York City, was with us up to last Monday evening. The choir was supported by a fine orchestra of young people and Songs for Work and Worship, edited by Mr. Carter, were introduced and used. The church membership was divided up into prayer circles and a spirit of prayer and endeavor seemed to pervade the whole congregation. We feel that the good accomplished cannot be measured by the reception of new members at the communion season."

At the time of the Centennial Anniversary of Lycoming County, Penna., held at the City of Williamsport, Pa., July 2, 3, and 4, 1895, the pastors of the various religious denominations throughout the county were requested to preach sermons pertinent to the Centennial occasion and send in to the Anniversary Executive Committee copies of the sermon. Only two were turned in to the editor of the Proceedings of this occasion--one of which was that of Rev. James Carter who preserved for us in this way some of the history of our church. His sermon was delivered June 30 and was taken from the text--Deuteronomy XXXII:7--"Remember the days of old, consider the years of many generations."

Mr. Carter was a man who dearly loved to travel and by so doing broadened his outlook on his own church, the community, his country, and the world at large. We note from Session minutes that the pastor was absent from his regular duties on a visit to the General Assembly from Sunday, May 17, 1903 until after June 21, 1903.

The learned Mr. Carter was a lover of good music and besides the "Songs for Work and Worship" edited by him, he loved to write hymns and poetry. To this date, however, your historian has been unable to locate copies of any of this work. James Carter prepared and

directed special choirs in the presentation of oratorical works but the church relied upon its paid quartet throughout its entire history up until the time of the Westminster Choir School System adopted by the merged church in 1942. In the recommending of good books for their children, parents who sought the advice of Rev. Carter were told to look for the Carter imprint, for the Carter Publishing Houses in New York devoted their talents to books with a moral.

The pastorate of Rev. Carter was marked by the very tragic event of the dissension or split in the congregation about 1899-1900 elsewhere related. Arguments continued for several years until court cases were heard by Presbytery, Synod, and the local civil courts when, in 1903, the case was ordered dismissed. During this three or four year period, Rev. Carter was without regular salary and it was only because of the wealthy Carter background that Mr. Carter was able to remain with the church in its difficulty.

On May 12, 1905, Rev. James Carter made the announcement to the Session that he had been elected to the Chair of Church History and Sociology in Lincoln University, Pa., and that he felt it his duty to accept the call, subject to the action of the congregation and Presbytery, and he requested the Session to call a meeting of the congregation to consider his request and join with him in asking Presbytery to dissolve the pastoral relation.

A meeting of Northumberland Presbytery subsequently held at the Church of the Covenant June 20, 1905, accepted the resignation of Rev. Carter and he was formally dismissed from the church August 1, 1905.

By letter from Dr. Horace M. Bond, President of Lincoln University, dated August 8, 1950, we learn the following: "There is a legend current here that when Dr. Carter left the pastorate of the Williamsport church, he did so because of feeble health. Fearful of not living much longer, he made a propo-

sition to the trustees of Lincoln University that he would build a house on the campus next to the Chapel, to occupy until his death, which he anticipated would not be long deferred. At his death the house would come into the occupancy of a member of the University faculty, preferably the president. Fortunately, Dr. Carter's health was greatly improved by the salubrious climate and setting of the campus, and he therefore occupied this house until his death in 1944, thirty-nine years later.

"As a student here between 1919 and 1923, Dr. Carter was my instructor in history. He developed in me an interest in the subject which I have since followed as much as administrative duties would permit. I am glad that your letter gives me the opportunity to add a historical note to the record of his career in tribute to my old professor of history here at Lincoln, more than twenty-five years ago. I might also add that I now occupy the house built in 1904-05 by Rev. Carter."



ADDITION TO GENEALOGICAL RECORDS

In response to the list of genealogical records in the Lycoming County Historical Museum archives, published in the Spring, 1977, *Journal*, Miss Gladys Tozier has received through the mail the genealogical record of "Jacob Edler and Mary Rentz in America." The Edler family came from Wurtemberg with the Dunkards to Blooming Grove. This genealogical material was sent to us by Alma Edler McNett. We are very happy to receive it as an addition to our genealogical file.

A LIST OF TRADERS IN LYCOMING COUNTY, PA. ca 1864

White Deer, P. O.

J. J. Foresman	Dry Goods and Grocer
Robert Brown	Grocer
George K. Swope	Dry Goods and Grocer
J & C. G. Hunter	Dry Goods and Grocer

Bastress, P. O.

Anthony Axman	Dry Goods and Grocer
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Cedar Run, P. O.

Jacob Broadhead	Dry Goods and Grocer
John R. Bowen & Bro.	do do

Jersey Mills P. O.

William Stoddard	Dry Goods and Grocer
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Montgomery P. O.

J. E. Strickler	Dry Goods and Grocer
John Kinsey	do do
Moses Young	do do

Salladasburg P. O.

H. J. Perkins	Dry Goods and Grocer
James Williamson	do do

Elemsport P. O.

Robert M'Cormick	Dry Goods and Grocer
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Cogan Station

Robert Grier	Boots and Shoes
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Lairdsville P. O.

P. Crouse & Bro.	Dry Goods and Grocer
B. R. Paxton	do do
B. McGargle	do do

Hughesville

J. H. Huling & Son	Dry Goods and Grocer
Laird & McClean	do do
John A. Swartz	Drugs
S. Kelley	Dry Goods and Grocer
Kessler & Stetler	do do

<i>Ralston</i>		
Heylmun & Co.	Dry Goods and Grocer	
Cowden Hepburn	Grocer	
J. D. Mitchel	Dry Goods and Grocer	
Green & Howland	do	do
<i>Lycoming</i>		
Edler & Neece	Dry Goods and Grocer	
<i>Jersey Shore</i>		
John Sebring	Dry Goods and Grocer	
W. S. Harris	do	do
John Durell & Son	do	do
R. M. & A. W. Brown	Boots and Shoes	
Howell & Miller	Dry Goods and Grocer	
Henry Wells	Jewelry and Watches	
Rodearmel & Bubb	Dry Goods and Grocers	
Joseph S. Stevenson	Confectioner and Grocer	
J. S. Allen	Dry Goods and Grocer	
Abram Hartravft	Confectioner and Grocer	
J. B. McMicken & Co.	Provisions	
Elizabeth Gudykunst	Confectioner and Grocer	
Wm. E. McDonald	Hardware	
Joseph Klasner	Jewelry and Watches	
Samuel Elias	Clothier	
J. H. Humes	Dry Goods and Grocer	
W. B. Pfoufts	Drugs and Medicines	
E. D. Trump & Son	Dry Goods and Grocer	
John Webb	do	do
E. S. Norton	Stoves and Tinware	
P. R. & M. C. Pfouts	Dry Goods and Grocer	
Tomb & McCurdy	do	do
<i>Linden</i>		
Thomas Johnston	Dry Goods and Grocer	
Mrs. Ann Bennet	do	do
M. Dieterly	Clothier	
<i>Trout Run</i>		
R. G. Mackey	Dry Goods and Grocer	
E. Lippencott	do	do
F. R. Weed	do	do
<i>Muncy</i>		
H. D. Gold	Dry Goods and Grocer	
Isaac Bruner	do	do
Wm. Transue	do	do
Wells & Fribley	do	do
John Neece	do	do

Philip Shay	Dry Goods and Grocer
Clapp & Smith	do do
H. Noble & Co.	do do
Wm. A. Bruner	Drugs and Medicines
Booker & Clapp	Merchant Tailors
M. Berkman	Dry Goods and Grocer
Wolf and Maxwell	do do
Hayden & McMichal	Hardware
R. M. Green	Groceries and Provisions
George Stoltz	Boots and Shoes
Chas. Mosley	Confectionery
Rissel & Gowers	Saddle and Harness
Wm. P. I. Painter	Drugs and Medicines
G. L. I. Painter	Books and Stationery
Jacob Cook	Dry Goods and Grocer
D. Lloyd & Son	do do
B. Landcake	do do
J. & J. Bowman	do do
L. Garman	Jewelry and Watches
H. T. Harman	Dry Goods and Grocer

Montoursville

Allen & Paulhamus	Dry Goods and Grocer
S. C. Williams	do do
J. D. & B. Bennet	do do
Wm. Weaver & Son	do do
A. S. Williams	do do
Bruner & Bastian	do do
Kendal & O'Neil	do do

New Berry

Wm. T. Mahaffey	Dry Goods and Grocer
Wesley Moore	do do

English Center

D. M. Arrowsmith	Dry Goods and Grocer
Mrs. Sarah E. Reeves	do do

Larry's Creek

T. & J. M. Blackwell	Dry Goods and Grocer
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Nippenose

Jesse Bower & Co.	Dry Goods and Grocer
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Oval

Young & Litzelman	Dry Goods and Grocer
George Eout	do do

Joshua Bowman)	
Jacob Cook)	
William A. Petrikin)	Muncy Borough
C. S. Wallis)	
James Rusk)	
Bruner (?) and Dawson)	
Charles Bodine)	Wolf Township
Thomas and Hill)	
H. and W. Lyon)	
Jasper Bennett)	
Abraham Updegraff)	
Daniel Heively)	
D. W. Power)	Williamsport Borough
Jacob Grafius and Son)	
R. and I. Elliott)	
J. H. Cowden)	
Smith and Williams)	
Hepburn W. Clure)	
Walker and Vickers)	Cummings Township
Abraham Harris, Esq.)	
Shoemaker Gudykunst & Co.)	Muncy Creek Township
Hugh Donnelly)	
Thomas Arbuckle)	Washington Township
George Snyder)	

I, J. K. Frederick, Prothonotary of the Court of Common Pleas, do certify that the foregoing returns are a correct copy of the returns of the Constables of the Different Townships of Lycoming County as filed in my office for the year 1837.

In witness whereof I have hereunto set my hand and affixed the seal of Said County at Williamsport the 20 day of May, 1837.

J. K. Frederick, *Prothonotary*