



THE
JOURNAL
OF THE
LYCOMING HISTORICAL SOCIETY

VOLUME II
NUMBER FIVE

SUMMER
1962

the JOURNAL of the
LYCOMING HISTORICAL SOCIETY

PUBLISHED BIANNUALLY IN WILLIAMSPORT, PENNSYLVANIA

DR. JAMES P. BRESSLER, PRESIDENT
DR. LLOYD E. WURSTER, 1ST. VICE PRESIDENT
MR. RICHARD L. MIX, 2ND. VICE PRESIDENT
DR. R. MAX GINGRICH, 3RD. VICE PRESIDENT

MR. HENRY P. PERCIBALLI, SECRETARY
MR. W. CLYDE HARER, TREASURER

DIRECTORS 1961-62
MRS. ROBERT COCHRANE
MISS MARGARET B. CORYELL
MR. JOHN ANDREWS
MR. SAMUEL J. DORNSEIF
MR. WILLIAM SIMS
MRS. GORDON WURSTER

DIRECTORS 1960-1963
MR. WILLIAM R. SIMS
MISS SUE BISHOP

TRUSTEES
MR. WILLIAM R. SIMS
MR. KENNETH D. RHONE
MRS. JAMES B. HUFFMAN

EX OFFICIO
W. CLYDE HARER

EDITORS
MR. MICHAEL M. WARGO
MR. L. RODMAN WURSTER
DR. LEWIS E. THEISS
MISS MILDRED KELLY

Extra Copies of The Journal Fifty Cents Each

C O N T E N T S

The Susquehanna Boom — Gibson Antes	3
Civil War Letters — John J. Shaffer	4
Conrad Weiser's Trip Up The Loyalsock — Clark Kahler	5
History of Ostonwakin Farm — (Part VI and VII) — Mabel E. Eck	6
The Old Franklin Building School Bell —Arthur Pepperman	8
The Vanquished - The One Room School — Clarence McConnell	9
Aimed at America, The British Broad Arrow Wounded England — Dr. Lewis E. Theiss	14
New Members	16

THE SUSQUEHANNA BOOM

By Gibson Antes

Major Perkins came to Williamsport in the year 1845 from somewhere in New England. John Leighton of Maine accompanied Perkins from Philadelphia with the object in view of engaging in the Lumber business, and if circumstances favored, to establish a Boom. At the place called "Long Reach" all the requisites for a Boom existed. On the south side, mountains insurmountable to the overflowing of logs existed, and the bend in the river at this point and for miles above, naturally draws logs to the south side of the river, and the river being practically level at this point and for miles above, prevents the possibility of swift currents during the low water stages. Without such an arrangement to secure the logs until they could be manufactured, it would be useless to build mills. Before the building of the Boom what few logs were floated down had to be watched, and even then many escaped. Men in small boats secured the logs and made them into small rafts. To prevent loss at night large fires were built on the shore and on float boats anchored in the middle of the stream and men stationed at several points to catch the logs. This was hard and dangerous work. That was the method of floating logs down the river until Major Perkins completed two temporary Booms in March of 1849, one at Goose Island and the other nearly opposite where the permanent Boom was finally located. The flood of 1849 gave the temporary booms enough of a test, that it convinced skeptical lumbermen that a boom could be built to be profitable.

The Susquehanna Boom Company was incorporated by Act of March 26, 1849. The original issue of stock was for 100 shares with a par value of \$100.00 each. John Leighton had one share, John DuBois 25, Matthias DuBois 25, James H. Perkins 24, Isaac Smith 20, and Elias Lowe 25.

No organization was effected until Nov-

ember 5, 1849, when a meeting of the stockholders was called, and John Leighton was made Chairman and Elias Lowe was appointed Secretary. The next day arrangements were made to build 12 piers, 5 to be built in the Spring and the remainder in the Fall. Under a contract entered into on December 8th, more piers were to be built that would make the structure complete for all the logs that would come down the river the following Spring.

In 1866 the Linden Boom was built by connecting the two islands and in 1873 was rebuilt by putting in 41 more piers.

The first mishap was the flood of 1860, when the Boom was broken and fifty million feet of lumber were carried down the river. The Boom was six miles long and would hold 300,000,000 feet of lumber.

The annual average expense to keep the Boom in repair was \$40,000.

The Company received \$1.00 per 1000 feet of logs rafted out, and turned over to the owners. The logs were designated by marks placed on the ends before they left the woods. These marks were registered and were on file.

When the great flood of June 1st, 1889 came, the boom was filled to capacity and every log was lost and many went into Chesapeake Bay and some out into the Atlantic Ocean. About one half of the logs were recovered. Where enough could be recovered at one place, mills were built and they were manufactured on the spot.

The work of getting the logs into the Boom and rafting them out, took about eight months and approximately 150 men and boys were employed. Pay for the men averaged about \$1.50 per day.

The total number of logs handled through the Boom during its lifetime was 31,606,557 and this amounted to 5,545,298,406 feet of lumber.

CIVIL WAR LETTERS

LETTER FROM WILLIAM SHAFFER'S GREAT GRANDFATHER
TO HIS FAMILYCamp Bassent
March 1, 1863

Dear Father:

This is the Sabbath day and I have concluded to spend part of it in replying to yours of the 24th, which was duly received last night at the late hour of 9 o'clock. Also informing you that I had received one previous to that but thought I would not answer until I got an answer to it which has now come. And I am now going to try to give you what I call a family letter. You will perhaps infer from the heading of this letter that we have changed our camp but we are still at the same place. Our Brigadier General has gone away for a short while and our Colonel is acting in his stead and from this we name our camp. Yesterday we were again mustered in for pay, but how soon we may get it I am not able to say, but for my part I hardly think we will get any more till our time is up. We have now four months pay due us up to the last of April which will make sixty eight dollars coming to me. You stated that you were all patiently waiting my return was counting the time. So are we but we cannot arrive to any precise time that we will be clear. We do not know for sure from what date our time runs from but we rather think we will start for home in April, I think we are allowed twenty days to go home in. Well you say you are going to try coaling or that you can get a job if you can get one at the price you said. I think you will do well and cannot do much better unless you could rent a good farm. If I was at home I think I would coal a while with you at them wages, but if I do get home I do not know for sure what I will go at. I sometimes think I will go to school, but I will just mention here that if you can come across a good chance for me at something between this and that time for to engage it for me. If the young folks keep on getting married up there, again we get there they will all be old and we left alone. I expect there is another great excitement about the draft. There is considerable talk in the army about it, especially the nine-month men. There is a great

rumor that they are going to keep them longer but if they want to have war at home let them try it on for the true sentiments of this man are I will not stay. If McClan could be reinstated it would cause a rejoicing in the Army of the Potomac, such was never heard or known of before for all confidence is placed in him. Soldiers, knowing exactly what he is and what he can do, while others are trying experiments and trying what they can do and there are but few who like to have experiments made of their lives and certainly is a serious thing when taken into consideration. I do not think they will attack Fredericksburg again, for they are moving a great deal of our force away from here but its hard to tell. I had a letter from The Roberts the other day. They were at Minors Hill six miles from Washington. He was well. Will Eldred, George's son, was here to see us yesterday. He has come back to his regiment. Father, I think I must stop so I would like to write some in this for mother and Margaret. We still have a full allowance of mud and fair prospects of plenty more for it has been raining last night and this forenoon but has and more cleaned up. Those stamps were thankfully received. I will write to Smull and Wilson, but between attending to what I have to do and writing together I am kept busy. My respects to all. Tell Dekaa's I got his letter. Write soon and leave me know how you make out.

John J. Shaffer

Bell Plain, Virginia
March 1, 1863

Dear Mother:

As I said in the beginning I intended to make this a family letter. I am going to try and fill the remainder of this sheet for you. I often heard you say there was nothing like being economical and surely I have found it to be so since I am in the army for I find it convenient to kill two birds with one stone wherever I can, but I am trying to kill three with this one. I acknowledge it was negligence on my part and I should have answered your letters and this I am. Letters were kindly received

and was glad to hear that you were well. I hope your health will continue. You spoke in your last letter of General Hooker stopping the newspaper in the Army but this was a mistake for we get paper daily and as regular as ever did. We had a very deep snow here on the 22. There was fully two feet of snow fell. On that day loud reports, could be heard from all parts of the Army from the thundering cannon in remembrance of that noble Washington, the Father of our country.

I would like to write to all but money in the army is scarce and stamps hard to get. So I will have to get along by sending my best wishes to Frank, Emma, and Jane. I hardly ever hear if Emma is

alive or not. If she can't write I think it would be a very good way for her to learn by writing a few lines to me. Mother as I want to write a few lines to Mag yet I think I will have to close or I will run out of news. I still keep well and hope that I may until expiration of my time. But before I close I would say that if I can get a good situation in the Army perhaps I will not come home at all, I will see . . . I hope the time will soon come when this war will be over for there are but a few that do not wish for its disappearing. I will now bid you goodbye by hoping to hear from you soon again.

Affectionally,
John J. Shaffer

Conrad Weiser's Trip Up The Loyalsock

By Clark Kahler

In 1737, Conrad Weiser left his home near Reading, on February 17, to make a trip to Onondaga, New York, as a messenger for the Provincial Government. He figured it would take him 25 days to make the journey.

He arrived at Sunbury, March 8; where he obtained Indian guides and set out on foot, March 16. They went up the West Branch, and crossed Muncy Creek, under great difficulty, March 21, then continued on to Loyalsock Creek.

Here they fired their guns to attract attention and were brought across the creek, which was in flood, to Madame Montour's Town. Madame Montour tried to do her best, but told them food was very scarce and that the mountains were full of snow and the Indians above were destitute.

They traveled up Loyalsock, which they had to cross eight times on their first day. The raft they made broke into pieces, so thereafter they cut a pole, which they held onto, to keep from being swept away.

Their journey took them by the way of Barbours, Hills Grove, Lincoln Falls, Eldred, Overton, then down Millstone Creek, Powell, Monroe, down Towanda Creek to Towanda, Ulster, Athens and then north until they reached Onondaga.

In crossing over the mountains, they encountered deep snow, in places armpit

deep. At one time they were without food for four days and so weak and exhausted, that they were only able to make one mile that day.

March 29, they crossed the river at Towanda, where they found the Indians low in food and all the men out hunting. Here the river was in flood, and the women and children were gathering acorns and artichokes washed out by the river. Corn was nearly all used up, but they gave one blanket for about one third bushel of corn. They persuaded an old woman to make them some mush soup and a few corn cakes. The first nourishment they had for days, and some of the Indian guides got sick.

While here there was a heavy thunderstorm and then freezing weather. The next day they set out again, and reached Ononta, New York, on April 3.

On April 11, they reached Onondaga, New York, where they were received by the Council Chiefs of the Six Nations.

While this route was shorter in distance, it was also the most difficult and dangerous; so that thereafter Weiser chose the route up Lycoming Creek, by preference.

Note: Weiser gave the old woman, who cooked the meal for them, 20 steel needles and 6 leather shoe laces. Because she did not have grease or meat for cooking, she cooked the corn-meal in lye water, to make it slippery and better tasting for them.

History of Ostonwakin Farm - Parts VI and VII

By Mabel E. Eck — (Continued from Winter, 1961 Issue)

PART VI

John Ott Rockefeller's portion was afterward purchased by Oliver Watson of Williamsport.

I give and bequeath to my daughter Mary Jane, intermarried with Charles Rawle, the farm I lately purchased in Montoursville known as Governor Schultzs Farm on which she now resides, as a part of her share of my estate, the balance of purchase money due the Lloyd heirs to be paid by the executors.

Mr. and Mrs. Charles Rawle lived on the farm for 44 years. In all these years they did nothing to improve the land or the buildings; instead when they sold, they removed the large south window in the hall that matched the colonial doorway.

Mary J. Rawle (formerly Mary J. Watson) and Charles Rawle, her husband of Montoursville, Lycoming County, sold to George W. Lentz of the City of Williamsport, on the second day of April, 1888 the said farm, for the sum of twenty-two thousand dollars.

George W. Lentz was one of the Lumber King's of Williamsport. He immediately prepared plans to improve the water facilities and buildings.

He had a drilled well, incased for the pump. This well was two hundred and fifty feet deep. A wind mill was erected and attached to the pump. The water tank held five hundred barrels of water. From this tank, water pipes connected the Mansion and the barns. A beautifully designed tower of wood, seventy-five feet tall, protected the well. This tower could be seen for many miles and was a land mark until it was destroyed by fire in 1932.

He remodeled and enlarged the Bank barn and then built another Bank barn for cattle, opposite, on the east side of the drive-way. The lumber used was native pine and other hardwoods. The mows were large enough to hold two hundred tons of hay. The grainaries were built of plowed and grooved hardwood, and large enough to store six thousand bushels of grain. These barns were built with ventilators made of wood, the latest type of barn

architecture. These were the largest barns in Lycoming County.

He was interested in stock. He purchased thirty head of Jersey thorough-breds, and started an up-to-date dairy. This was the prize herd of cattle at one time.

A small building, close to the cattle barn, called the milkhouse was equipped to care for the milk. Here the milk was put through an air-cooler, and bottled for the wagon.

His keenest interest was horses. Racing horses were his pride. He built a half mile race track in the thirty-six acre plot east of the drive between the main highway and the Reading Railroad. He erected a Judge's Stand and a Grand Stand. The Grand Stand would accommodate one thousand persons. A barn was built especially for these horses, called the Race-Track Barn. It was behind the Cattle-barn, extending south almost to the Reading Railroad. At one time he had housed here one hundred head of fine horses.

He then turned his attention toward the mansion. He shingled the house using twenty-four inch shaved shingles. He built two ice-houses, wood shed, smoke house, bake-oven, and a butcher-house two stories high; also a porch on three sides of the Mansion. The interior of the house was redecorated in the best taste of the day. The exterior was painted yellow with white trimmings. A bath room was installed on the second floor, and the kitchen was equipped with the best plumbing fixtures of that period. This was probably the first bathroom in Montoursville.

It took two years to complete this building programme. He then invited all his friends and neighbors to a barn dance. This was the outstanding social event of the year.

Mr. Lentz did not live long after this. He died without a will.

PART VII

The said George W. Lentz having died intestate, leaving to survive him Harry W. Lentz and Mary W. Mahaffey as his only heirs, and the said Harry W. Lentz and wife, by deed dated the 11th day of Octo-

ber, 1894, conveyed his one half undivided interest in and to the said premises to Mary W. Mahaffey, his sister, wife of Delos S. Mahaffey.

May W. Mahaffey and husband Delos S. Mahaffey continued with the farm, dairy and race horses. They planted a grove of northern Maples between the bank barn and the Mansion; also an orchard of different varieties of apple trees. They furnished part of the mansion for their private use which was their summer home for a number of years. Here they entertained many of their friends. A few years later they had business reverses and these continued until the farm was sheriff again in 1909.

Together with the improvements thereon consisting of a large brick dwelling house, three farm barns, grand stand, several sheds, ice house, fruit trees, and all other out-buildings; the same having been sold by me to the said grantee on the second day of June Anno virtue of a writ Fieri Facias issued on the 5th day of April Anno Domini 1909, out of the Court of Common Pleas of Lycoming County as of June Term one thousand nine hundred and nine. Number Twenty-seven at the suit of Clarence L. Peaslee, Executor of John F. Carothers, deceased against Delos S. Mahaffey and May W. Mahaffey. In Witness Whereof, I have hereunto affixed my signature this 9th day of June Anno Domini 1909. The Sheriff of Lycoming County.

On the Seventh day of July Anno Domini 1909, before me, the subscriber, A Notary Public, duly and fully qualified and commissioned Loomis Peaslee and Helen Wilson Peaslee, his wife, in consideration of the sum of Twenty-two Thousand and Five hundred dollars convey and confirm unto James A. Eck and wife, Martha J. Eck, all of a certain piece or parcel of land, situated in the Borough of Montoursville, the said farm of Delos and May W. Mahaffey. Henry C. Parsons, Notary Public.

James A. Eck was the first owner of this farm to be a gardner and farmer by occupation. He moved his family consisting of a wife, and eleven children into the mansion November 30, 1909.

He immediately built eighty hot-beds for early production of vegetable plants and lettuce. He specialized in vegetable plants, especially celery, tomatoes, sweet corn, and

cabbage. The celery business has been increasing each year, until 1933 he grew thirty acres of celery.

His reputation as a gardner had increased to such an extent that in 1933 he received the order to supply the Lycoming County Relief with over a million plants of cabbage, tomatoes, and mangoes for the relief gardens of Lycoming County. For many years he has also grown 'Seed Oats' for one of the largest seed companies in the United States.

One day in late winter of 1910, James A. Eck and Joseph Hoffman, the hired man went to the canal to bury a calf. They dug the hole deep and accidentally struck a vein of sand. The sand was taken to Harrisburg and tested by the State Dept. of Highways, also by Mr. Russell, Supt. of the P. R. R. The report was, "It was the finest sand for concrete work in the State."

In 1920 the sand pit was opened and operations were started; sand and gravel for sale at the Eck farm. In 1922 the firm of James A. Eck and Sons, Sand and Gravel Company was established consisting of James A. Eck and his four sons.

On a very hot still evening, the twelfth of July 1932, Helena was walking through the Maple Grove; she happened to glance toward the bank barn. The sun was setting in the west and she thought, "Is that the reflection of the sun on the window or is that fire in the entry." She called to Charlotte who was reading the evening paper on the front porch, "I believe the barn is on fire." Charlotte ran toward the barn and by that time the smoke and flames were bursting forth from all directions. Helena stood in the middle of the grove shouting "fire! fire!" The whole neighborhood was aroused by this shouting and came to our aid.

Very little could be done. One mule untied himself and jumped over the manger and escaped. Little James Eck, the nephew, with the help of his playmates, drove a herd of dairy cattle into the pasture. The large sand trucks, some farming implements, wagons, and the automobiles were saved. In fifteen minutes the roof on the big bank barn fell in. Everything around the barn burned; chicken coops, hog pens, corn cribs, the high tower, and the fire was spreading in all directions despite the heroic

efforts of five fire companies. The cattle barn was next to be on fire, but it was partially saved by the efforts of many men and fire companies.

Thirty-five thousand dollars worth of damage done in a few hours. What a catastrophe! The grain smoldered for three weeks. Five days later some of the big rafters were still burning. It had to be watched day and night for a week. All the buildings that had been erected by George

W. Lentz were destroyed by the fire.

We have erected a new bank barn on the old site with all modern improvements, a brick garage, a chicken coop, a wind breaker and the cattle barn has been razed. The new has risen up to take the place of the old. We have restored the mansion as it was in the days of Governor Shultz except we have added all modern improvements in electricity and gas.

The Old Franklin Building School Bell

Notes furnished by Arthur Peppermai

October 28, 1955

Mr. Pepperman was Principal of that school from about 1900 for one year and was afterward, for many years, Principal of the Curtin Building.

This bell, now in the Historical Museum, was cast by Crane & Company, Philadelphia, in 1818 out of bell metal.

Mr. Pepperman does not remember when the bell was put into the old Franklin school located on Mulberry Street, at the corner of Edwin Street.

During the Civil War when the news came into the Western Union Telegraph Company, then located on Market Street, that Lee had surrendered at Appomattox, Dr. Charles Youngman, father of John Youngman and Dr. Charles Youngman, was passing the place. He hurried to the Franklin Building and asked the Principal if he could ring the bell. The Principal would not allow the bell to be rung until he verified the news by sending one of his boys down to the Western Union office. When the great news was verified, Dr. Youngman was permitted to ring the bell. It was the first bell to be rung in Williamsport on the news of Lee's surrender.

Shortly after 1900 plans were made for the erection of a new school building on the Franklin lot, and before the work of demolition began the bell was secretly removed to the Fire Engine Company No.

1 across the street, where it was kept until later years. From there it was removed to the Curtin Building, now located north of Brandon Park, as a part of the Lycoming County Historical Exhibit, where it was located for many years.

On Armistice Day at the end of World War I Dr. Charles Youngman, Sr., and his son Charles, Arthur Pepperman, George Washington Collins, the old Civil War veteran, janitor of the Curtin Building, Arthur Pepperman's son Carl and John Youngman (verify) had a carriage made and had the bell ready to be rung when Armistice Day was declared. When the news came Dr. Youngman, Sr., had a hammer ready and struck the bell rather forcefully, making marks on the bell that can still be seen there. The bell was carried by these persons in the parade that followed the receipt of Armistice Day news and was then returned to the Curtin Building where it remained until the new Curtin Building was built and some of the relics of the Historical Society were stored there. From there it was moved to the present location of the Lycoming Historical Society Museum.

When the news of peace came with the Second World War, Hubert H. Russell, better known as Bucky, and a group of men placed the bell on a truck and joined in the parade celebrating that event.

(As dictated to Jesse S. Bell)

The Vanquished - - - The One Room School

By Clarence M. McConnell

According to County records, there were 104 one-room schools; ten two-room schools, and one three-room school open in Lycoming County during the 1936-37 term. This was approximately half the schools that at one time were required to serve the citizens of this large geographical area of 1,215 square miles. To the best of our knowledge and research, there were 212 one-room schools in operation at one period of time or another in the county; 19 two-room buildings and 4 three-room buildings. Districts having three and two-room buildings would close one room of the building at a time as population decreased, and finally all, if necessary, and transport the remaining pupils to a consolidated school. Antes Fort, Salladasburg and Pennsdale are exceptions.

Beginning with the Fall term of 1962-63, there will be only two one-room schools in operation in Lycoming County. These will not be typical "One-Room Schools" as the term implies because instead of each one having grades one through eight as originally designed, they will be graded—Rose Valley housing grades one to four and the Beech Valley School grades five to eight, both in Gamble Township. Several meetings have been called to ascertain the sentiment of parents regarding the discontinuance and the additional cost of education and transportation to the jointure consolidated schools, but in each case the majority voted to retain their community schools. These schools must now remain open until additional facilities can be provided for them at the Loyalsockville center at some future date, and the district decides to join the organization, grades one through twelve, or is mandated to do so by legislation.

For several years I have keenly felt that before many of the older citizens have

passed on and information is no longer available, that some permanent record of the location, name, and the closing date of each school should be recorded and preserved for posterity. A survey of such closed schools was begun in May, 1961. Contacts were made throughout all districts where there were schools known to have been closed before 1911—the date when state reimbursement began for closed schools by the Department. Several schools, unknown to many of us, and the closing dates have been discovered and others are still unavailable at this time; for example—the location and closing date of the Muncy Dam School, the closing date of the first room of the English Center School, or the closing date of the Gospel Box School in Jackson Township. In the frequent change of school secretaries throughout the districts, the old record books were no longer regarded as valuable and so almost 100% of them have been destroyed.

The accompanying list of schools (complete as available from known sources) is included. Anyone having further information concerning such schools will perform a real service if they will communicate it to the County Office. A four by six map of the county has been prepared for a permanent record, showing the location, the order in closing by color, as well as the year closed. This map is to become the permanent possession of the Historical Museum, in the Newman School, under the sponsorship of the Lycoming County Chapter of the Pennsylvania Federation of Junior Historians.

ANTHONY TOWNSHIP

Greenwood	1928
Kiess	1937
Stony Gap	1952
(4) Steam Mill	1959
(5) Pine Run	1959

ARMSTRONG TOWNSHIP

Jacks Hollow	1921
Mosquito Valley	1925
Gibson	1931

BASTRESS TOWNSHIP		FAIRFIELD TOWNSHIP	
Bastress	1930	(1) Clees	1946
BROWN TOWNSHIP		(2) Baxter	1946
Trout Run	1914	(1) Keebler	1950
Pump Station	1917	(2) Road	1950
Childs Hill	1929	FRANKLIN TOWNSHIP	
Slate Run (1)	1911	Germany	1931
(2)	1959	(1) Chestnut Grove	1947
BRADY TOWNSHIP		(2) Bald Eagle	1947
(1) Stone	1942	Pleasant Valley	
(2) Somerset	1942	(1945-47)	1949
Oak Grove	1958	(1) Starr (1947-49)	1962
CASCADE TOWNSHIP		(2) Lairdsville (2)	1962
McLaughlin	1923	(1-room 1919-47)	
Slacks Run	1926	Joint Consolidation	
Masten	1931	Lairdsville Elem.	1962
Wallis Run (1)	1900	GAMBLE TOWNSHIP	
(2)	1947	Loder	1902
CLINTON TOWNSHIP		Ely	1900
Clintonville (2)		(1) Butternut Grove	1921
(Burned)	1927	(2) Chestnut Grove	1921
Davis	1929	Wallis Run (1)	1900
(3) Baptist	1930	(2)	1942
(4) Mountain	1930	(1) Rose Valley (reloca.)	19
(5) Pine Street	1930	(2) Beech Valley (reloca.)	19
(6) Mountain Grove	1930	HEPBURN TOWNSHIP	
(7) Muncy Station	1930	Factory	1930
COGAN HOUSE TOWNSHIP		(1) Klumpp	1931
Steuben	1918	(2) Balls Mills	1931
Steam Valley	1937	(3) Pleasant Valley	1931
Brookside	1940	(4) Hepburnville	1931
Green Mountain	1945	(5) Crescent	1931
Beech Grove	1948	(Consolidated elem.	
(1) Cogan House	1961	and sec. with Lycom-	
(2) Summit (2)	1961	ing)	1931
(1-room closed 1930-40)		Secondary school	
CUMMINGS TOWNSHIP		Closed	1949
English Mills		JACKSON TOWNSHIP	
East Hill	1915	Zuker (Sugar) Hill	1904
Ramsey	1916	Gospel Box	
Carson town	1925	Independent	1912
Waterville	1953	Raker	1916
DUBOISTOWN BOROUGH		Mountains	1924
High School	1906	Kehler	1948
ELDRED TOWNSHIP		Centennial	1952
Christian Hill	1947	Reed	1961
Excelsior	1949	JORDAN TOWNSHIP	
Quaker Hill	1950	Prairie	1921
(1) Warrensville	1959	(1) Biggertown	1929
(2) North Eldred	1959	(2) Cleveland	1929
		(3) Peterman	1929
		Gordner (Lore)	1954
		(1) Richard's Grove	1962
		(2) Salem	1962

LEWIS TOWNSHIP		McINTYRE TOWNSHIP	
Kelly	1904	McIntyre	1844-1890
Gray's Run	1924	Gray's Run	1912
Corter	1924	Sechrist	1913
Bobst Mountain	1938	Langdon	1917
(1) Bodines	1960	Pleasant Stream	1919
(2) Trout Run (2)	1960	Red Run (3)	
(Consolidated new 4-		(1) 1906	
room)	1960	(2) 1916	1920
LIMESTONE TOWNSHIP		Marsh Hill	1946
Oval (one room)	1892	High School closed	
Moore	1914	(Canton Jointure)	
Mountain	1918	McNETT TOWNSHIP	
Riedy	1920	Yorktown	1919
Eck	1921	Leolyn	1928
(1) Jamestown	1943	Masten	1933
(2) Collomsville (2)	1943	McIlwain	1941
Oval		Ellenton	1945
Four-room brick across street from present building; burned in 1917. Rebuilt in 1918-1919. High school closed in 1929. Present four rooms consolidated grades 1-4.		Parson's Hill	1946
LOYALSOCK TOWNSHIP		MIFFLIN TOWNSHIP	
(1) Fairview	1929	Plank Road	1902
(2) Limestone	1929	Brick	1922
(3) Mill Creek	1929	Mud Run	1930
(4) Sand Mill	1929	Chestnut Grove	1943
(5) Union	1929	Canoe Run	1946
(1) Grandview	1936	First Forks	1959
(2) Eagle	1936	Main Creek	1959
(3) Heshbon	1936	MILL CREEK TOWNSHIP	
(8-room Market St. School annexed by Williamsport)	1923	Baier	1928
LYCOMING TOWNSHIP		(1) Hites	1947
Pleasant Hill	1941	(2) Gortner (Mud Hole)	1947
Maple Spring	1948	MORELAND TOWNSHIP	
(1) State Road (Closed 1947-48)	1949	Pleasant Grove	
(2) Perryville	1949	(Backbone)	1926
(3) Quiggleville	1949	Green Valley	1937
McHENRY TOWNSHIP		Hill	1946
Bluestone	1908	Laurel Run	1947
Ross	1912	Opps	1954
Okome (1928)	1933	Eight-Square	1958
Cammal (1940)		Frenchtown	1962
2 rooms (2)	1945	MUNCY CREEK TOWNSHIP	
Jersey Mills (1945)	1947	Muncy Dam	
		North West	1908
		Shane	1918
		Fairview	1932
		(2) Clarkestown	1932
		(3) Glade Run	1932
		(4) Turkey Bottom	1932
		(5) Guide (3)	1932
		(6) Port Penn (2)	1932

MUNCY TOWNSHIP	PLUNKETTS CREEK TOWNSHIP
Friends Quaker School 1911	Factory 1898
Pennsdale (Relocated) 1914	Hessler 1900
Center 1934	Heisley (Store Box) 1904
Halls Station 1936	Stryker 1913
Bush 1947	Steinhilpher (1931) 1934
Oak Run 1948	(1) Barbours 1936
(Consolidated Penns-	(2) Proctor (2) (1) 1904
dale to two rooms in 1914	(2) (2) 1936
To 3 rooms in 1949-1950	(Consolidated 3-room
To 6 rooms in 1958-1959	A. J. Barbours
	School) 1936
NIPPENOSE TOWNSHIP	PORTER TOWNSHIP
River Mill 1919	Vilas Park 1940
Morgan Valley 1921	(1) Ferguson 1941
Granville (2) 1923	(2) Nice's Hollow (2) 1941
(Consolidated in	(3) Glen Grammar (2) 1941
present 3 room	(Consolidated Porter
building) 1923	Twp. Elem.) 1941
OLD LYCOMING TOWNSHIP	SALLADASBURG BOROUGH
Bottle Run 1945	One-hoom closed 1946
Oak Grove (2) 1952	Rented to Mifflin Twp. later
	Re-opened-consolidated 1-4
	3 rooms (1959) 4 rooms (1960)
PENN TOWNSHIP	SHREWSBURY TOWNSHIP
Neff 1919	Pine Grove
(1) Lyons 1933	Highland 1918
(2) Marsh Run 1933	Tivoli 1930
Derr 1937	Mapleton 1934
Muncy Creek 1944	Point Bethel 1947
(1) Frantz 1947	
(1) McCarty 1947	
(3) Sugar Run 1947	
PIATT TOWNSHIP	SUSQUEHANNA TOWNSHIP
Cement Mills 1943	Nisbet (2) 1959
Martins 1956	(1 room closed) 1941
(1) Larryville 1958	
(2) Level Corners 1958	
PINE TOWNSHIP	UPPER FAIRFIELD TOWNSHIP
Rogers 1901	Heilman 1938
(1) Chestnut Grove 1917	Pleasant Hill 1946
(2) Snow 1917	Fairfield Center 1950
(3) Texas 1917	(1) Loyalsock 1959
(1) Glen 1921	(2) Farragut 1959
(2) Iva 1921	
English Center (2)	WASHINGTON TOWNSHIP
First room in 1904	Texas 1917
Second room in 1957	Laurel Ridge 1923
Oregon Hill (2)	Hillside 1945
First room in 1945	Pleasant Green 1956
Second room in 1959	(1) Pikes Peak 1957
	(2) ElimSPORT 1957
	(3) White Hall 1957
	(Consolidated
	ElimSPORT Elem.)

WATSON TOWNSHIP	UNIT IV - MONTOURVILLE AREA
Independent 1898	JOINT SCHOOLS
Harbor Mills 1933	1. Barbours Elem. (3 rooms)
Tombs Run 1959	2. Two 1-room schools (Gamble Twp.)
	3. Loyalsock Valley Elem. 1961
WOLF TOWNSHIP	4. Lyter Elem. Constructed 1959
Pine Run 1931	5. Montour St. Elem. (3 bldgs.)
Steck 1932	6. Jr.-Sr. H. S. Addition
Huntersville 1938	
(1) Newman 1955	UNIT V - SOUTH WILLIAMSPORT
(2) Fairview 1955	AREA SCHOOLS
(3) Villa Grove 1955	1. DuBoistown Elem. Remodeled 1960
	2. Nisbet Elem. Constructed 1959
WOODWARD TOWNSHIP	3. Mountain Ave. Elem.
Stewart 1918	4. Southern Ave. Elem.
White Oak Grove 1945	5. Central Elem. Constructed 1959-1960
(1) Pine Run 1948	6. Old Central High and Com. Hall
(2) Forest Glen 1948	7. Jr.-Sr. H. S.
(3) East Linden 1948	8. Sr. H. S. Addition 1962-1963
Limber Bridge 1951	
Linden 1954	UNIT VI - WILLIAMSPORT AREA
(Consolidated to	JOINT AND LOYALSOCK
Woodward Twp.	TOWNSHIP
Elem.) 1954	1. Trout Run Elem. Constructed 1960
To Williamsport 1961	2. Hepburnville Elem. 1928 and 1959
	3. Old Lycoming Elem.
HIGH SCHOOLS CLOSED IN	4. Round Hill Elem. Constructed 1959
LYCOMING COUNTY	5. Woodward Twp. Elem. 1954 and 1959
Oval—3-year (Converted) 1919-1929	6. Williamsport City Elem. Bldgs.
Montgomery (Houston Ave.) 1904-1930	7. Three Area Joint High Schools
S. Williamsport (Converted) 1929	8. Senior High School
Muncy (Old Normal) 1873-1932	9. Jr.-Sr. H. S. (Loyalsock) 1957-1958
Picture Rocks (Converted) 1926-1946	10. J. Geo. Becht Elem. Addition
Hepburnville (Converted) 1928-1949	1961-1962
Ralston (Abandoned) 1949	11. Four Mile Elem. 1959-1960
Hughesville (Converted) 1946	
PRESENT EDUCATIONAL CENTERS	UNIT VII - JERSEY SHORE AREA
IN LYCOMING COUNTY - PAGES	JOINT SCHOOLS
UNIT I - EAST LYCOMING SCHOOL	1. Oval Elementary 1929
DISTRICT	2. Antes Fort Elementary 1923
1. Lairdsville Elem. Constructed 1962	3. Salladasburg Elementary 1961
2. Picture Rocks Elem. Converted 1946	4. Porter Township Elementary 1941
3. Hughesville Elem.	5. Avis Elementary
(2 buildings) Converted 1956	6. South Avis Elementary
4. Jr.-Sr. H. S. Constructed 1954	7. Broad Streer Elementary
	8. Walnut Street Elementary
UNIT II - MUNCY AREA JOINT	9. Junior High School Remodeled 1961
SCHOOLS	10. Senior High School Constructed 1959
1. Muncy Elem. Constructed 1958	
2. Pennsdale Elem. Constructed 1958	LIBERTY AREA JOINT SCHOOLS
3. Jr.-Sr. H. S. Addition 1958	1. Cogan House Elem. (4-room) 1961
UNIT III - MONTGOMERY AREA	CANTON JOINT SCHOOLS
JOINT SCHOOLS	1. Ralston Elementary (3-room)
1. ElimSPORT Elem. Constructed 1957	
2. Montgomery Elem. Constructed 1958	
3. Jr.-Sr. H. S. Addition 1958	

Aimed At America, The British Broad Arrow Wounded England

By Dr. Lewis E. Theiss

There were of course, many reasons for the American Revolution. It was England's idea that her American possessions should remain a source of raw materials which England would make into merchantable products and then sell to the Americans—and others. Another British idea was that Americans should not engage in trade with other nations other than the British. Nor should they engage in ship building. All these restrictive ideas were annoying enough, but the Broad Arrow was probably the worst of all.

Today, we hardly even know what the broad arrow was, so persistently has our attention been directed toward the annoying stamp act; but the stamp act was no more than a splinter in the flesh, and gained so much emphasis, no doubt, because it was practically the last of the oppressive acts passed by the British parliament. In short, it was the last link in the chain of oppressive acts that so angered the colonists.

It was probably the effort to enforce the Broad Arrow regulation that really created the deep-seated American hatred of British oppression. The situation can probably best be summed up by saying that the British authorities had no comprehension of the situation in America, and that they made absolutely no effort to inform themselves about the situation. So they proceeded to make and enforce the laws for America on the basis of the situation existing in England. In short, they utterly lacked any comprehension of the fact that conditions in a colony—such as America—might differ from those of the home country and therefore required to be handled differently. In no case was this stupidity more pronounced than in the case of the Broad Arrow.

What was the Broad Arrow? After the battle of Trafalgar, the British navy became amazingly powerful, for England had suddenly become a leading world power and needed a tremendous navy to police her ter-

ritories throughout the world. As all ships were then made of wood, a very pressing need arose for trees that would make proper masts. There were not too many such trees left in the British Isles. So the parliament passed a regulation providing for the retention of all possible mast trees for the royal navy—trees of two feet or more in diameter and of sufficient length. These trees were to be marked with the Broad Arrow. This was a blaze, or several little blazes, that together produced a mark not unlike the footprint of a crow. Thus in the British Isles trees fit for masts were so marked and might not be cut for any purpose other than to provide masts for the royal navy.

This regulation may have been all right for Britain, but to apply it to America was worse than nonsense. Take Pennsylvania alone and consider its timber. For close to 350 miles—from the Delaware to the Ohio line—there stretched an unbroken forest such as the world had never seen before. There were not simply millions of mast trees in this incredible woods, but billions of them. Of this fact the British seemingly had no comprehension. What was more, if America was to grow and develop and increase in population, countless numbers of these trees *had to be felled* so that the pioneers could develop fields for the production of food. So it is evident how foolish it was to try to apply the Broad Arrow regulation to America.

The situation was even worse than this. When the American settlers went right on felling possible mast trees, the British tried to enforce the regulation. The King backed up his authority with a police force. He created the office of Surveyor General of His Majesty's Woods in North America. In New England and New York alone the forest covered 100,000 square miles. But in 1711 Parliament passed an act for "the preservation of white pine and other pine trees growing in her Majesty's colonies" that applied all the way from Maine to New Jersey. "Trespass", or stealing

timber, in the royal woods was a crime to be adjudged in courts of admiralty, where there was no jury and the judge held office at the pleasure of the Crown.

As the "King's woods" meant all the land or forest not already granted away to private persons, these forests included in effect all the inconceivably huge area of woodlands east of the Mississippi excepting the narrow strip of land that bordered the Atlantic. If this area was to be settled, the trees *had* to come down. And as the pioneers came to America with but practically one idea—to own land, clear it, and create farm homes—the folly of these British regulations becomes glaring evident.

There was another thing the British did not understand. That was the character of the American settlers. Folks who had the courage to move into a forest populated by countless numbers of wolves, bears and panthers, to say nothing of swarms of other animals that would prey upon livestock and crops—and on occasion even kill human beings—such folks inevitably developed a degree of hardihood and courage that the tightly-governed British knew nothing about. And so, inevitably, the colonists moved freely into the king's woods and began to fell the trees and defy the royal authority.

In New Hampshire the inhabitants threw down the gauge to royalty by creating townships, by which move they declared, in effect, that the royal domain was really private property. Massachusetts did the same thing. One of the restrictive laws against cutting the King's trees was that providing for the use of the cat-O-nine-tails on the bare back of a timber stealer. You can imagine what indignation this terrible form of punishment would arouse in the hardy American settlers.

At any rate, in 1717 Surveyor General John Bridger reported that of seventy pines marked with the Broad Arrow at Exeter, only one remained standing. Try as he would, Bridger could seldom prove tree theft. For after the colonists had cut the King's trees and dragged them into the streams to be floated to sawmills, it was practically impossible to prove where the logs had been cut. The British authorities got nowhere when they went to law to enforce the Broad Arrow regulations, as

no local jury would convict an American inhabitant.

In 1727 the British passed stricter timber laws, which were approved by George I. These laws created even greater resistance on the part of the Americans. A new Surveyor General, David Dunbar, was sent to enforce these regulations. He tried force. With British troops he drove lumbermen out of their homes, burned their mills, and seized the timber they had cut. On one occasion he sent men to Exeter to remove "stolen lumber." These emissaries, while feasting at an inn, boasted of what they were going to do. Whether what followed set the pattern for the later seizure of tea in the Boston Harbor or not, a group of settlers disguised as Indians set upon these deputies and beat them severely. At the same time they cut the rigging and sails of the boats in which the obnoxious visitors had come and made holes in the bottom of their ship. The deputies fled from the inn, boarded their boats, and set sail. But when they found that their boats were sinking, they grounded their craft, waded ashore, and hotfooted it for Portsmouth.

But there was more behind this resistance to British regulations than merely the desire to cut more trees. New England almost *had* to be a maritime community. Its towns all lay close to the water. There were innumerable snug harbors. And excellent boat timbers grew practically to the water's edge. So these early New Englanders built boats and set up trade with the West Indies. It was practically the only way in which the town dwellers could make a living. So New England developed a relatively large sea trade. A British act of 1729 would, if strictly enforced, have sadly crippled if not altogether destroyed this trade. Thus the New Englanders were almost forced by British regulations to become law breakers.

When a settler was convicted of cutting a mast tree, his fellows sometimes made up to him the sum he had been fined—which on occasion was large. The Americans used all sorts of devices to fool the British authorities. They marked worthless trees with the Broad Arrow. Timbers that had been seized by the British authorities were stolen from them and sawed up so that they could not be identified. The mills

sawed their boards just an inch or two narrower than two feet, so that no one could prove that they came from king's trees. Pines that could have made suitable masts for the mightiest British navy ships were sawed up into joists and rafters and other small kinds of lumber. Throughout the New England colonies the minor colonial officials sided with the settlers and did everything possible to defeat the law.

There was much more to the struggle than can be related here. But the longer the British tried to enforce the Broad Arrow regulations, the angrier became the colonists. They began to seize British mast ships and fire on British navy boats. The British retaliated by sending armed vessels to recapture the stolen boats. Finally Admiral Graves sent Captain Mowatt, with four vessels, to Destroy Falmouth. These ships fired bombs, grapeshot, and cannon balls, destroying four hundred homes and making several thousand colonists homeless. The aroused citizens fought off the landing parties that Captain Mowatt sent ashore to complete the job.

Not only did the Broad Arrow's oppressive regulations inflame the American mind, but it also played a part that we have hardly appreciated in deciding the resulting war of the Revolution. England had not kept up her supply of navy masts. It was only a trifle before Bunker Hill that England received the last cargo of masts from New England. For years, British navy masts had been deteriorating sadly. During the years these masts had dried out and become brittle. Their strength and resilience had gone. Thus England entered the war ill prepared, so far as her navy went.

In 1778 Admiral Byron's fleet was scattered by a storm off the American coast and masts and bowsprits by the dozen were cracked. In the fleet of Lord Howe, that year, twelve of his thirteen ships of the line were unfit for duty. Two years later a West Indian hurricane practically disabled a British fleet, shattering masts and spars. It required many weeks for the fleet to reach a port where repairs could be made. And it was lack of masts that prevented Admiral Graves from relieving Cornwallis at Yorktown. In the end, the Broad Arrow did much to separate America and England.

NEW MEMBERS 1961-62

- Agnor, Mr. Harry E.
707 Heppburn St., Williamsport
Beck, Mrs. J. August
252 Edgewood Ave., Duboistown
Bradford, Mr. and Mrs. Marvin
1852 E. Third St., Williamsport
Bush, Mr. and Mrs. Alvin C.
R. D. 2, Muncy
Coney, Mr. and Mrs. Daniel
47 Maple Ave., Williamsport
Cook, Miss Vera
723 W. Fourth St., Williamsport
Costello, Dr. Francis V.
835 W. Fourth St., Williamsport
Ecker, Dr. and Mrs. Herbert
115 Roderick Rd., Williamsport
Fox, Mr. and Mrs. Reuben
54 Upland Rd., Williamsport
Gilbert, Mr. and Mrs. Ward
439 Broad St., Montoursville
Gleason, Mrs. James B.
1001 First Ave., Williamsport
Goodell, Mrs. Helen H.
412 Academy St., Williamsport
Heim, Mr. and Mrs. Horace S.
723 Broad St., Montoursville
Herrold, Mr. Dewey S.
213 Market St., Selsgrove
Hilsher, Mr. John H., Sr.
1400 Memorial Ave., Williamsport
Johns, Mrs. Earl L.
325 Campbell St., Williamsport
Kahler, Mr. Clark B.
102 N. Market St., Muncy
King, Mr. Harry H.
1280 Heppburn St., Williamsport
Kohler, Mrs. Ida
652 Fifth Ave., Williamsport
Mayr, Miss Chrissie
121 N. Loyalsock Ave., Montoursville
Krebs, Mr. and Mrs. Robert
1440 Lafayette Parkway, Williamsport
Peterman, Mr. Roy C.
1197 Penn St., Williamsport
Ryan, Mr. Edward
1325 Woodmont Ave., Williamsport
Schleh, Mrs. Helen
125 Grampian Blvd., Williamsport
Schneebeli, Hon. and Mrs. H. T.
870 Hollywood Circle, Williamsport
Setzer, Mrs. R. E.
85 Grampian Blvd., Williamsport
Shafer, Mr. Horace
123 Bennett St., Williamsport
Shelley, Dr. Donald
428 Market St., Williamsport
Shipman, Mrs. Spence D.
128 W. Mountain Ave., South Williamsport
Smith, Miss Teresa
819 Louisa St., Williamsport
Smith, Mrs. William H.
2106 Lycoming Creek Rd., Williamsport
Stearns, Mr. and Mrs. George
400 Upland Road, Williamsport
Steele, Mrs. Charles G.
2327 Riverside Drive, South Williamsport
Sump, Mr. and Mrs. Carl
530 S. Mountain Ave., South Williamsport
Strunk, Mr. and Mrs. Thomas
353 Woodland Ave., Williamsport
Walters, Mr. George R.
1601 Warren Ave., Williamsport
Wurster, Mrs. Gordon
Proctor Star Route, Williamsport
Yearick, Mr. and Mrs. Don
1655 Heppburn St., Williamsport
Evans, Misses Lucille and Winifred
1054 Wayne Ave., Williamsport
Steffan, Mrs. Eva P.
2232 W. Third St., Williamsport
Grugan, Mr. and Mrs. Andrew
Proctor Star Route, Williamsport
McGovern, Mrs. Peter J.
301 Grampian Blvd., Williamsport
Farr, Mrs. Stella M.
2205 Lycoming Creek Road, Williamsport
Stahel, Mr. Kurt
Proctor Star Route, Williamsport
Briel, Mrs. Phyllis Miller
625 Fifth Ave., Williamsport
Hazen, Mr. Emerson
652 Cemetery St., Jersey Shore
Emery, Mrs. Max L.
688 Seventh Ave., Williamsport

793

815