The Lincoln Highway in Pennsylvania

Old Philadelphia Pittsburgh Pike or Pennsylvania State Road, incorporating the Lancaster Turnpike and part of the route of the Forbes Road

Philadelphia through Lancaster, Columbia, York, Gettysburg, Chambersburg, Bedford, Ligonier and Greensburg to Pittsburgh

Narrating a series of detailed tours, showing topography and principal points of interest

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Published in Cooperation with

AMERICAN AUTOMOBILE ASSOCIATION

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NATIONAL HIGHWAYS ASSOCIATION

Washington, D. C. 52nd Stry, New York City

FOREWORD

CONSIDERED solely as a thoroughfare of the present time, the route mapped and described in these pages would be one of the most important and interesting in the United States. But that is only the visible framework of our subject. If the principal events of American history, east of the Ohio river, were to be reproduced as a system of moving pictures, localities along the Lincoln Highway in Pennsylvania would, perhaps with surprising frequency, form a background for them.

For more than a century and a half, the Philadelphia-Pittsburgh route, in part or as a whole, has been a vital factor in the life and progress of the colony and the state. During much of that time, it was a channel for the "westward movement," probably equal in the aggregate to that of the National Road (Baltimore-Hagerstown-Cumberland-Uniontown-Wheeling). Over these two pre-eminent highways of the olden time, the most important settlements between the Ohio and Mississippi rivers were made before the present northern route through New York State was opened up from the Mohawk river to Lake Erie.

Within recent years, somewhat through the development of extensive central-western and transcontinental connections, this Pennsylvania main-line has come into greater national prominence; and the name by which it is now generally known applies from the Atlantic to the Pacific. But no other one section compares with this for historic associations. There is a seeming echo of "far away and long ago" in the names of the Santa Fe and Oregon trails of the far west; but as thoroughfares for travel, emigration and commerce, they belong to a much later era.

Three points on this route, or the events they represent or recall, are of transcendent importance, in the sense that they have influenced all subsequent history on this continent. In chronological order these are, (1) Pittsburgh, where in 1758, toward the close of the Old French War, British sovereignty, whose supremecy had not yet been challenged in the seaboard colonies, dislodged the French power, thereby changing the political status of the Ohio River valley, and facilitating immigration into the territory now comprising our cental-western States; (2) Philadelphia, the largest and most influential community of the Revolutionary period, and possessing, in Independence Hall, our one greatest national landmark; and (3) Gettysburg, scene of the culminating movement of opposing forces in the War of 1861-'65. Lancaster and York are almost—but perhaps not quite—within that remarkable circle of supreme events. No other road equals this one for visible evidence or memories of the determining conflicts in American history.

This through route also exemplifies the evolution of transportation, from Indian path to pack-horse trail, crude freight-wagon road, stage-coach turnpike, railroad and modern highway, probably better than any other single thoroughfare in the country today. In fact, the condition and character of the route at different periods are best indexed by the transportation facilities which served it at the time.

Considerable attention has been paid throughout this work to topography, by the aid of which the subject unfolds in natural and logical order; and the traveler is assisted in correctly placing the historical references. The successive maps also provide a moving index for the route, with the single drawback that in traveling from east to west, the maps are necessarily read from right to left, opposite to the way of reading the lines of type.

Places are given their correct names at the time to which the references apply; for example, the confluence of the Allegheny and Monongahela rivers was prior to 1754 the "Forks of the Ohio," thence up to November 1758, Fort DuQuesne, and after that Fort Pitt, or Pittsburgh. Until after the French and Indian War and the disturbances following it, the present Bedford and Ligonier were known mainly as "forts," with those names added to identify them. Harrisburg was "Harris' Ferry," and Wrightsville-Columbia was "Wright's Ferry," for much of the time the Susquehanna river crossings were on the old frontier. Fortunately, the former names have been so nearly preserved in the

present ones that the slight changes in orthography do not obscure the references to these and other localities.

My obligations for courtesies extended and co-operation received are so many that suitable acknowledgments are difficult. For 27 months, the original version of this subject appeared in preliminary form as a serial in Motor Travel, the magazine of the Automobile Club of America, New York City, during all of which time, Mr. John T. R. Gren, Managing Editor, gave to it his very best attention and care. The Historical Society of Pennsylvania and the Franklin Institute, both of Philadelphia, and the libraries of that city, have several times opened their archives freely to me. Miss Lucy A. Sampson, of Berwyn, not only took most of the photographs between Philadelphia and Lancaster, but has assisted greatly in securing and arranging the detail along that section.

Most of the maps were originally made for this work by a first-class professional draftsman, but without personal acquaintance with the territory traversed. In the process of the work, and in preparation for publication, practically all of them were thoroughly revised by Mr. C. H. Dietrick, in the office of A. A. Taltavall, Assistant Engineer Pennsylvania R. R., Philadelphia, who also made the map showing ways out of Philadelphia and the special one of the side-trip to Braddock's Field.

Hon. Charles I. Landis, of Lancaster, President Judge of the Second Judicial District of Pennsylvania, has supplied many items of almost indispensable information, and favored me with a long and interesting correspondence. Rev. Dr. George P. Donehoo, of Coudersport, Secretary of the Pennsylvania Historical Commission, has always been ready with valuable counsel. Col. John P. Nicholson, Chairman, and Col. E. B. Cope, Engineer, of the Gettysburg National Park Commission, and Mr. Wm. C. Storrick, Forester, have given much valuable assistance in the Gettysburg section.

Hon. William Wayne, Paoli, Mr. Joseph Beale, Coatesville, Mr. George R. Prowell, York, Mr. George S. Hummer, New Oxford, Mr. W. A. Culbertson, Chambersburg, Mr. E. Howard Blackburn, Bedford, John N. Boucher, Esq., Greensburg, and Mr. J. Walter Miles, Irwin, have made valuable contributions to the structure of the work, as well as supplying details. I have been in frequent correspondence with Mr. Paul C. Wolff, Secretary of the Pennsylvania Motor Federation and the Automobile Club of Pittsburgh, on points relating to that city and western Pennsylvania generally.

May 1, 1920. R. B.

Photo by F. E. McCreary, Bedford

CHARACTERISTIC STRETCH ALONG THIS ROUTE IN THE MOUNTAINS

Near Breezewood, about 11 miles east of Everett, Pa. The long ribbon of macadam makes several short angles and curves, to secure the easiest grades to the point where it can make a final nearly straight ascent of the ridge, beyond which it descends into another valley

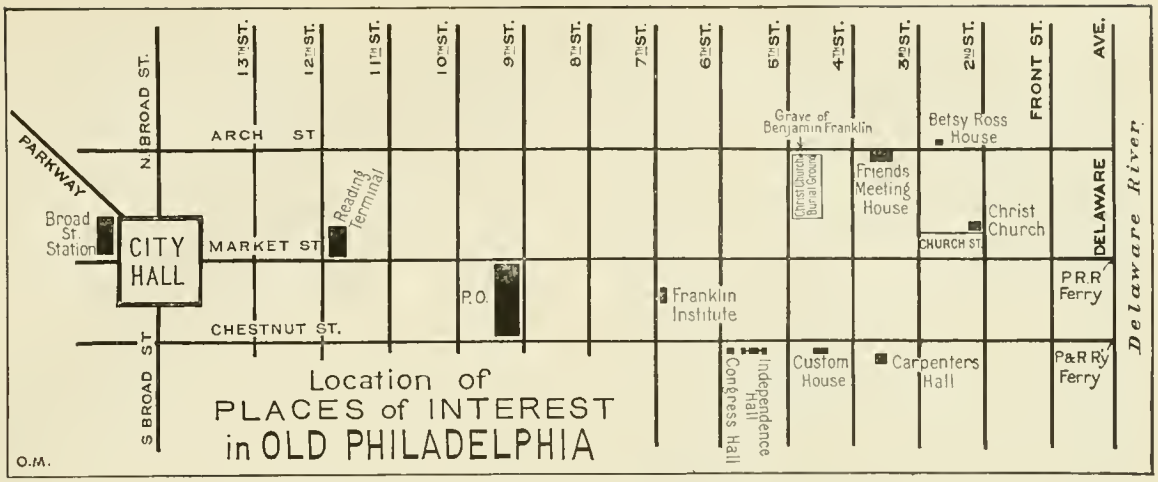


DIAGRAM FOR SIGHT-SEEING TOUR OUTLINED IN THIS CHAPTER

The itinerary suggested is from City Hall east along Market St. to 5th St.; north on 5th to Arch; east on Arch to 2nd; south on 2nd to Chestnut; west along Chestnut to 7th; north on 7th to Market; and west along Market St. back to City Hall

The City of Penn and Franklin

Notable Landmarks of the Olden Time Still Preserved in Philadelphia

Within convenient distance of the start of this trip across Pennsylvania are several of the most historic buildings in the United States, a priceless inheritance from the colonial and revolutionary periods. They are grouped fairly close together in the old residence and business center, on or about Chestnut, Market and Arch streets, within a few squares of the Delaware river. Well-built, most fortunately preserved, and guarded with care, their substantial and dignified architecture is in complete harmony with the associations and traditions which cluster around them.

As one steps across their thresholds into the presence of great events, time seems to have suddenly reversed its flight; and the very atmosphere of the olden time is all but restored. The records, paintings and relics, gathered from far and wide for permanent display in some of these buildings, are beyond comparison with any other similar collections. Tourists will find that a half day, or even less if necessary, spent in visiting these landmarks, the locations of which are shown on the accompanying diagram, will prove a most interesting preliminary to the journey westward.

The usual way to reach them from the City Hall, the principal route center, is east along Market St., a wide central thoroughfare, paved with wood blocks. On either side, for a considerable distance, are several large department stores, and many retail establishments. On the left, immediately below 12th St., the great Reading Terminal comes into view; and on the right, occupying the whole eastern part of the square between 10th and 9th Sts., is the Post Office. Continuing along Market St. to 5th St., and turning left up 5th to Arch St., one comes along the west side of Christ Church burial ground, inclosed by heavy brick walls, with iron railings and gates.

A Glimpse of Franklin's Grave

In the corner lot, close enough to the sidewalk to be seen through the grating, is the last resting place of Benjamin Franklin. Simplicity could scarcely be carried farther. A flat, gray, time-worn slab, raised considerably above the surface of the ground, is inscribed only "Benjamin and Deborah Franklin, 1790." Truly the visitor must look elsewhere for even a suggestion of the life and work of one whom Thomas Jefferson said could be succeeded but not replaced.

Turning right, around the corner, we start down Arch St., along the north side of the old burial ground, cross 4th St. and pass in front of the Friends' Arch St. Center, a conspicuous feature of which is the Meeting House, erected in 1804. This site has been an important settlement since the very early days. During the Revolution many of its members abandoned their peaceful inclinations to cast their lot with the colonials; and were long afterwards known as "Fighting Quakers." It is an attractive, well-maintained and extensive property, convincing the observing stranger that the Society of Friends is still a considerable factor in the life of Philadelphia.

On the left-hand side, just below 3d St., is a quaint, two-story and attic building, the lower part of which was kept as an upholsterer's shop before the Revolution by John Ross, who died in the early part of that war. According to tradition, the young widow, Betsy Ross, was chosen by Washington to make the first United States flag,

Photo by W. West Randall

TOWER OF CITY HALL, PHILADELPHIA

An attractive feature of the immense municipal structure; French Renaissance architecture. The statue of William Penn, at the top, faces Penn Treaty Park, slightly north of east

completed here in 1777, and soon thereafter adopted as the national ensign. This place, familiarly known as the "Betsy Ross house," contains a number of interesting relics. The painting by J. L. G. Ferris, "Putting the Stars on the first Flag," in Congress Hall, Philadelphia, is a fine conception of Betsy Ross showing Robert Morris and Major Ross how the stars were cut out in five points by one slash of the shears.

Christ Church and Its Associations

Less than a square below the Betsy Ross house, a right turn is made on 2d St., to the front of Christ Church, on the right, about two-thirds of the way along that square. This is one of the oldest, and perhaps the most famous, church now in regular use in the United States, a genuine old-time religious sanctuary, set in a background of most absorbing interest. Visitors are admitted daily, except Saturdays, between 9.00 A. M. and 3.00 P. M.; if the church should be closed during those hours, someone will be found at the Neighborhood House, across a footpath from the farther end of the small churchyard. Strangers are welcome at all regular services: Sundays, 10.00 and 11.00 A. M., and 3.30 P. M.; Holy Days, 11.30 A. M., and weekdays, 12.05 noon, except during August.

On the left-hand side of the main aisle, somewhat back from the center, is the pew frequently occupied by Benjamin Franklin, whose slight ecclesiastical connection was with Christ Church, though he was never a member of it. Also on the left of the center, but considerably farther up, is the wide, square pew, almost directly in front of the pulpit, occupied many times by Washington, and afterwards by John Adams. Small bronze tablets give interesting details of each. There were many other notable worshippers in the olden days, some of them commemorated by beautiful windows, or tablets in marble or bronze. Several of the famous clergy of the church have been likewise commemorated.

Gen. John Forbes, whose expedition forms a considerable part of our narrative from the present Bedford to Pittsburgh, was buried in the chancel of this church, nearby John Penn, probably in recognition of the immense service rendered by him to the mother country and its new-world colony. The large and pretentious memorial tablet on page 6, is in plain sight on the left as one faces the altar from the front rows of seats. It was dedicated November 27, 1898, approximately 140 years after the evacuation of Fort DuQuesne, but more than 200 years after the founding of the church. That service was attended by many eminent churchmen, and the principal address was delivered by Right Rev. Cortlandt Whitehead, Bishop of Pittsburgh. One about to make the trip over the western half of the Lincoln Highway in Pennsylvania, will find this memorial of particular interest.

While Christ Church is, of course, outranked in

Photo of steel engraving from oil portrait by Bradford, Phila.

WILLIAM PENN IN ARMOR

At 22, before he became a Quaker, and 16 years prior to his emigration to America. Later, Proprietary of Pennsylvania and founder of Philadelphia. Presented in 1833 by his grandson, Granville Penn, to the Historical Society of Pennsylvania; now in its gallery, 1300 Locust St.

sheer greatness by Independence Hall, no other institution in Philadelphia has so long and uninterrupted history, or exhibits as many interesting angles. It was nearly 130 years old when the Franklin Institute was founded, and is beyond comparison for traditions and association. Nowhere else are its points of special interest to the visitor as well summarized as in the leaflet prepared by the church itself, from which the following items are taken, condensed and slightly rearranged:

Christ Church was founded in 1695, under a provision in the original charter of King Charles II to William Penn through the influence of Bishop Compton of London. It was chartered by the Penn family, whose pew was No. 60. John Penn, the last male member of this line, is buried near the steps to the pulpit. The parish was subsidized by King William III (William of Orange). Here the colonial governors had their State pew, marked by the coat of arms bearing the monogram of William and Mary.

The baptismal font dates from 1695, and is that used when Bishop White was baptized in infancy. Its ancient library, including many rare books brought over by Commissary Bray in 1697, is not now on public exhibition. The communion silver was presented in 1708 by Queen Anne. The organ, built in 1765, has been rebuilt twice, except the front case and keyboard.

Most of the details of the church are colonial. With the simplest materials—the brick and most of the materials brought from England—and fine skill, the colonial builders combined solidity and grace in a structure of unusual charm. As

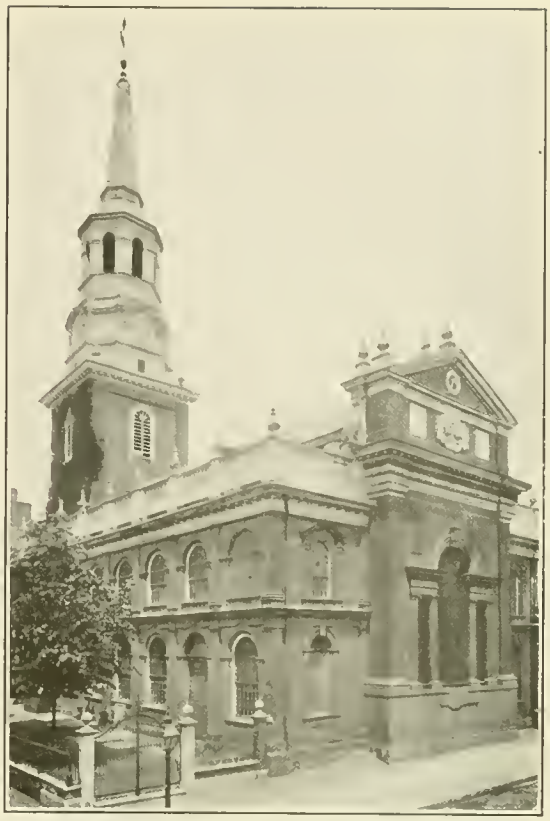


Photo by Rou, Philadelphia

CHRIST CHURCH, WEST SIDE OF 2ND ST., JUST NORTH OF MARKET ST., PHILADELPHIA

An ecclesiastical and historical landmark; Renaissance style, with French and Dutch influences visible in the tower

The Sully portrait at the Franklin Institute

BENJAMIN FRANKLIN

"Venerated for benevolence, admired for talents, esteemed for patriotism, beloved for philanthropy."—*Washington*

far back as 1749, the candelabra in the center aisle was placed there to supply candle light; and the pulpit dates from 1769. Most of the gravestones and tablets belong to colonial or revolutionary days.

Independence Hall was built by a committee of three, parishioners of Christ Church, and its architect, Judge Andrew Hamilton, was a member of its vestry. The Continental Congress attended here a service of fasting and prayer in 1775, shortly after the battle of Lexington.

The chime of bells pealed forth the Declaration of Independence in response to the Liberty Bell, July 4, 1776. They were taken from the city with the Liberty Bell by the Continental Congress at the British occupation of the city, when the American army went to Valley Forge, and were subsequently re-hung in the tower by Congress. These were referred to by Longfellow in the closing scene of "Evangeline":

> Distant and soft on her ear fell the chimes from the belfry of Christ Church

Sanctuary of Famous Americans

Many members of the convention which framed the Constitution in 1787, worshipped here during the sessions. George and Martha Washington frequently occupied pew 58 from 1790 to 1797. At the southeast of the nave is the "Washington

Door," through which the first president was accustomed to enter.

No. 58 was also the official pew of John Adams while president, and was used by the Marquis de Lafayette on his second visit to this country in 1824. Benjamin Franklin, a member of the committee which built the spire, originally intended to try his electrical experiments with a kite from its top—then the highest point in the city. He occupied pew 70, subsequently used by members of his family. Robert Morris, treasurer of the Revolution, who is buried in the churchyard, sat in pew 52.

Francis Hopkinson, secretary of Continental Congress, and his son, Judge Joseph Hopkinson, author of "Hail Columbia," occupied pew 65. Betsy Ross, maker of the first American flag, held pew 12. General Charles Lee, of the continental army, is interred beside the southwest door; and nearby in 1777, after the battle of Princeton, General Hugh Mercer was laid to rest.

Rt. Rev. William White, D.D., first Bishop of Pennsylvania, and long presiding Bishop of the United States, the first in the American episcopate derived from the Church of England, is interred before the chancel rail; and his episcopal chair stands besides the altar. General Cadwalader of the War of 1812, occupied the Cadwalader family pew 55. Henry Clay, during his temporary attendance, sat in front of the west column, north aisle.

Photo by Jennings, Philadelphia

MEMORIAL TABLET TO BRIG.-GEN. JOHN FORBES, CHANCEL OF CHRIST CHURCH, PHILADELPHIA

In 1758, the army under Forbes compelled the French to abandon the "Forks of the Ohio." That expedition determined the general course of highway travel through the present Bedford and Ligonier to Pittsburgh; from it, the name "Forbes Road," still frequently applied to that part of the route, derives its historic authority

Photo by Rau, Philadelphia

CARPENTERS' HALL, PHILADELPHIA

Meeting place of the first Continental Congress, September 5, 1774, which led to the movement for independence. Set back a short distance from Chestnut St., between 3rd and 4th streets, and reached only by footpath

In the churchyard are interred Peyton Randolph, first president of the Continental Congress; commodores Truxton, Bainbridge, Biddle and Richard Dale; Eleanor, daughter of Nellie Curtis (Mrs. Lewis), daughter of Martha Washington, several signers of the Declaration of Independence, and other persons of distinction.

Among the clergy have been Bishops White, Welton, De Lancey and Kemper; Rev. Dr. William Augustus Muhlenberg (author of "I Would Not Live Alway"); Rev. Dr. Thomas Coombe, chaplain to King George III; Rev. Dr. Robert Blackwell, chaplain of the American army at Valley Forge, and the Rev. Dr. William Smith, first provost of the University of Pennsylvania. The Protestant Episcopal Church was organized, its constitution framed, and the Amended Prayer Book was adopted in this church in 1785, when steps were taken to secure from England the Episcopate for America.

The Farthest Downtown

Second street is as far east as the visitor need go to see the chief points of historic interest in the old Quaker City. Within a few squares, principally on or nearby Market, Arch and Chestnut streets, and along the Delaware river, a short distance farther east, was the small, compact Philadelphia of Penn and Franklin, long before improved means of transit allowed the city to spread north, south and west, and while the Schuylkill river was still a comparatively long way out.

A run down to the Delaware river front will reveal an interesting combination of old and new in

BRONZE TABLET ON FRONT OF PENN NATIONAL BANK, SOUTHWEST CORNER MARKET AND 6TH STREETS

buildings. But there will be little or nothing to recall the days when clipper ships cleared from here for all ports of the world, developing a commerce which added greatly to the prosperity of the place, and laid the foundations for several notable fortunes. Today the most conspicuous objects on the river are the ferry-boats of the Pennsylvania and P. &. R. railroads, carrying passengers and vehicles to and from Camden, N. J., with now and then an ocean liner, a big freighter, or an excursion steamer in the view.

Many of the boldest business enterprises of the olden days were carried on from the present far-downtown Philadelphia, whose merchants competed vigorously with those of Maryland and Virginia for the trade of the growing West. Much credit is due them for the sentiment and active interest which gradually linked the Pennsylvania metropolis with the Ohio river and beyond by highway and railroad. Most of the old structures have been forsaken by their former tenants for the more modern buildings nearer the present business center; but many still continue proudly and successfully in their downtown locations.

Leaving Christ Church to visit the remaining points of historic interest shown on the diagram, one continues south on Second St., across Market street, which, though the central thoroughfare, has now no important historic landmarks. In the early days of steam transportation, the eastern terminal of the Philadelphia & Columbia R.R. was at 5th and Market Sts., from which point travelers were taken to and across the Schuylkill in horse-drawn cars. On the west side of that river, locomotives were attached and the journey continued by steam to the Susquehanna river at Columbia, where transfers were made to the Pennsylvania Canal for Harrisburg and the West.

Landmarks of old Chestnut St.

*One square south of Market St. a right turn is made, starting up Chestnut St., then ahead one square, crossing 3rd St. On the left-hand or south side of Chestnut St., between 3rd and 4th Sts., a footway leads a short distance back to Carpenters Hall, erected in 1724 by a society of carpenters and architects, a much larger building than its location would indicate. Here on September 5, 1774, assembled the first Continental Congress, of which Washington, Patrick Henry and other famous men of that day were members. The discussions held and resolutions passed there led to the Declaration of Independence less than two years later, which fact has given to Carpenters Hall a very definite historic importance.

On the same side of the street, one square west, is the U. S. Custom House, constructed of white

* To arrange this sight-seeing trip through old Philadelphia in strict accordance with local traffic regulations would make it roundabout and inconvenient for the considerable number of visitors who leave their cars farther uptown and walk the short distances between the historic places. When traffic rules interfere with this itinerary, the motorist going about in his car had best keep in mind the specific locations, and plan to reach them by the most convenient available ways. As the average stranger will not be likely to master the street regulations in the course of a short downtown trip, it is considered unnecessary to define them here.

Photo by Jennings, Philadelphia

THE "BETSY ROSS" HOUSE

North side of Arch St., between 2nd and 3rd streets. Here the Stars and Stripes were designed by Betsy Ross, at the suggestion, or at least with the knowledge of Washington

Copyrighted by J. L. G. Ferris

RAISING THE FLAG OVER INDEPENDENCE HALL, PHILADELPHIA

Abraham Lincoln, President-elect, taking the leading part at the ceremonies of February 22, 1861. From the celebrated painting by Mr. J. L. G. Ferris. Lincoln's next appearance on a great occasion in Pennsylvania was on November 19, 1863, to deliver the "Gettysburg Address"

marble, on the general lines of the Parthenon at Athens. When completed in 1824, at a cost of about $500,000, it was by far the most pretentious building of the kind in the country. This was the home of the second United States Bank, a storm-center of finance and politics during the administration of Andrew Jackson, who withdrew all government deposits from it in 1833.

Just ahead, on the left-hand or south side of Chestnut St., extending the full width of the square from 5th to 6th St., is the most notable row of historic structures in America. On the southwest corner (not shown on diagram) is the building in which the Supreme Court of the United States first met; a tablet on the west side states that its sessions here were presided over by Chief Justices John Jay, John Rutledge and Oliver Ellsworth. It was constructed in 1791, in the hope and expectation that Philadelphia would be the permanent national capital. For many years after the removal of the Supreme Court to Washington, it was the City Hall; it is now Pennsylvania G. A. R. headquarters.

Independence Hall, Home of the Liberty Bell

The climax of interest is reached at Independence Hall, a most dignified, roomy central building, with east and west wings, used principally for the display of carefully selected and authentic relics of colonial and revolutionary times. No description seems ever to do it justice, probably because neither text nor pictures are able to convey the incomparable atmosphere of the place. Within its spell the romance and philosophy of American history acquire broader and deeper meanings. For the present purpose, as for the usual brief visit, a few of the essential facts must suffice.

To the left of the entrance is the Declaration Chamber, the most celebrated room in the western world. Here the Continental Congress held its sessions from May 10, 1775, to the close of the Revolution, except during the occupation of Philadelphia by the British army in 1777-78. In this room, on June 16, 1775, George Washington accepted the appointment of General and Commander-in-Chief of the American forces.

Here on July 4, 1776, the Declaration of Independence was signed; and on June 14, 1777, the Continental Congress adopted the Stars and Stripes as the National ensign. On July 9, 1778, the Articles of Confederation were ratified; and on September 17, 1787, the Constitution of the United States was adopted.

About opposite the main entrance, but toward the south side of the building, is the Liberty Bell, still hanging from the original beam, the whole surrounded by a protecting frame and closely guarded. It was cast in England in 1752 and shipped to the Colony of Pennsylvania in the fall of that year for use as the State House bell. While being hung to try the sound, it was cracked by a stroke of the clapper, and was recast at the Philadelphia foundry of Pass & Stow in 1753. At noon, July 8, 1776, when the Declaration of Independence was publicly read in Independence

Square (just south of the Hall), the bell literally proclaimed "liberty throughout the land." During the occupation of Philadelphia by the British, it was removed to Allentown for safe-keeping; then brought back and replaced in the steeple until 1781, when it was lowered and rehung in the main building.

It rang out the glad news of the surrender of Cornwallis in the autumn of 1781, proclaimed the treaty of peace in 1783, sounded the alarms of war in 1812, and led the celebration over renewed peace in 1815. It expressed the great sorrow of the new nation at the death of Washington in 1799, welcomed Lafayette to Independence Hall upon his return to the United States in 1824, and in 1826 helped celebrate the 50th anniversary of the Republic.

It tolled for Thomas Jefferson and John Adams, for Charles Carroll, of Carrollton, last surviving signer of the Declaration, and for Lafayette. On July 8, 1835, the anniversary of the proclamation of independence, as the funeral cortege for Chief Justice Marshall was passing along Chestnut St., starting toward Richmond, the tolling parted one side of the bell; and it followed the great "expounder of the Constitution" into silence. Since then, with the exception of a few notable trips, the last to the Panama-Pacific Exposition, San Francisco 1915, it has been on display here.

A bronze plate set into the pavement in front of about the center of the Hall, reads:

> Abraham Lincoln stood here when he raised the flag on Independence Hall, February 22, 1861.

The president-elect had recently come to Philadelphia through Cleveland, Buffalo, Albany and New York City, making a few important stops on the way to Washington for the first inauguration. He was escorted to the platform and the flag cord placed in his hands. It was a thrilling sight to see the national ensign rise to the top of the staff, as he said later in describing the event, "floating gloriously to the wind in the bright glowing sunshine of the morning."

Almost immediately after the ceremonies he left for the reception arranged to follow at the State Capitol, Harrisburg. Instead of continu-

Photo by Rau, Philadelphia

INDEPENDENCE HALL, SOUTH SIDE OF CHESTNUT ST., BETWEEN 5TH AND 6TH STREETS, PHILADELPHIA

Begun in 1729, and completed in 1734, as State House for the Colony of Pennsylvania. "Cradle of the Republic," and home of the Liberty bell. "Proclaim Liberty throughout the Land, and to all the People thereof." Most historic edifice in North America; English colonial style. The wings at either end of the main building are museums; beyond the farther wing is Congress Hall, meeting place of the first Continental Congress.

Photo by Jennings, Philadelphia

TYPICAL VIEW OF MODERN DOWNTOWN PHILADELPHIA

Looking west along Chestnut St. from 9th St., four squares up from Independence Hall. On the right is the south end of the Post Office; ahead nearly solid rows of business structures reach beyond South Broad St.

ing the journey that night from Harrisburg through York and Baltimore, as first planned, the president's special was brought back to Philadelphia, making connection with the regular night train, which arrived at Washington early the next morning. The celebrated painting by J. L. G. Ferris, commemorating that event, in Congress Hall, the next building on our itinerary, is worth looking up while this tablet and the significance of Independence Hall are fresh in mind.

On July 4, 1876, Richard Henry Lee, of Virginia, grandson of the revolutionary patriot of the same name, read the Declaration from a platform overlooking Independence Square, in the presence of a distinguished company and a very large crowd. This was the culminating feature in the anniversary celebrations of the most historic day in the Centennial program. We may perhaps find special significance in the fact that a Virginian was chosen to read this document only about 15½ years after President Lincoln raised the flag over Independence Hall, as the storm-clouds of the war between the States were gathering, and less than 11¼ years after Appomattox.

From the south side, either of the Hall itself or the museums in the wings, views of Independence Square—known in colonial times as the "State House yard"—extend through to Walnut St. Its open spaces were sometimes a camping ground for Indian delegations visiting Philadelphia to discuss treaties, or on other business; and were also used, like Boston Common in the olden days, for public assemblies. In fact, the south side of the row of buildings from 5th to 6th St. was once at least as important as the north side, fronting on Chestnut St.

A great crowd gathered there in April, 1775, upon receipt of momentous news from Lexington and Concord; and on July 8, 1776, the Declaration was first publicly read to thousands of eager listeners assembled in the same place. The King's arms were taken down from the court room and burned, while the feelings of the populace found expression in bonfires, discharges of cannon, ringing of bells and repeated shouts. "Independence Hall," a later name, was derived from the events of 1776; and the same prefix was naturally given to the Square.

Congress Hall, the last of the Chestnut St. group of landmarks, occupies the southeast corner at 6th St. Here the first House of Representatives and first Senate of the United States held their sessions. In this building, Washington was inaugurated for his second term as president March 4, 1793; and here his official career closed with the inauguration of Adams and Jefferson in 1797. Congress Hall is now principally an art gallery, owned by the City of Philadelphia; the paintings on display commemorate many important events in American history.

The Franklin Institute

Continuing across 6th St. and ahead one square, a right turn is made on 7th St., coming in front of

Franklin Institute, on the right-hand or east side of the street, about half way to Market St. This institution was founded in 1824, and named in memory of Benjamin Franklin; the corner-stone of the present building was laid June 8, 1825. Instruction in, and development of the mechanical arts and sciences, popular lectures, experiments, and the dissemination of useful information, have been its principal aims.

In addition, the Institute promoted a series of early exhibitors of great interest and variety, leading up, it has been said, to the Centennial of 1876. Among the objects worth particular observation are the electric machine used by Franklin in his celebrated experiments, a small part of his printing press, and its stone "make-up" table, an odometer used by him, and also by Jefferson, to record distances traveled by carriage, the dress sword worn by Franklin at the Court of St. James, and models of telegraph and telephone instruments from their crude beginnings to the present time.

The more closely the visitor examines the exhibits of this Institute, the more he realizes their exceptional value. Probably nowhere else is it possible to catch so much of the early scientific spirit, and trace, almost step by step, the progress of the United States in mechanics and the practical sciences.

The library and publications of the Institute are comprehensive and authoritative; and the visitor is impressed by the wise forethought of the founders of this great public benefaction, in planning so much for future generations. Within a few years, a new and greater institution, made possible in part by the accumulated "Franklin Fund," will be erected along the parkway a short distance from the City Hall toward Fairmount Park.

Proceeding along 7th to Market St., one may notice at the southwest corner the Penn National Bank, on the site of the house wherein Thomas Jefferson is said to have made the original draft of the Declaration of Independence, although historians differ on that point. The tablet produced on page 7 may be seen on the north, or Market St. side of the building. In two or three minutes more the visitor has probably returned to the City Hall or vicinity.

* * *

The Historical Society of Pennsylvania, 1300 Locust St. (southwest corner Locust and 13th), a short distance outside the small zone of the itinerary just concluded, is well worth a visit if one desires to look up detail references for points of historical or general interest in the city or State. Its library is unusually complete, and the art gallery contains many original pictures of great value.

Here may be seen the wampum belt given to William Penn by the Indians; Franklin's punch keg; the desk used by Washington when President of the United States in Philadelphia; sword presented to John Paul Jones by Louis XVI of France; General Anthony Wayne's sword and camp kettle; Lincoln's office furniture and law books, and the autograph manuscript of the "Star-Spangled Banner," "Home Sweet Home," and "Hail Columbia." The facilities of this society are freely and courteously available to all; but the collections there (including many priceless manuscripts), are more suitable for reference in careful researches than for brief inspection by the casual visitor.

* * *

The thought and life of Philadelphians have unquestionably been influenced by the nearness of and constant association with their national landmarks. Fortunately both city and people, as a whole, realize the responsibility for their safekeeping, as well as the obligation of making them readily accessible to large numbers of visitors. "To the stranger, Peace and Welcome," credited to William Penn, is not an empty phrase in the Quaker City even today.

Photo by Rau, Philadelphia

FRANKLIN INSTITUTE, EAST SIDE OF 7TH ST., BETWEEN CHESTNUT AND MARKET STREETS

Very unusual example of old classic architecture, with square pilasters. A memorial to Benjamin Franklin, to continue for all time, the discovery of natural laws, and their application to increase the well-being and comfort of mankind

Here one meets a conscious effort to preserve the fast-slipping habit of reminiscence, and to cherish the visible connections between the present and the past. It is doubtful if any other city in the United States would have kept so many places of national importance with such care from colonial and revolutionary times to this day. The influences inherited from Penn may have been largely outgrown; but Philadelphia still lives more or less openly and proudly in the spirit and with the practical philosophy of Franklin.

The Lincoln Highway in Pennsylvania

Chapter I---A General Introductory Survey

The route from Philadelphia through Lancaster, Columbia, York, Gettysburg, Chambersburg, Bedford, Ligonier and Greensburg to Pittsburgh, is primarily an evolution from two old and historic units now merged into its eastern and western sections. More than 185 years have elapsed since the first small fractions retained in the present through line were laid out and made passable for wagons carrying produce to market, in advance of any attempt to provide facilities for passenger transportation. The extensions, gradual completion and various uses made of this road, form a subject of exceptional interest, especially when traversed from east to west, the direction of its development.

With a fair general knowledge of Pennsylvania history, as related to this route, and a few dates by which to identify important events, the usual limited time allotted for a tour of only 300 miles will enable one to discover, and perhaps turn to practical account, more than may at first seem possible. This process is facilitated by the unfolding of the subject, in progressive steps, with favorable opportunities for observation of localities and landmarks, the personal contact adding to, or even multiplying, the benefits ordinarily derived from the same amount of study at longer range.

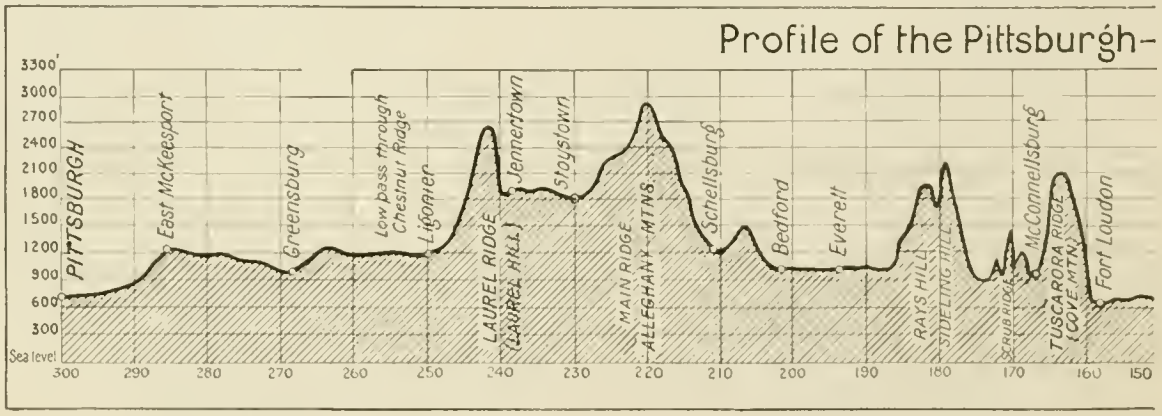
Historical Foundations of the Route

Between about 1733 and 1740, Philadelphia and Lancaster were connected by the old Provincial road, or "King's Highway," the root and nucleus of the later through line across the Alleghany mountains to the Ohio river at Pittsburgh. Although this section was built primarily to facilitate local communication, and help settle the country through which it passed, the fact that it was the first, and a fairly direct, westward route, made it the logical base for development, an advantage retained to this day.

The enterprising early settlers of what is now principally Lancaster County opened two important lines of communication to the Susquehanna even before they had secured a through connection to Philadelphia. Branching westward from Lancaster like the two sides of an acute angle, the shorter one of these lines extended to the present site of Columbia, and the longer one to opposite where Harrisburg now stands. The former—crossing the wide river by Wright's ferry—became part of an important short link to York, the Potomac river and the Susquehanna valley, while the latter—crossing at Harris's ferry, about 25 air-line miles northwest—was the natural and easiest route to the head of the Cumberland valley (the section about Carlisle), Juniata river points and west.

It may be difficult at first for the modern tourist to realize that the present section of the direct way from York through Gettysburg, Chambersburg and McConnellsburg into the mountains, was not laid out until after travel had become permanently established on the southwesterly line through York, and had made considerable use of the northwesterly route through the present Harrisburg. General John Forbes, in conducting his expedition of 1758 against Fort Du-Quesne, used the old Provincial Road to Lancaster; and followed from that point the northwesterly extension to the Susquehanna. Crossing the river at Harris's ferry, he continued along the natural path of the Cumberland valley, gradually trending southwest; thus he penetrated to about the center of the present State, by the lines of least resistance at that time, before striking overland a comparatively short distance to his destination.

Turning out of the Cumberland valley at Shippensburg, Forbes used various fragments of road to surmount the eastern ranges of the Alleghanies to where Bedford now stands. From there (for



(Compare "Condensed Topography" maps, pages 16-17)

Continued on opposite page

DIAGRAM SHOWING WIDE RANGE OF TOPOGRAPHY BETWEEN PHILADELPHIA AND PITTSBURGH—The irregular mountain ranges. Figures in end margins give varying elevations above

Photo by L. A. Sampson, Berwyn

FLOCK OF LAMBS ON A FARM IN CHESTER CO., PA.

Comfortable but usually unpretentious farmhouses, spacious, well-kept barns, fine old trees and fertile lands, much of it in pasturage, lend picturesque variety to this trip across the Keystone State

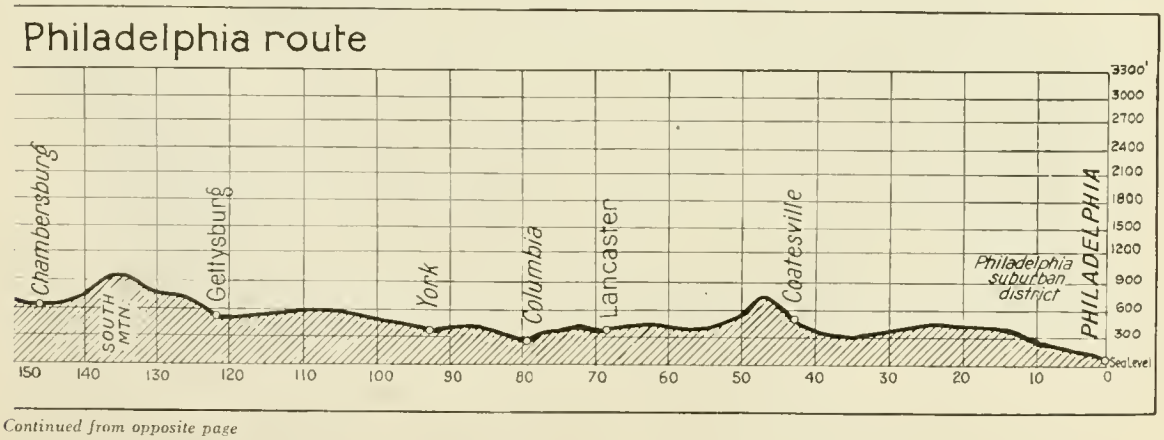
convenient reference but in reality from somewhat farther west), the old military highway, or "Forbes Road," was cut with urgent haste, in the fall of 1758, through the forests covering the main Alleghany plateau and the lower ranges on the western slope, to the "Forks of the Ohio," now the site of Pittsburgh, primarily to take Fort Du-Quesne from the French. What now constitutes approximately the western quarter of the road from Philadelphia to Pittsburgh was afterwards constructed on the general alignment, but only in spots in the actual track, of the route traveled by Forbes.

In the course of time, York, Gettysburg, Chambersburg, McConnellsburg and Bedford were connected into a short line across the center of the State, receiving much additional travel from Baltimore to Pittsburgh, entering it from the southeast between Fort Loudon village and Mc-connellsburg. Gettysburg, once a small village on the old frontier, noted for the many roads leading into and out of it, has become the greatest single point of interest on the direct, newer link.

Option through Harrisburg

The slightly longer but excellent and very interesting route from Philadelphia and Lancaster through Harrisburg and Carlisle to Chambersburg, still remains, affording an opportunity to visit the State Capital, and to see about 51 miles of the fertile and historic Cumberland valley. By running around to the north of South Mountain (crossed by the short line through the Cashtown gap), the moderate grades in the semi-highland country midway between Philadelphia and Lancaster are still the highest elevations all the way to Chambersburg. Round trips may be planned with advantage one way through Gettysburg, and the other way through Harrisburg.

Each integral part of the through highway, including the two options from Lancaster to Chambersburg, served the increasing needs of its own section of the colony or State for many years; and the whole made one of the greatest thoroughfares in America for freight-wagons and stage-coaches until their traffic was shifted to the railways. Always an important avenue of national expansion, it was for a long time the only direct means of transport or communication across the intervening country, and proved almost indispensable to the great overland movement which opened up and settled the central and far west.



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saw-tooth aspect is due both to the extreme condensing of distances, east and west, and to differences in the bulk and shape of the tidewater. Relative grades are indicated by the intermediate inclines

Within the past few years, the old units, with some loss of their former individuality, but to the great advantage of the multiplied through travel, have become parts of the only highway reaching from Atlantic tidewater to the Ohio river across a single state. Following generally the Indian trails and their first successor, the route of exploration and early trading path from the Delaware and Susquehanna rivers to the nearest point on the Ohio, it uses the old alignments without material change from Philadelphia into the Alleghanies, though considerable deviations have been made on the western slope. Maps of different parts of the road made at intervals during the past hundred years, brought to the same scale and pieced together, would be a fairly accurate and serviceable guide for its essential features today.

"Key" Route to the West

East-and-west transportation across the Keystone State has been accomplished only through the solution of many difficult problems by the builders of roads, canals and railways. None of the rivers between Philadelphia and Pittsburgh offered even as much assistance as the winding Potomac through parts of Maryland. The larger streams, with their principal tributaries, follow diagonal north-and-south courses, and belong to two different watersheds, separated by mountain barriers. More abundant water supply on the eastern half, comparatively near the centers of early population, led to designs to use them partway across before the obstacles on the western half were fully measured.

William Penn, actuated by motives like those which at a later day led George Washington to plan and urge the improvement of Potomac navigation to the mountains, and the construction of a canal or highway through to the Ohio river, contemplated opening up transportation from Philadelphia through the Schuylkill river to Reading, and thence across to the Susquehanna, just beyond which began the still almost unknown "western country." Penn is said to have once visited the Indian village of Conestoga in southern Lancaster County; but he knew very little of the trans-Alleghany region with which Washington became well acquainted during the military campaigns of 1754-55-58, and through the extensive travels of his earlier and later life. Both passed their ideas along to generations which accomplished the purposes they had in view, and developed other routes and means of travel and commerce far beyond the expectations of their day.

Across Pennsylvania, as through Virginia and Maryland, the construction and equipment of waterways for extensive use would require a long period of time, heavy expense and large co-operative effort. But highways could be built part at a time, and used as completed, which better suited the means and necessities of colonial times. Gradually the path or pack-horse trail was widened and made passable for vehicles, greatly stimulating travel and commerce over the route, which became in a special sense the "key" to the West.

In his message of 1790, Thomas Mifflin, first governor of Pennsylvania, advocated an extensive system of internal improvements to connect "the extreme members of the Union," then litterally true, as Kentucky was not admitted until 1792, and Ohio in 1802. The program adopted led to the building of an extensive system of canals which, in connection with the Alleghany Portage R.R., one of the curious features of early rail transportation in America, provided the first complete passenger and freight traffic, except over the highways, between Philadelphia and Pittsburgh. As that development was principally on the more northerly one of the three old-time routes across Pennsylvania, it will be covered more fully in a later work on the William Penn Highway.

Capitals of the Revolutionary Period

From March 4, 1777, to June 21, 1783, the cap-

From the author's collection

OLD-TIME VIEW OF SIX-HORSE TEAM AND CONESTOGA WAGON

This type of vehicle, originated and built in large numbers in the Conestoga section of Lancaster Co., along or nearby the route from Philadelphia to the Susquehanna River, was the principal means of transportation across the Blue Ridge and Alleghenies during a long period of National expansion

Photo by F. E. McCreary, Bedford

THE FAMOUS "JUNIATA CROSSINGS," EAST OF EVERETT, PA.

Here the Raystown branch of the Juniata River is crossed by the longest covered bridge now remaining on the western part of this route; a typical view of the wild and picturesque scenery along the rivers in the interior of the State. Bridges like this have already become rare, and will gradually disappear, at least from the main-traveled lines

ital of the United States was on this route, the varying fortunes of the Revolution forcing the Continental Congress to shift its sessions from Philadelphia, first to Lancaster, and then to York, from whence it returned to Philadelphia after the British evacuated that city. Both Lancaster and Columbia were once considered possible sites for the permanent national capital. Though the colony was founded by Quakers, and the influence of that sect continues a factor to this day through the Commonwealth, more fighting has taken place on the soil of Pennsylvania than in any other State.

Even the tourist making a quick through trip is conscious of being in some personal contact with momentous events in American history. Facts become more real and definite in the localities where they occurred; characters heretofore known only in text-books or encyclopedias step out into the light and shadow.

It requires little imagination to almost hear the distant tramp of armies in the old French War, or echoes of Valley Forge, Paoli and the Brandywine from revolutionary days. The great events at Gettysburg seem to have been brought nearer, instead of passing always into the farther background.

Within the memory of living men, this was one of the principal stage routes of the eastern country; today a form of travel unknown until comparatively recent years is the ordinary transportation over it. Most of the inland villages, and even the formerly almost isolated mountain hamlets, now receive their mail by motor stage, in some cases the only regular passenger service of the locality, and the principal means of contact with the outside world. The telephone, rural free delivery and the automobile have revolutionized the life of whole sections: and one is easily convinced that crude means of local transportation during the past two or three generations have been largely responsible for the loss of their younger element to the cities.

The literature of this old thoroughfare is sur-

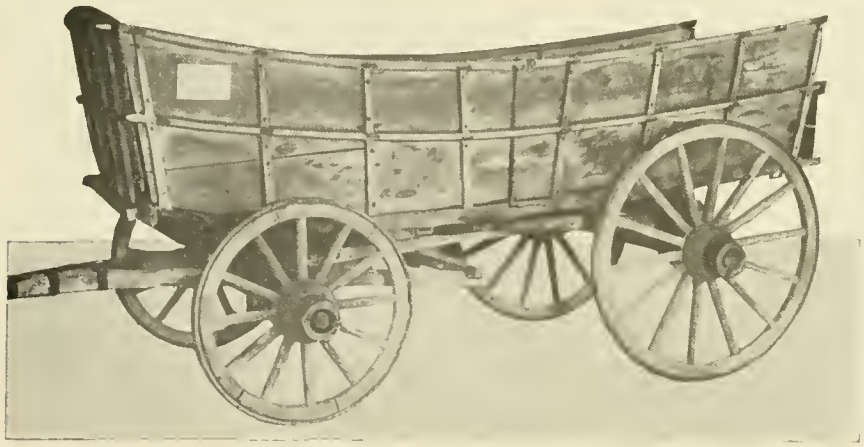


Photo from W. H. Breitbaupt

THIS WAGON, NOW PRESERVED IN THE MUSEUM OF THE WATERLOO HISTORICAL SOCIETY, KITCHENER, ONT., MADE THE OVERLAND TRIP IN 1807 FROM LANCASTER CO., PA., TO ONTARIO, CANADA

Well-preserved specimen of original type, Pennsylvania farm wagon, which furnished transportation for Braddock (1755) and Forbes (1758) campaigns, and was the principal vehicle of the early "westward movement." The covered top (prairie schooner type) was a later development.

prisingly meagre and fragmentary, having neither kept pace with its physical progress nor done justice to its past or present importance. An increasing number of motor tourists are seeking more than the severely condensed through line of the general map or the technical running directions of the road book. The present work aims to furnish the very little information necessary for traveling the route, with such historical and local references as may easily be used in the course of a leisurely tour.

Wide Range of Topography

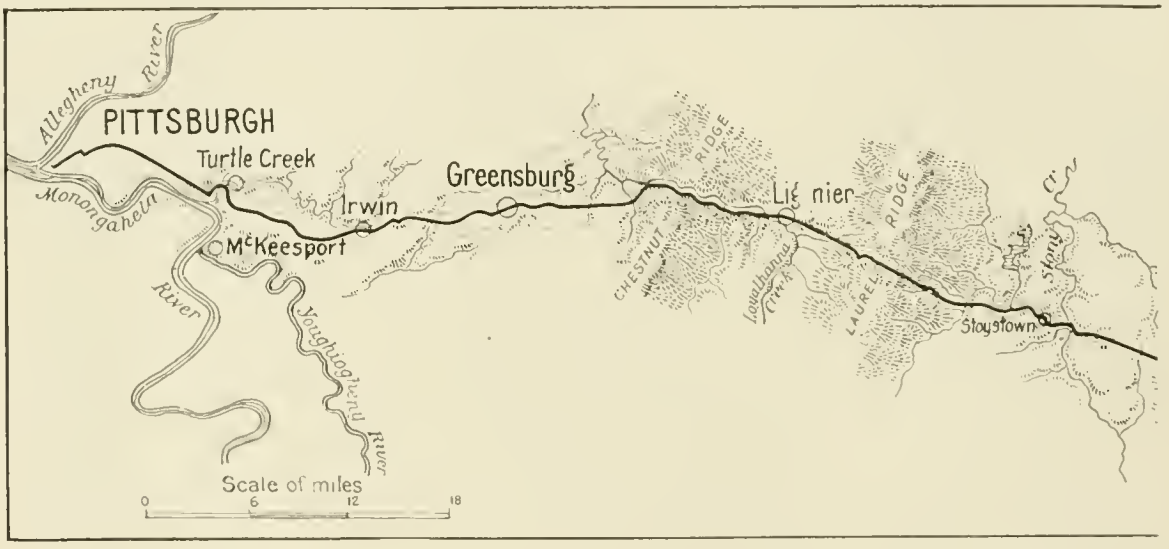
From about 40 feet above sea-level at the Philadelphia City Hall, the route to Gettysburg and Pittsburgh leads almost at once into a rolling suburban district, with almost imperceptible but gradually increasing elevation for nearly 25 miles. Then it makes a considerable descent into the Chester valley, across which the east and west branches of Brandywine creek flow to the south-east. Just west of Coatesville it makes a short, almost abrupt ascent out of that valley, reaching within the next 6 miles an elevation of 843 feet, the highest point in the line east of the pass through South Mountain between Gettysburg and Chambersburg.

The climb beyond Coatesville also lifts the route over the eastern rim of the Susquehanna valley into an extensive area of tablelands, whose general trend for the next 35 miles is toward the west. So wide is this valley that the motorist scarcely recognizes it as such until the great broad river is reached at Columbia. The upgrade on the western side of the Susquehanna is equally gradual, rising from 227 feet at Columbia to 368 at York and 553 at Gettysburg. So far there are no indications of the greater elevations soon to be encountered.

A series of moderate grades a few miles west of Gettysburg lead up to the pass through South Mountain at an elevation of 1,334 feet. The descent of its western slope into the Cumberland valley is also moderate, for at Chambersburg there has been a net rise of only 67 feet in the 25 miles from Gettysburg. One of the most level stretches for the distance along the entire route is between Chambersburg, on Conococheague creek and Fort Loudon, on the west branch of that creek, the rise being only 21 feet in the 14 miles.

At Fort Loudon, the topographic situation undergoes an almost complete change. Just west of that village the route begins a long, steep ascent of Cove mountain, a part of the Tuscarora range, and the first of the principal Allehgany summits, crossed at an elevation of 2,100 feet. While there are 3 slightly higher points beyond, this almost abrupt rise from the floor of the Cumberland valley, a relatively short distance, makes it one of the most formidable grades along the route. Once over the crest, there is a corresponding but shorter descent to McConnellsburg; then Little Scrub and Scrub ridges, two minor ranges, are crossed to the next approximately level stretch at about the same elevation as McConnellsburg.

Then begins an equally steep but somewhat shorter ascent of the eastern slope of Sideling Hill, whose summit rises 95 feet above the crest of Cove mountain. A very short, steep descent on its western slope is followed almost at once by a comparatively moderate ascent of Ray's Hill, and then by a longer descent of the western slope of that hill down into the valley of the Raystown branch of the Juniata river. This provides a rather long, nearly level section from the western foot of Ray's Hill through Everett to a short distance beyond Bedford. Then the route climbs out of that valley, and after touching an intermediate elevation of 1,522 feet, drops back easily to 1,259 feet at Schellsburg in the Quaker valley, the last drained by eastward-flowing streams.



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CONDENSED TOPOGRAPHY, WESTERN SECTION OF

Across the main Alleghany Range

Just beyond Schellsburg begins the long but fairly gradual ascent of the main ridge of the Alleghanies, crossed at an elevation of 2,908 feet. Though bulking much larger and rising slightly higher than either Cove mountain or Sideling hill, its slopes are more moderate than either of them; and the actual top is more like an easy grade in both directions than a conventional summit. The first descent on the western side is even more gradual and shorter, followed by an approximate level stretch, for a mountainous country, to the east foot of Laurel ridge, or "Laurel Hill."

The ascent of this range from the east is short but comparatively steep, accounting for the almost perpendicular line on the profile map just west of Jennertown. It reaches an elevation of 2,684 feet, and is the last formidable elevation on the route. The western slope, longer and almost as steep as the eastern face, leads down into the Ligonier valley, beyond which Chestnut ridge is crossed by a comparatively low pass cut through by Loyalhanna creek.

From that point to Greensburg and Pittsburgh the route traverses a region of scenic highlands, whose steepest grade is from just west of East McKeesport down to Turtle creek station, too short to be shown on the condensed profile map. The elevation of the Ohio river at Pittsburgh is 640 feet, or 600 feet above Philadelphia City Hall.

Formidable as these mountain ranges may appear on the map and in traveling the route, they do not reach as high elevations as often supposed; and are much lower than the Adirondacks and Catskills of New York State or the White mountains of New Hampshire. The Appalachian system descends to considerably less than the average heights in its wide course across Pennsylvania and Maryland; but rises to greater elevations in the Backbone range of West Virginia. The principal difference is that in these States the mountains are in a series of ranges, which must be crossed at considerable heights by east-and-west travel, while the main routes of the Adirondack, Catskill and White mountain districts usually go around the extreme elevations.

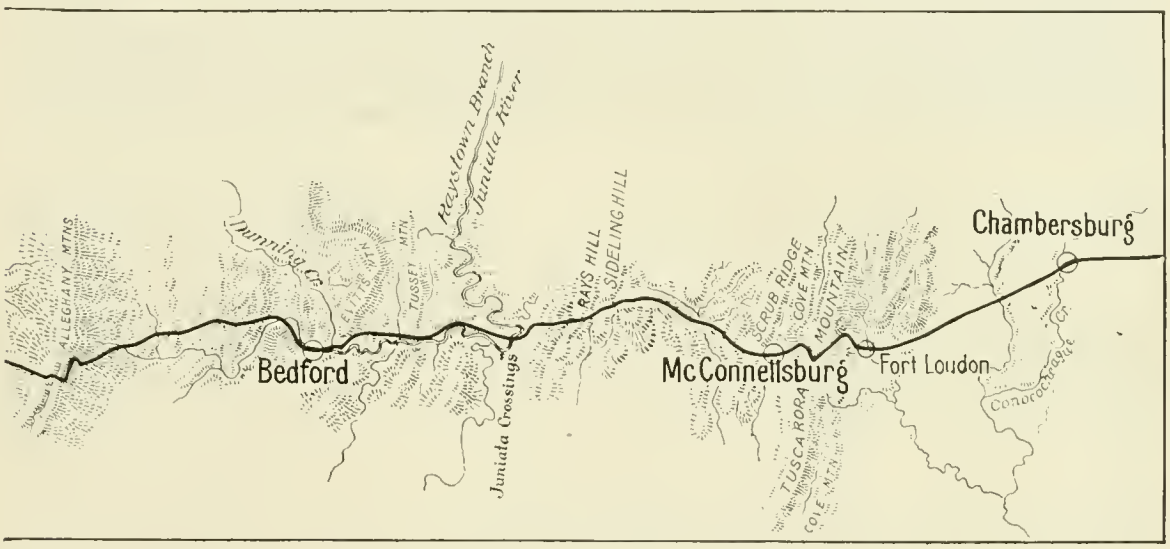
Driving the Mountain Roads

The longest and steepest grades can be made by any car in good condition; and the first-time visitor, even though accustomed to driving only in level country, need anticipate no difficulty on the trip. Brakes should be fairly tight, and the brakeband linings in shape for positive action — the newer and less used the better. However, a too frequent or too constant application of brakes on the longer descents will soon wear out ordinary linings, and often render them useless before reaching the next level.

The principal dependence should be upon the engine, and the brakes reserved mostly for emergencies. By shifting to low gear and shutting off the spark, the compression of the engine will do the work in the most effective and reliable way. Less force is required to hold back the weight of the car and its load on the downgrades than would be exerted to ascend the same grades. Moderate application of the footbrake will help retard momentum, particularly on rough stretches.

While all the mountains on this route are frequently taken on high gear, they are more usually climbed on second, which has a tendency to heat the engine. To counteract this it is advisable, after running over the crest, to cut off the spark and cool the engine by making the descent in gear. The radiator may be filled with cold water at the start, and replenished en route if convenient; but this is no longer necessary.

Care should be taken to keep out of the way of vehicles coming from the opposite direction, especially heavy cars ascending a steep winding



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THE LINCOLN HIGHWAY IN PENNSYLVANIA

Photo by L. A. Sampson, Berwyn, Pa.

GENERAL WAYNE MONUMENT, VALLEY FORGE, PA.

The birthplace, home and grave of Gen. Anthony Wayne are near this route, a few miles west of Philadelphia. Several times east of Downingtown, the traveler crosses the roads or paths followed during the Revolutionary campaign by Continental forces under the command of this distinguished officer and patriot. The monument has a conspicuous location along the Park Drive, a part of the side-trip from Devon to Valley Forge and return, made by many tourists using this through route

grade under full power. No attempt should be made to pass anyone going in the same direction except on a reasonably wide stretch of road and with a clear view ahead. Stops should never be made on the curves without pulling to one side of the roadway, if possible entirely off the right of way.

In case of emergency stops where the view may be at all obscured, it is a wise precaution to station some member of the party in a position to warn approaching cars. Stones brought to block the wheels should always be removed from the roadway; leaving them where used may endanger another car, especially on winding grades.

Delaware River to the Ohio River

This old highway traverses a series of rolling highlands and mountain ranges, interlaced nearly throughout by several of the most picturesque, interesting and important rivers and subordinate streams of the eastern United States. In their order from east to west these waterways are:

The Delaware river, forming most of the eastern boundary of Pennsylvania, whose slowly moving waters are within five minutes' ride of the start of the trip; the Schuylkill river, the earliest improved water route in the State, east and west branches of Brandywine creek, Conestoga creek, Susquehanna river, largest in Pennsylvania and much the widest on the route, east and west branches of Conococheague creek, and the Raystown branch of the Juniata river, all flowing east and southeast, finally reaching the Atlantic; and Stony creek, Loyalhanna creek, Turtle creek and the Ohio river, whose historic "forks" mark the end of the route, all flowing north or west, finally reaching the Mississippi and the Gulf of Mexico. For a considerable part of the distance between Irwin and Pittsburgh the route is in the Monongahela country, but without quite touching that busy, historic river at any point.

To identify the various streams as they are crossed, to recognize the characteristic topography of the most important of them, and to catch even from the moving car a fresh understanding of their large part in the historical and physical development of the interior, will add a new and vital interest to this trip. The rivers and creeks briefly summarized here, partly by way of suggestion that the tourist note and follow this very interesting feature of the route, are left for more adequate reference in succeeding chapters.

Some Interesting Side-trips

Tourists with time and inclination for one or more deviations from the main road will find plenty of opportunities, summarized here in their order from east to west. Even if none of these side-trips can be taken at the time, a slight acquaintance with them widens the horizon of the tour as a whole, and adds greatly to its general interest.

The first, shortest and perhaps the most interesting one is north, usually from Devon, but often conveniently from other nearby points, to Valley Forge, before leaving the Philadelphia suburban

district. A side-trip to Ephrata, the historic and picturesque home of the Seventh Day Baptists, may be started northwest from Downingtown, coming back either at Lancaster, or through Lititz and Manheim (the place of the annual "feast of roses"), to Mount Joy, on the Lancaster-Harrisburg option. Ephrata can, however, be reached more conveniently by a short northward detour from Lancaster; and connected back, if desired, by a slightly longer circuit through Lititz and Manheim.

One using the Harrisburg option, already referred to, makes connection at the capital city with the William Penn Highway, leading through the Lewistown Narrows of the Juniata river to Huntingdon, Altoona, Johnstown and the central-northern route to Pittsburgh.

At Chambersburg the main route is crossed by the important line of travel from Harrisburg to Greencastle, thence either to Hagerstown, the Antietam battlefield and the longer way to the Shenandoah valley; or to Williamsport, Maryland, and the short-cut through Martinsburg, W.Va., to Winchester, Va. Either of these side-trips will take the tourist into some of the most picturesque and interesting sections of the Potomac river country; also to or across the National Road leading from Baltimore or Washington through Frederick and Hagerstown to or beyond Cumberland. From Greensburg an important highway leads nearly direct south through Mount Pleasant and Connellsville to Uniontown, for points east or west on the National Road.

At Irwin, an interesting side-trip is offered a short distance north to the Bushy Run battlefield now being rescued from comparative oblivion, suitably marked, and made accessible to increasing numbers of tourists. From East Pittsburgh, those who specially desire to pass over, or at least nearby, the site of Braddock's Field may do so, with practically no additional mileage, into Pittsburgh. This last option gives one an idea of the industrial establishments along the Monongahela river for the last few miles before its identity, with that of the Allegheny, is lost in the Ohio.

At Pittsburgh connection is made with the trunk lines traversing western Pennsylvania, adjacent sections of eastern Ohio and northern West Virginia. These provide a number of routes farther west, and open up a wide choice of return trips, particularly into western New York, either by Lake Erie or along the Allegheny river and through

Photo by L. A. Sampson, Berwyn

"VANOR" (FACING SOUTH), RADNOR, PA.

One of the old mansions of the main-line suburban district; original house built 1707, enlarged, 1840 and 1880. The property on which this is situated borders the Lincoln Highway for a considerable distance near Radnor station

Photo by L. A. Sampson, Berwyn, Pa.

THE FORMER LAMB TAVERN, DEVON, PA.

More well-preserved old inns or wagon-stands will be found along the route between Philadelphia and Lancaster than on any other highway of equal length in the United States. This one is at the top of Devon Hill, a short distance east of the 15th milestone; like the majority now standing, it has been for many years a private residence

Photo by L. A. Sampson, Berwyn

"SENTINEL TREE," STRAFFORD, PA

Just off the Lincoln Highway, on the road leading to Strafford Station, P. R. R.; said to have been used by Washington's sentinels during the encampment at Valley Forge to give notice of approach by the enemy. Dead and shattered, but still standing and recognizable

Jamestown. Pittsburgh also has two important connections to the National Road, one along the general course of the Monongahela river to Brownsville or Uniontown, and the other nearly direct southwest to Washington, Pa. From any one of these three points, that highway makes an excellent return trip through Uniontown, Cumberland, Hagerstown and a wide choice of options farther east.

Educational Institutions En Route

It is doubtful if any other road of equal length in the United States passes by or near as many notable institutions of learning, an indication of how liberally educational facilities have been founded and sustained along this thoroughfare to the central West. Some of these are among the oldest in the country, while others have been established within comparatively recent years.

The University of Pennsylvania, Girard College and the Franklin Institute, although a trifle off the exit from Philadelphia, are easily accessible even to the stranger making a quick through trip. Haverford, Bryn Mawr, Villa Nova and Villa Maria are immediately on the route through the suburban district of the Quaker City; Swarthmore is distant only a few miles. Franklin and Marshall College is at Lancaster; Pennsylvania College and Gettysburg Theological Seminary at Gettysburg. The Harrisburg-Carlisle option between Lancaster and Chambersburg would add Dickinson College at Carlisle. Wilson College for women is at Chambersburg; and St. Xavier Academy along the highway a short distance east of Greensburg.

Within comparatively recent years, Pittsburgh has become an important educational center, particularly in the technical and industrial sciences. A short distance off the main route entering that city from the east are the great Carnegie foundations, among the most notable and best-equipped in the world; these will be noted in more detail and illustrated in the final chapter. Nearby are the several buildings of the University of Pittsburgh. Graded and higher schools are conspicuous in nearly all the cities and towns through which the route passes.

Salient Historic Features

This great "Pennsylvania Road" and its chief rival, the National Pike, were to a large extent the result of increasing knowledge of and interest in the trans-Alleghany region, which began about 1750, and despite temporary interruptions or reverses, made remarkable progress for a century. In 1758, next to the last year of the old French War, Forbes' expedition ended that war in the Ohio valley. The defeat of the Indians in 1763 at the battle of Bushy Run, the most easterly engagement of Pontiac's War, led to a treaty of peace between them and Sir William Johnson, Indian commissioner for the British government in North America, and practically cleared what was then the western frontier.

While the principal military engagements of the Revolution in Pennsylvania took place in the eastern half of the State, this road was even then an important avenue of communication and transport to and from the growing western settle-

Photo by Rev. Alden W. Quimby, Berwyn

THE "TARLETON HOUSE"

A Revolutionary landmark, on ground adjoining Signal Hill, Berwyn

ments. Over it passed most of the reinforcements, ammunition and supplies sent from time to time during that period to the forts and military posts beyond the Ohio river. In 1812, considerable numbers of troops marched from eastern and central Pennsylvania along this route to Pittsburgh, thence up to Erie, Pa., and the Niagara frontier.

Emigration and travel were greatly stimulated by the achievement of independence, the inauguration of constitutional government, and particularly by the Ordinance of 1787, which forever prohibited slavery, laid a broad foundation for popular education, and assured personal and religious freedom in all the territory northwest of the Ohio. By that time there was a considerable freight wagon movement across the Alleghanies, and gradually regular lines of stage-coaches were put into service. Both kinds of traffic steadily increased in volume, reaching their height on both this route and the National Road from 1810 to 1840; and continued until the Baltimore & Ohio and Pennsylvania railroads took over the freight and passenger business.

Unlike the National Pike through Maryland and southwestern Pennsylvania, the Philadelphia-Pittsburgh road never had any Federal assistance in construction or maintenance. Though the western end had originally been cut through for military purposes, it was always dependent entirely upon private or local enterprise until the State took it over. For many years its visible ownership was divided among a number of toll companies, and the frequent stops to pay toll were a troublesome expense.

LIBRARY CLOISTER, BRYN MAWR COLLEGE

These extend along three sides of the inner court of the Library, overlooking the cloister garden and fountain

Toll system abolished

On the eastern division, the system was strongly entrenched, commercially and politically, for many years; but toll is now altogether eliminated from this route. Some of the former toll-houses remain as picturesque relics of the past; but the majority of them have been removed or their identity lost in changes to other uses. The only toll bridge now used in crossing the State this way is the one over the Susquehanna at Columbia.

The old taverns are still numerous between

Photo by L. A. Sampson, Bryn

FOUNDERS' HALL, HAVERFORD COLLEGE

Oldest building now in use; opened fall 1833, as Haverford School. Colonial type of building, the left end resembling a well-built Pennsylvania dwelling of that period. The octagonal bell tower and small square window panes are interesting features

Photo by L. A Sampson, Berwyn

FORMER TOLL-HOUSE AT ST. DAVIDS, PA.

One of the better type, with attempt at ornamentation, evidenced by Swiss chalet influence in the pediment, and gothic pinnacle. The tastily draped curtains suggest cozy, well-kept living rooms on the second floor. Toll collection ceased at this place, July, 1917

The illustration below shows the more common type, found principally in the rural districts.

Philadelphia and Lancaster, though the majority have undergone great changes. A few continue to accommodate the traveler looking for old-fashioned entertainment (though that, too, has almost disappeared from its native environment), or who may have a sentimental interest in them. But the cities and principal towns along the way provide fully as good accommodations as will be found on the average tour of equal length in New England or New York State; and most of the travel prefers the newer places.

In Lancaster County the Conestoga wagon was originated, and built in considerable numbers at an early date to meet the demand for a vehicle to carry heavy loads across the mountains with a minimum amount of attention and repairs en route. In 1755, Benjamin Franklin, then postmaster of Pennsylvania, undertook to supply the Braddock expedition with 150 of these wagons and a number of horses, a contract which its commander testified had been executed "with great punctuality and integrity." They gave excellent service on the long, hard trip over what is now the nearly abandoned Braddock Road, to within a few miles of Fort DuQuesne; but most of them were destroyed on Laurel Hill in the precipitous retreat after the battle of the Monongahela.

Only three years later they were practically indispensable to the Forbes expedition; and remained on the road as long afterwards as wagons were the chief dependence for transportation, traversing the old laurel wilderness of the Alleghanies to the Ohio for a longer time than steam has been in use on the railways. So thoroughly were they identified with this old highway that the route has often been appropriately called the "Conestoga Trail."

Distance and Running Time

The distance from Philadelphia to Pittsburgh, measured throughout for this series, is 299.2 miles by the longer, better and more interesting start

Photo by L. A. Sampson, Berwyn, Pa.

FORMER TOLL-HOUSE AT GLEN LOCH, WEST OF PAOLI, PA.

This is a typical view of combination dwelling and toll-house, a familiar sight long after the old "Pike" had become a great modern highway, but now, fortunately, a thing of the past. Close scrutiny of buildings along the route will occasionally identify one which formerly collected toll; but the majority of them have been taken down or greatly altered

through Fairmount Park; or about three miles less by the original but now poorer way out Market St. and Lancaster Ave. This is a trifle under the mileage between Albany and Buffalo by the central trunk-line highway through New York State, but still somewhat longer than the National Road from Baltimore or Washington to Wheeling. The latter route is about the same distance across the mountains, but its eastern terminals are farther inland than Philadelphia.

Taking a less direct course, to follow the rivers of the interior for greater distances, and reach a larger number of cities and towns, the Pennsylvania R.R. main line between Philadelphia and Pittsburgh, built considerably later, is 348.8 miles, or 49.6 miles farther than the highway.

Photo by L. A. Sampson, Berwyn

THE FORMER WARREN TAVERN, WEST OF MALVERN, PA.

Two-story building, with gable ends and old-style dormer windows. The sign, (on pole, left of building), includes a marine view, two boats on very blue water, and the lettering, "Ye Admiral Vernon, 1743," referring to the original name of the first tavern on or near this site.

Close together for a considerable part of the way between Philadelphia and Lancaster, they diverge east of the latter, and are wide apart to Greensburg. Then they are fairly parallel to their crossing at Turtle Creek, and again at Wilkinsburg, to meet once more as the highway descends Bigelow Boulevard to the south side of the Pennsylvania station in downtown Pittsburgh.

The trip between Philadelphia and Pittsburgh, the middle point of which is a few miles west of Chambersburg, can be made comfortably in a two days' run of approximately 150 miles each, allowing for sightseeing en route. Made as a two days' trip, the night stop might be planned at Gettysburg, Chambersburg or McConnellsburg; and the slight variation from the average is easily made up on either the first or second day without interference with the general arrangements. On a three days' schedule, it might be well to run from Philadelphia to Gettysburg the first day, spending the next forenoon looking over the battlefield, the afternoon making the comparatively short but most hilly section of the route to Bedford, and the third morning on the final stretch into Pittsburgh.

A Trip Worth While

This is one of the best and most interesting trips in the eastern states. It is a moving exhibit of high-class agriculture and diversified industry, a literal unfolding of the material wealth of Pennsylvania, and visible proof of the enterprise and achievements of its people. Only about an hour's run from the busy Delaware and Schuylkill rivers the tourist passes alongside the great steel plants at Coatesville, and notices other large enterprises at frequent intervals through to Pittsburgh.

Only a few miles west of Philadelphia the route enters the old-time "granary of America," comprising the greater part of Chester, Lancaster and York counties, the latter two divided their entire length by the Susquehanna river; and continues through an exceptionally fertile and prosperous region to the first range of mountains. Though not actually seen on this trip, the world's greatest and most valuable supplies of anthracite coal are not far north of the section east of Columbia.

Just west of South Mountain it crosses the scenic, prosperous and historic Cumberland valley.

The principal Alleghany ridges are mostly covered with forests, large sections still too far from transportation to be profitably marketed. The valleys between them are beautiful, and the soil of uncommon richness; most of the inland towns present a well-kept, prosperous appearance. Approximately the western third of the trip is through the coal, gas and oil districts; a few coke plants are also seen, though the principal coke fields are in the Connellsville region below Greensburg.

Philadelphia and Pittsburgh, as different in their history, traditions and general character as in appearance and physical environment, are cities of distinct individuality. Both are important centers for travel and commerce; one at tidewater, on a great system of highways north, south and west; the other at the headwaters of the Ohio, a commanding gateway into the mid-continent by road, railway or steamboat. The old thoroughfare between them shares their historic legacies; and the interest of a motor trip over it may be broadened and deepened by observations of and acquaintance with the intermediate country.

After more than two hundred years, the impress of William Penn is still upon the Quaker City by the Delaware; and his policy, a composite of liberty, peace and justice, symbolized by the treaty at Shackamaxon, is yet a part of the conscious life of its people. The wise, benign and spirited face of Benjamin Franklin, printer, diplomat, philosopher and scientist, carrying nearly all his life more than a due share of the nation's early distress and poverty, seems turned away for a period rather than forever lost to sight.

There never was a great personal influence like that of either Penn or Franklin at the "Forks of the Ohio." France and England waged a long conflict for the site; and the decision was one of the most momentous in American history. While Pittsburgh was yet a frontier town, most of the problems of colonial and Revolutionary times had been solved; and the Alleghanies had been crossed by a strong, hardy race looking toward the future.

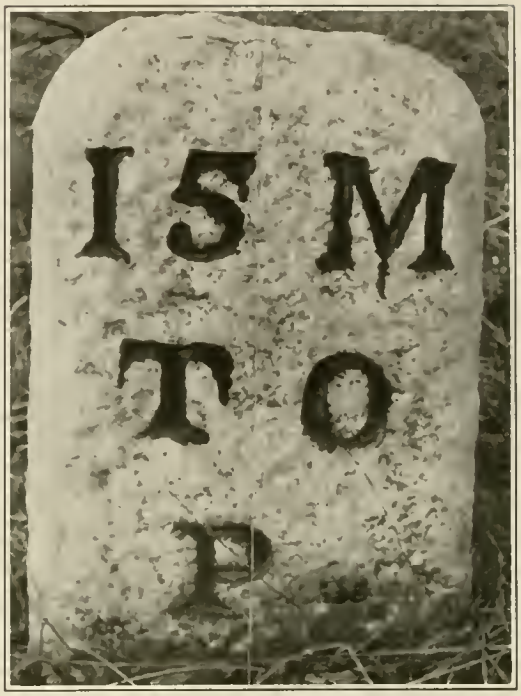


Photo by L. A. Sampson, Berwyn, Pa.

INDICATING 15 MILES FROM PHILADELPHIA

Quite often between Philadelphia and Lancaster, the tourist will notice these old but remarkably well-preserved milestones. This one is a few yards from the Waterloo Road, leading from the main highway southward to Devon station

Photo by Rau, Phila.

MACPHERSON MANSION, MT. PLEASANT, FAIRMOUNT PARK, PHILA.

Just off the East Drive, a short distance north of the Grant monument. One of the finest residences preserved from the Colonial times. Built mostly of stone, with stucco finish and brick quoins; surrounded by formal gardens.

John Adams, who dined here in October, 1775, called this mansion "the most elegant country seat in Pennsylvania."

Photo by L. A. Sampson, Berwyn

OLD ST. DAVID'S CHURCH, 1½ MILES SOUTH OF DEVON

Built of rough, uncut stone, Colonial style, with Welsh modifications; Colonial windows with solid shutters. Rear view, showing outside stairway to the choir. The Wayne monument may be seen to the left of the large tree at the left. (See below)

This church, built in 1714 and still regularly used, is "Old St. David's at Radnor." While visiting the Centennial at Philadelphia in 1876, the poet Longfellow and his family stayed at Rosemont, and became acquainted with numerous points of interest in this locality. Nearly 4 years later he wrote the 7 stanzas, the first lines of which are:

What an image of peace and rest
Is this little church among its graves!
And all is so quiet; the troubled breast,
The wounded spirit, the heart oppressed,
Here may find repose it craves.

THE GEN. ANTHONY WAYNE MONUMENT, IN THE CEMETERY OF OLD ST. DAVID'S CHURCH

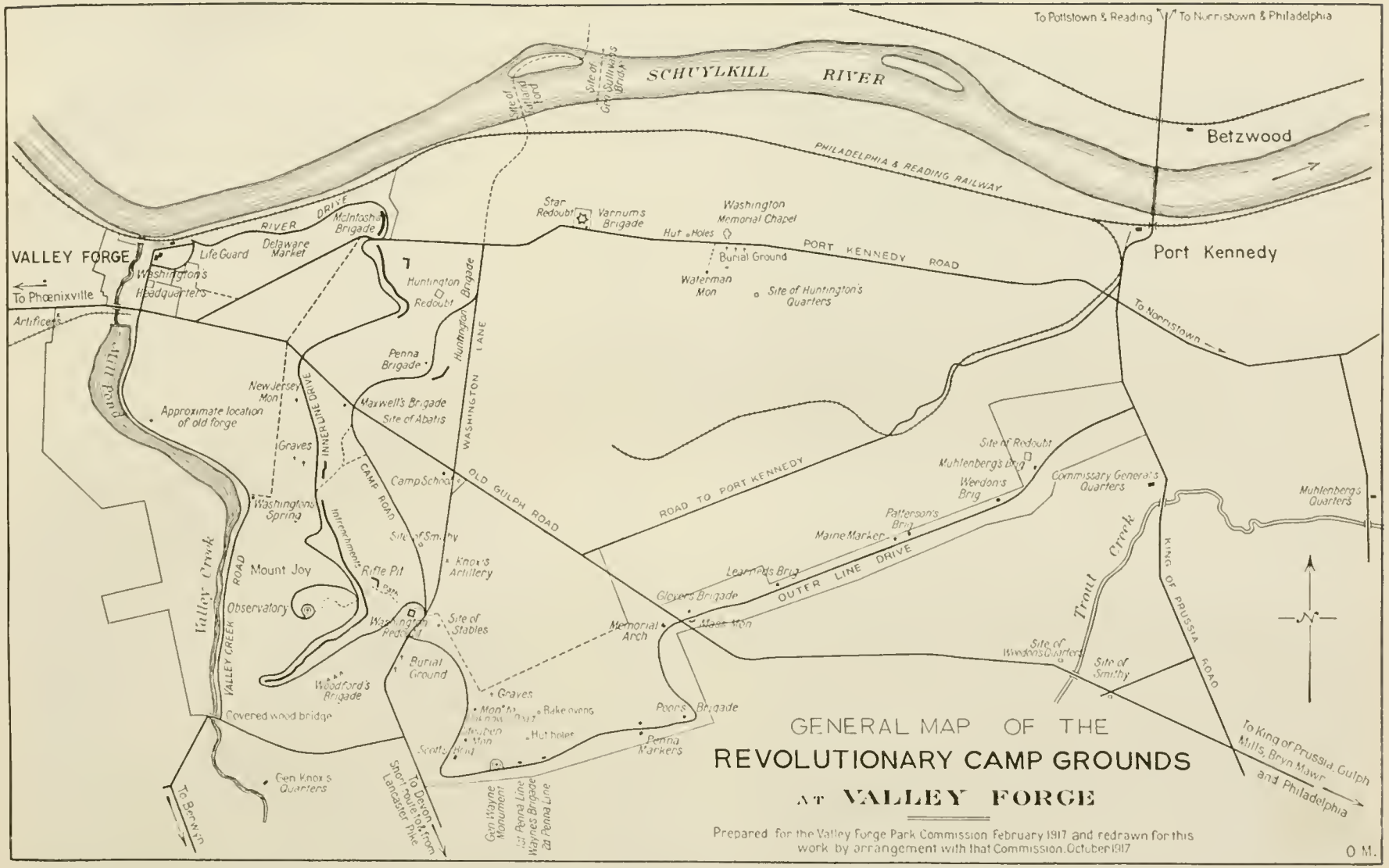
Inscription on two sides of the Wayne Monument:

(North Front)

Major-General
Anthony Wayne
was born at Waynesborough
In Chester County
State of Pennsylvania
A. D. 1745.
After a life of honor and usefulness
He died in December 1796
At a military post
On the shores of Lake Erie
Commander-in-chief of the army of
The United States
His military achievements
Are consecrated
In the history of his country
His remains
Are here deposited.

(South Front)

In honor of the distinguished
Military service of
Major-General Anthony Wayne
And as an affectionate tribute
of respect to his memory
This stone was erected by his companions
In arms
The Pennsylvania State Society of
The Cincinnati
July 4th A. D. 1809
Thirty-fourth anniversary of
The Independence of the United States
An event which constitutes the most
Appropriate enlogium
of an American Soldier and
Patriot



THE SHORTEST, MOST EASILY-FOLLOWED CONNECTION FROM THE LINCOLN HIGHWAY TO VALLEY FORGE IS NORTH FROM DEVON, ACROSS THE CHESTER VALLEY. AFTER A RUN OF ABOUT 4 MILES, THIS SIDE-TRIP COMES INTO THE AREA OF ABOVE MAP BY THE ROAD MARKED "TO DEVON" (LEFT-HAND SIDE, JUST ABOVE THE LOWER BORDER-LINE.) CHOICE OF ROADS AND POINTS OF INTEREST ARE SHOWN IN DETAIL ON THE MAP

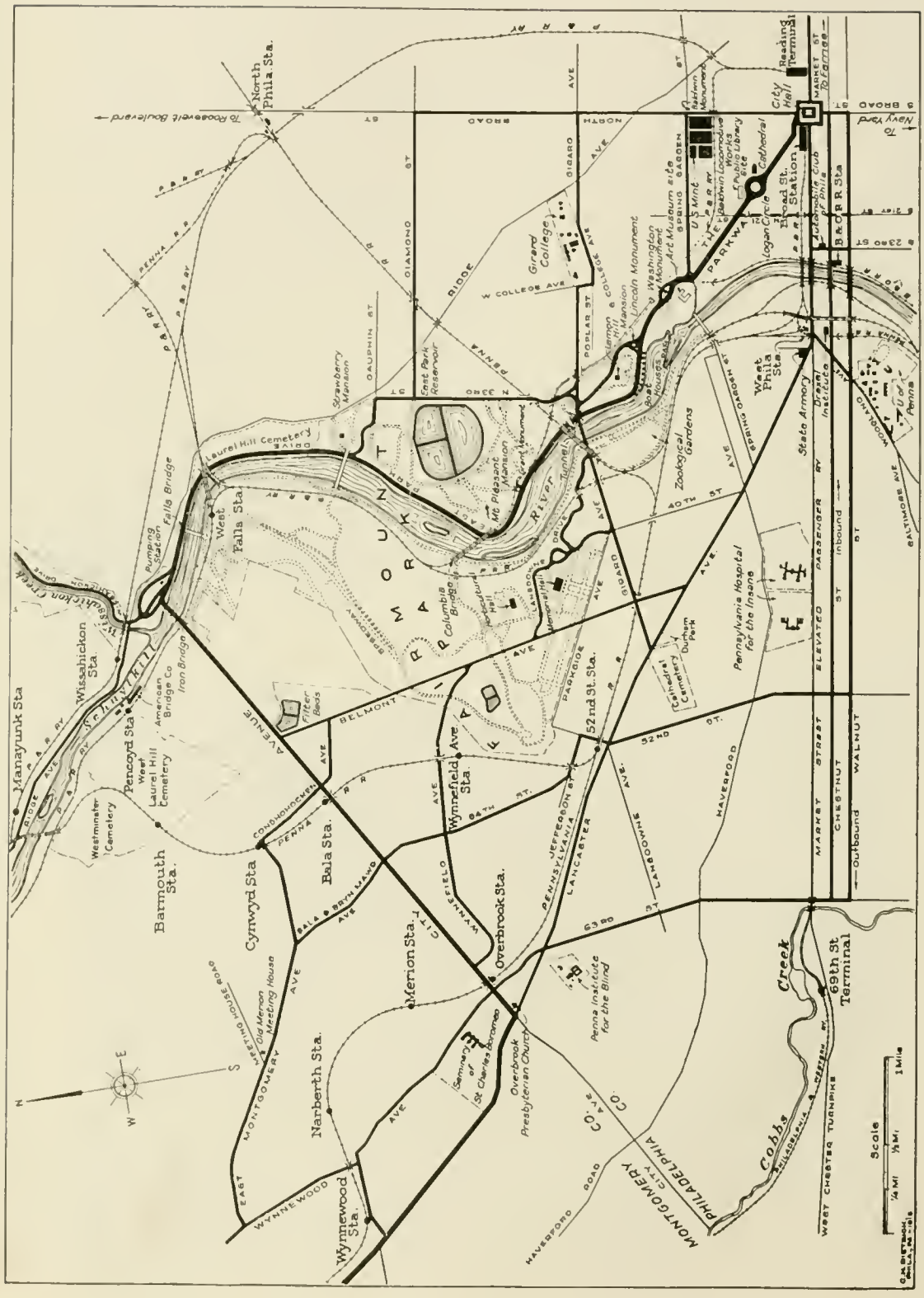
NATIONAL MEMORIAL ARCH, VALLEY FORGE, PA. (SEE REFERENCE UNDER DEVON)

Just west of the intersection of Outer Line Drive and Old Gulph Road. Constructed of granite, 50 feet wide at the base, and 50 feet high. Erected by the Federal Government in honor of Washington, and in memory of the Continental Army encamped at Valley Forge, winter of 1777-78

Photos by L. A. Sampson, Berwyn

WASHINGTON'S HEADQUARTERS AT VALLEY FORGE, PA.

Near the east bank of Valley Creek, a few yards from the Schuylkill. At the beginning of the Revolution it was the home of Isaac Potts a well-to-do Quaker, who owned the nearby mills. Used as headquarters by Washington, December 25, 1777–June 19, 1778. Now a public memorial and museum, dedicated June 19, 1879, by the Centennial and Memorial Association of Valley Forge



FROM PHILADELPHIA WESTWARD—MAP SHOWING PRINCIPAL OPTIONS FROM CITY HALL INTO THE LINCOLN HIGHWAY BEYOND OVERBROOK, WITH LANDMARKS AND POINTS OF INTEREST EN ROUTE

The Lincoln Highway in Pennsylvania

Chapter II---From Philadelphia to Lancaster—67½ Miles Via the Parkway, East Drive of Fairmount Park, City Avenue, and the Former Lancaster Pike (beyond Overbrook)

Author's note:—The form of this chapter, covering the Philadelphia suburban district and the intermediate country to Lancaster, differs slightly from the text for the remainder of the route. Observation and experience prove that the motorist starting on a through trip is impatient of details, particularly on the way out of large cities. The eastern section is also changing more rapidly than the interior, and the landmarks are identified with more difficulty and less certainty.

Though comprising only about 22½ per cent of the total distance from Philadelphia to Pittsburgh, this division has nearly half the place-names; and the suburban communities are so close together that the stranger passing through without stop is at times unable to tell them apart. In this section, also, are a considerable number of old buildings, more of which have ceased to be operated as taverns within the past year than in any previous whole decade in the history of the road. It will be several years, at least, before one may state with even fair accuracy which ones will survive; and meanwhile they will be unreliable "landmarks."

Furthermore, while the close student or special investigator is able to find in reference libraries, detailed information about points of interest along the Philadelphia-Lancaster section, nothing consecutive and comprehensive has been prepared for more than four times that distance from Lancaster to Pittsburgh. The central and western sections naturally have greater topographical variety; and their landmarks change comparatively little. Hence the general summary of points of interest to Lancaster, and detailed descpription beyond.

The motor tourist starting from Philadelphia toward the west usually follows a far different route from the one used by stage-coaches and freight-wagons before the days of the railroads. Leaving the downtown business district, which was then along the Delaware river, extending for some distance north and south from the foot of Market and Chestnut streets, those vehicles continued directly west along Market St. through Center Square, later Penn Square, now occupied by the City Hall, to the Schuylkill river. That route may be followed today practically as it was by travelers of a century or more ago; but newer ways, particularly those through Fairmount Park, provide more attractive and better exits.

After having been under construction for several years, the Parkway, extending diagonally northwest from the City Hall, is now (1920) open and in good shape for traffic. This entirely new thoroughfare, along or nearby which the principal civic structures of the future will be erected, forms a direct and superior connection into the east driveway of Fairmount Park; and with City Ave., makes a somewhat longer but, on the whole, a preferable way into Lancaster Ave. (Lincoln Highway) at Overbrook.

In most cases tourists will find it advantageous to use this route, especially as traffic may go in either direction, whereas the principal alternates (Walnut St. outbound, and Chestnut St. inbound) are subject to those restrictions; and are greatly inferior in general and scenic interest. The former most-used routes, notably the one up North Broad St. to Spring Garden St., turning left at the Baldwin Locomotive Works, past the United States Mint, and running into the east driveway of Fairmount Park, still remain as good and interesting options.

Photo by Rau, Philadelphia

SCHUYLKILL RIVER DRIVE AND LEMON HILL OBSERVATORY, PHILADELPHIA: A CHARACTERISTIC VIEW ON THIS WAY OUT OF THE CITY

Photo by Jennings, Phila.

UNITED STATES MINT, PHILADELPHIA

West side of Spring Garden St., between 16th and 17th streets, passed in using the N. Broad St.-Spring Garden St. option from City Hall into Fairmount Park. An excellent example of Italian Renaissance Architecture; constructed of Maine granite

One may also cross the Schuylkill at Girard Ave., and run through the west side of Fairmount Park, the site of the Centennial Exposition of 1876, into City Ave. There are still other options, due to the growth of the city north and west, and the increasing number of thoroughfares which may be used, in whole or in part, into the Lincoln Highway beyond the City Line.

DIRECTIONS for the Parkway-Fairmount Park-City Ave. route reduced to simplest terms are: Leave northwest corner of City Hall, out the Parkway into the east driveway of Fairmount Park. Follow along east bank of Schuylkill river to City Ave. (first left-hand turn beyond the pumping station). Cross iron bridge over river, and proceed southwest along City Ave. to right-hand turn into Lancaster Ave. (Lincoln Highway) at the Overbrook Presbyterian Church, 9 miles from the start at City Hall. Practically no directions are needed for the balance of the way to Lancaster.

A stranger's ordinary impression in running out of Philadelphia this way is likely to be a composite of the extensive, well-kept park, traversed by a vast system of streets and avenues leading in various directions, and cut by railroad lines met in unexpected places. Views of the placid Schuylkill, and the bridges by which roads and railways cross it, of compact residence districts which come quickly into view and almost as soon disappear from sight, with now and then glimpses of some of the many institutions for which Philadelphia is noted, lend interest and variety to the few minutes which this part of the trip will require.

The most conspicuous landmarks—which may be seen to fair advantage even when passing them without stop—are the "Presidential monuments," a notable group of three. Just beyond the entrance into the east driveway of the park, from either the Parkway or Spring Garden St. is the large and imposing Washington monument (equestrian). In the next prominent fork beyond (about half-way between the entrance and Girard Ave. bridge), is the only Lincoln monument on this route east of Gettysburg, the figure in a sitting posture on a high pedestal. The third, an equestrian statue of Grant, in complete field equipment, overlooks the river from its position on the right-hand side of the driveway a short distance beyond Girard Ave. bridge.

ARDMORE is the first of the "main-line" suburbs met on this route (though not the first on the railroad). On the right, at about the center, is the extensive plant of the Auto-car Co. In the olden days, the Lancaster Pike through Ardmore (before the present name was given to it), was well supplied with taverns, some of historic character;

Photo by Rau, Phila

WASHINGTON MONUMENT, FAIRMOUNT PARK, PHILA

Conspicuously on the right, just beyond the Parkway-Spring Garden St. entrance. The equestrian figure, a bronze cast 20 feet high, one of the largest and finest in the country, represents the first Commander-in-Chief, looking southeast, toward City Hall. Designed by Prof. Rudolph Siemering, Berlin; mounted upon a granite pier, and approached from the base by 11 steps, emblematic of the original States

The movement for a memorial to the "Father of his Country" dates back to about 1811; and about $280,000 had accumulated before a start was made. Erected 1896-'97, under auspices Pennsylvania Society of the Cincinnati; unveiled by President McKinley, 1897

Photo by Rau, Phila.

LINCOLN MONUMENT, FAIRMOUNT PARK, PHILADELPHIA

In triangle of roadways, about midway between the Parkway-Spring Garden St. entrance and Girard Ave. bridge. The first Lincoln monument on this route (westbound) across Pennsylvania

The bronze figure, by Randolf Cross, an American at Rome; cast in Munich. Erected by Lincoln Monument Association, Philadelphia; dedicated Sept. 22, 1871, the 9th anniversary, announcement of Emancipation Proclamation (Sept. 22, 1862). Monument faces southeast toward the city, overlooking the East Drive and the Schuylkill

but most of them have already gone, and few if any will much longer remain.

The highway now runs for several miles through the "Welsh tract," set apart by William Penn for settlement by Welsh immigrants. It was intended to become a barony, with its own laws; but that plan was never realized. The names of most of the places in this section, including Haverford, Bryn Mawr, Radnor, Devon, Berwyn and Tredyffrin (a township name) are Welsh.

HAVERFORD, just beyond Ardmore, is best known as the location of Haverford College, an old and well-known institution under the general auspices of the Society of Orthodox Friends (Quakers). Founded in 1833, as Haverford School; became a college in 1853. Noted for extensive and beautiful grounds, reached through stone gates, on the left; not conspicuous when passed at speed.

BRYN MAWR is a high-class suburb, with many fine estates. Its principal object of interest is Bryn Mawr College, located on the north side of the railroad, some distance off this route, and therefore not seen clearly unless one makes a detour to reach it. **ROSEMONT** adjoins Bryn Mawr along this highway, on the west.

VILLA NOVA is the site of a massive group of stone buildings, known collectively as Villa Nova College, under the auspices of the Augustinian fathers.

RADNOR and **ST. DAVIDS** are suburban places in an almost continuous residence section.

WAYNE, named after General Anthony Wayne, was the location of the "Spread Eagle," one of the most noted taverns on this route in stage-coach days. George William Childs, the publisher and philanthropist, owned considerable realty here some forty years ago; and the attractive ivy-covered library, on the left, bears his name.

DEVON is the place from which two detours are made by many tourists using this route: (1) northwest about four miles to Valley Forge, the bivouac of the Continental army under Washington during the winter of 1777-78; and (2) a short two miles southwest to St. Davids Church, widely known as having been the subject of Longfellow's poem, "Old St. Davids at Radnor." General Anthony Wayne is buried in the cemetery of this church.

BERWYN is a beautiful suburban village. Near "Signal Hill," south of it, "Light Horse Harry" Lee had a skirmish, January 14, 1778, with a force of Tarleton's (British) dragoons. About three miles north of our route, from a point just west of the railroad station, is "Chesterbrook Farm," estate of the late Alexander J. Cassatt, former pres-

Photo copyrighted by Rau, Phila.

GRANT MONUMENT, FAIRMOUNT PARK, PHILA.

Third and last presidential monument along this run through the park. At intersection of East Drive and Fountain Green Drive, close to main-line tracks, P. & R. R.R., overlooking the river. Represents Gen. U. S. Grant in complete field equipment. Bronze by Daniel Chester French and Edward C. Potter. Cast by Bureau Brothers; Jonesboro granite, designed by Frank Miles Day.

Erected partly by subscription, increased by appropriation from Philadelphia City Councils, unveiled and accepted by Commissioners of Fairmount Park, "Grant Day," April 27, 1899. Ceremonies were attended by President McKinley, members of his cabinet, Mrs. U. S. Grant, Maj.-Gen. Miles, and distinguished guests in military and civil life.

From portrait by Charles Wilson Peale, furnished by William Wayne

GENERAL ANTHONY WAYNE

The appellation "Mad Anthony" Wayne, does an injustice to the memory of this famous officer, whose achievements were due to genius for organization and command, great ability, loyal purpose and self-sacrifice

ident of the Pennsylvania Railroad, and now owned by his son, Major E. B. Cassatt.

DAYLESFORD was the location of the "Blue Ball" tavern, one of the earliest along this route. On the left, between Daylesford station and Paoli, is the home of the Tredyffrin Country Club, and its extensive golf grounds.

PAOLI, named after Pascal Paoli, a Corsican general, was once best-known as the location of the General Paoli tavern. Somewhat more than a mile south is "Waynesborough House," birthplace of Gen. Anthony Wayne, and his home during the comparatively short period when he was not in the service of his country. The older part of the building was erected in 1742 and the present main part in 1765. This elegant stone mansion of the olden time is on an estate of 321 acres now owned by Hon. William Wayne, great-great grandson of the famous General.

Photo by Charles R. Barker

ONCE THE "WILLIAM PENN INN"

On the north side of the highway between Overbrook and Ardmore. A substantial commodious tavern of the olden time; for many years residence of the late N. P. Shortridge

GREEN TREE (Station) perpetuates the name of the "Green Tree" tavern of stage-coach days. One mile beyond that station—just in front of the point where the route turns right to pass under the Trenton branch, Pennsylvania Railroad, is a large old building, formerly the celebrated Warren tavern.

Photo by O. M. Chase, Haverford College

"HAVERFORD UNION," ROBERTS HALL, AND BARCLAY HALL, HAVERFORD COLLEGE

Panoramic view, from left to right, of the College club house, the Auditorium and Administration building, and one of the dormitories, all partly concealed by heavy foliage

Photo by L. A. Sampson, Berwyn

"WAYNESBOROUGH," THE WAYNE HOMESTEAD, SOUTH OF PAOLI, PA.

Architecture, Georgian Colonial, with Welsh modifications. Superior workmanship, and fine detail much in evidence. An unusual feature is the portico, without supporting columns, over the front entrance. The vine overrunning nearly all of the side of the house is an excellent specimen of Kenilworth ivy

Photo by L. A. Sampson, Berwyn

ONCE KNOWN AS THE "GENERAL WAYNE," AT FRAZER, PA.

A substantial well-preserved "wagon-stand" (recalling the times when freight was hauled over the old Pike), transformed into a commodious summer residence; owned by Judge Joseph P. Rogers, of Philadelphia. The long, narrow canopy roof over the first story, and the pergola on the right-hand side of the picture, are modern additions

Photo by L. A. Sompson, Beruyn

"PAOLI MASSACRE" MONUMENTS, SOUTH OF THE HIGHWAY NEAR MALVERN, PA.

The Paoli-Malvern district—crossed, northward, by the British and Continental armies on their way from Brandywine battlefield to the Schuykill River (Valley Forge)—was in the outer zone of military operations along this route during the Revolution

Looking northeast (dim outline of Malvern in the distance); Pennsylvania R.R. main line and Lincoln Highway beyond the extreme background. The smaller monument was erected in 1817, 40 years after the massacre; and the larger one in 1877, the 100th anniversary, celebrated Sept. 21, that year. On the west side of the larger monument, cut into the stone, is this inscription:

SACRED
to the memory of the
Patriots
who on this spot
fell a sacrifice to
British barbarity
during the struggle for
American Independence
on the night of the
20th of September, 1777

Photo by L. A. Sompson, Beruyn

STONE BRIDGE ACROSS EAST BRANCH, BRANDYWINE CREEK, DOWNINGTOWN, PA.

A three-arched structure of segment form, with round stone pilasters and prominent keystones. Built in 1801 of first-class stone masonry, and still in good condition

Photo by L. A. Sampson, Berwyn

FRIENDS' MEETING HOUSE

On the highway, east of Downingtown. The Society of Friends, organized in 1807, has since worshipped regularly at this old stone house

The route now descends into the Chester Valley, across which it will run for the next several miles. This section of Chester Co. was originally settled by Quakers, Germans and Swiss, with an intermingling of French Huguenots, probably the most composite immigration of colonial times.

MALVERN is the nearest point on this route (about 1 mile) to the grounds known as the place of the "Paoli massacre." On the night of September 20, 1777, Gen. Charles Grey with a considerable British force came upon a small detachment of Americans belonging to Gen. Wayne's command; and refusing quarter, killed 53 of them in cold blood; hence the accepted name of the event. The site is marked by a monument with cannon.

FRASER is the location of Villa Maria Academy, occupying a sightly plateau about a half-mile south of the through route. At this point the West Chester branch of the Pennsylvania Railroad leaves the main line, almost due south.

GLEN LOCH, EXTON and **WHITFORD** are small residence suburbs. These few miles along the route are of slight interest to the through traveler; but (especially part of the old line, somewhat north), of considerable interest to the student of the history of the road.

EAST DOWNINGTOWN and **DOWNINGTOWN** are among the oldest settlements between Philadelphia and Lancaster, dating back to about 1710. The stone bridge across the east branch of the Brandywine here was built in 1801; and is still carrying the heavy traffic of the road. Favorable mill-sites afforded by the stream attracted early home-seekers; for a long time in pioneer days, the grist-mill here was the only one for miles about, and the settlement became the trading center for western Chester County and eastern Lancaster County.

Originally called Milltown, the place was afterward known as Downing's Mill, from which the present names have been derived. Taverns at both East Downingtown and Downingtown accommodated stage-coach travel during the turnpike era. At least two excellent specimens, one on either side of the creek, have been preserved; but both are now private residences. During the last quarter-century, the Downingtowns have become considerable industrial centers.

The birthplace of Thomas Buchanan Read, author of "Sheridan's Ride," is at Korner Ketch, about 4 miles from Downingtown, reached by taking the right-hand road (Harrisburg or "Horseshoe" Pike) about 100 yards west of the stone bridge over Brandywine Creek. For the two additional turns necessary to reach the homestead, note the stone marker with bronze inscription, placed by the Chester Co. Historical Society about 3 miles out on the "Horseshoe" Pike.

The stretch from Downingtown through the

Photo by L. A. Sampson, Berwyn

LOG HOUSE, EAST DOWNINGTOWN, PA.

On the right-hand side of highway, close by the bridge which separates East Downingtown from Downingtown. Built in or about 1710; a literal survivor of the days of the Wilderness in this region. Oldest dwelling in the locality, antedating by several years the ancient mill which gave Downingtown its first importance

Photo by L. A. Sampson, Beruyn

ONCE THE GENERAL "WASHINGTON" TAVERN

A celebrated inn on the eastern edge of Downingtown, the half-way point between Philadelphia and Lancaster. With the the exception of the porch, a comparatively modern addition, this building stands as it did at the height of the stage coach era

Photo by L. A. Sampson, Beruyn

PUBLIC LIBRARY, DOWNINGTOWN, PA.

A fine old-style Colonial mansion, with unusually prominent dormer windows, rounded at the top The arched doorway, with pillars on each side, is an interesting architectural feature

village of Thorndale to Coatesville is practically a straightaway alongside the railroad and trolley, traversing the gradually narrowing western end of the Chester Valley.

COATESVILLE, on the west branch of Brandywine Creek, was settled much later than the Downingtowns, and has much less early history. It has been, however, an important steel manufacturing center for over a hundred years. The great plant of the Lukens Steel Co. adjoins the roadway on the left; that formerly known as the Worth Bros. Co., now a part of the Midvale Steel & Ordnance Co., is farther south. In plain sight, on the right, is a stone viaduct of ten arches, carrying the main line of the Pennsylvania Railroad over the west branch of the Brandywine Creek.

Leaving Coatesville, our route ascends an unexpectedly steep grade and enters the semi-highlands characteristic of the section from here to Lancaster. About $4\frac{1}{2}$ miles beyond the next village (Sadsburyville), the route passes from Chester County into Lancaster County, the latter extending the balance of the way to the Susquehanna river. Just beyond the inter-county line is an elevation of 843 feet, the highest point on this road between Philadelphia and South Mountain (west of Gettysburg).

The next stretch of this route, running just north of Gap village, then through Kinzer, Vintage (formerly Williamstown), Leaman Place, Paradise and Soudersburg, is of considerable historic interest; and there are a number of old taverns and other buildings on or nearby the highway. But they and their associations require more time and detailed examination than the average through tourist is able to give to them.

Photo by L. A. Sampson, Berwyn

ROADSIDE MARKER IDENTIFYING THE BIRTHPLACE OF THOMAS BUCHANAN READ

Reached by short side-trip, northwest along the Harrisburg ("Horseshoe") Pike, from Downingtown

Photo by L. A. Sampson, Berwyn

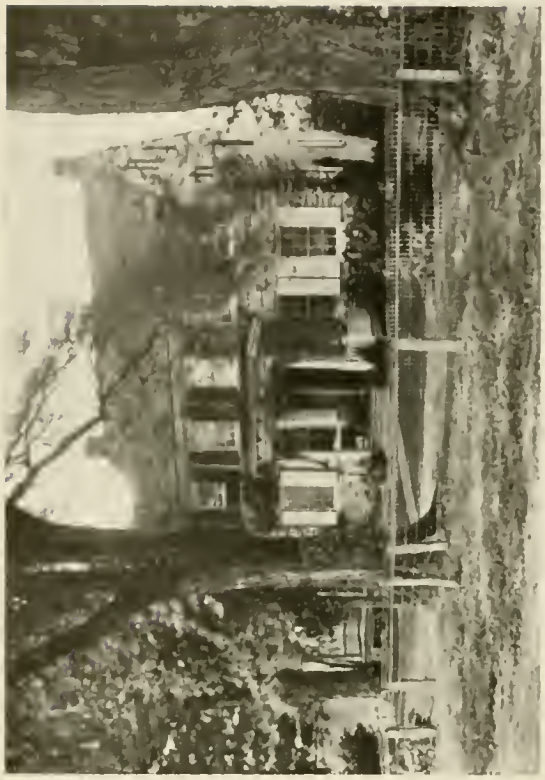
OLD SLAYMAKER TAVERN NEAR GAP

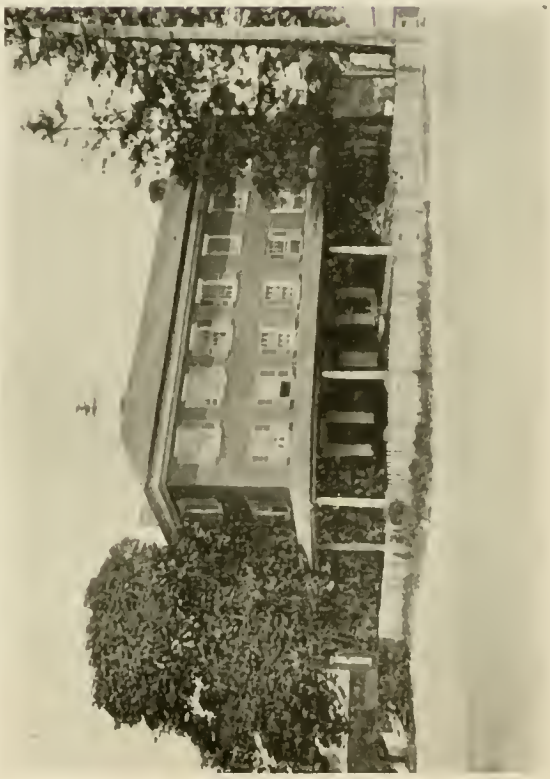
Built about 1794 by Amos Slaymaker, of the firm of Reeside & Slaymaker, operators of passenger stage lines. Known during the stage-coach era as the "Sign of John Adams"

Just before entering the eastern end of Lancaster, this route crosses Conestoga creek by the famous old "Witmer Bridge," erected in 1800 as a toll-bridge by Abraham Witmer, when the locality was unable to build a suitable structure for free public use. This is said to be the oldest bridge, at least on any heavily traveled route, in the United States; and except for being now somewhat narrow, is serving the greatly increased traffic as satisfactorily as during the era of the stage-coach and freight-wagon. The lettering cut into the sides of this old stone structure is well worth stopping to read.

LANCASTER, laid out in 1730, is one of the oldest and most historic places in the interior of Pennsylvania. At the original Court House here, in 1744, the celebrated "Treaty of Lancaster" was framed and signed by commissioners from Pennsylvania, Maryland and Virginia, in conference with representatives of the Six Nations (Iroquois) who, claiming this and the western territory by virtue of their conquest of the Delawares, ceded to Virginia for £400, and some minor considerations, "all the lands to the setting sun," which was the basis for the later claims of Virginia to vast regions beyond the Alleghanies and the Ohio river. About 1763, the Susquehannock or Conestoga tribe Indians were practically exterminated; but the name of that tribe is perpetuated in the Susquehanna river, Conestoga creek, and elsewhere throughout this section.

When, after the battle of the Brandywine, in September, 1777, the British occupied Philadelphia, the Continental Congress met for one day in the original Court House; but after an informal





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6 *Photos by L. A. Sampson, Berwyn*

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ALONG OR NEARBY THE HIGHWAY, DOWNINGTOWN-LANCASTER SECTION

1. ORIGINAL "SHIP" TAVERN, DOWNINGTOWN. Except for porches and bay windows, the building is substantially as it was before the Revolution. The dignified lines of the popular old tavern have been fortunately preserved in this commodious residence.

2. BUCKWALTER RESIDENCE, JUST EAST OF LANCASTER. Once a well-known old tavern; called at different times the "Sorrel Horse" and the "Running Pump."

3. ONCE THE "SIGN OF THE STAGE," PARADISE.

4. A FINE LANCASTER COUNTY FARM. Typical of hundreds seen along this part of the route.

5. COURT HOUSE, LANCASTER. Corner E. King and N. Duke streets. The third Court House since the organization of Lancaster Co. Corinthian type of architecture, with beautiful columns of that order on the narrow front and unusually long side of the building.

6. "WHEATLAND," HOME OF JAMES BUCHANAN. A fine, large, old brick mansion just west of the city limits, a short distance north of the main highway. Colonial type, well-preserved and well-kept; the trees and vines, hiding parts of the wings, give the appearance of a smaller dwelling than it really is.

7 GRAVE AND TOMBSTONE OF THADDEUS STEVENS. In Shreiner's Cemetery, Chestnut and Mulberry streets, a short distance north of the main highway (W. King St.), just west of the business center. High School building in background.

Photo by I. A. Sampson, Berwyn

EASTERN APPROACH TO CONESTOGA BRIDGE

meeting there transferred its sessions farther inland to York. This is the basis for the statement that Lancaster was for one day the capital of the United States. In 1789, the citizens of this place addressed a memorial to Congress proposing that Lancaster be made the permanent capital.

This was the chief inland city of Penn's colony, and until 1800 the largest inland town in the United States. From the earliest days, it was a road and travel center of great importance; and the Philadelphia and Lancaster Turnpike, constructed in 1794-96, was the first improved highway of its length in the country. Other turnpikes followed rapidly, until the principal points in eastern Pennsylvania were connected up with this enterprising and prosperous community. Lancaster was, naturally, an important center for stage-coach and freight-wagon traffic; and was well supplied with taverns during that period.

Now it is a growing manufacturing city, situated in what is still often called the "richest agricultural county in the United States." It was the home of Gen. John F. Reynolds, killed in the first day's fight at Gettysburg, of Thaddeus Stevens, James Buchanan, and many other notable people of former days. Robert Fulton, the inventor, also resided here during part of his youth.

From an old print

LANCASTER VIEW DURING THE STAGE-COACH ERA

Miller's Hotel (sign of General Washington), and Farmers Bank, adjoining same; S. W. cor. E. King and N. Duke streets; now occupied by Farmers Trust Co. A bank has been continuously on that site since about 1810, the first one being literally a farmers' bank

During the Revolution, Lancaster County supplied more food, wagons, clothing and other war materials to the Continental armies than any other place in the colony, Philadelphia excepted.

Here was the original home of the Conestoga wagon, a typical American product, which greatly influenced wagon construction throughout the United States more than a century ago.

WITMER'S BRIDGE, EAST OF LANCASTER

Taken in summer from the south side, before the trolley was built, and before the trestle on which it now crosses Conestoga creek was constructed

The Lincoln Highway in Pennsylvania

Chapter III---From Lancaster to York--24¼ Miles

Via Mountville, Columbia, Wrightsville, Hellam and Stony Brook

Starting west from Lancaster, the tourist proceeds out W. King St. (continuation of E. King St. from the opposite side of Center Square), and is headed for the Susquehanna river at Columbia. Several points of general and historical interest may be seen on this direct way out; and still more if one cares to make a short detour in the farther end of the city to pass Franklin and Marshall College, and "Wheatland," the former home of James Buchanan, both referred to in later paragraphs.

Passing notice should be given to Lancaster's interesting old City Hall, on the northwest corner made by North Queen St. and the Square, the location of the "Market Lot" in the early days. On the north side of it was Market Square, no longer in existence; and on the south side the City Hall was built, probably in 1786, '87 or '88. From 1798 to 1812, when Lancaster was the capital of Pennsylvania, it was occupied by the State offices; and in some of the old records is referred to as the "State House."

One block beyond on the northwest corner of West King and North Prince streets stood the old jail and workhouse, long since torn down. On December 14, 1763, after the massacre of Conestoga Indians by the company of lawless men known as the "Paxtang Boys," at Indiantown, in Manor Township, fourteen who were absent from the village at the time among the white people, were collected by the magistrates, brought to Lancaster, and placed in this building.

Ignoring the proclamation of Gov. John Penn, who denounced the outrage, and offered a reward for the arrest and punishment of the murderers, the "Paxtang Boys" again came to Lancaster, and breaking into the jail, killed all the Indians there. This practically exterminated the Conestogas, the remnant of the once powerful Susquehannocks, who a century before held dominion over all the other tribes in the lower Susquehanna valley, as well as those living on the shores of Chesapeake bay.

On the south side of West King St., about a block and a half beyond the City Hall, is a large umbrella manufacturing plant. On the opposite (north) side, at the northeast corner of Mulberry St., the second street west of where the old jail stood—is the old Plow Tavern, a quaint and-one-a-half story stone house, said to have been erected

Photo by L. A. Sampson, Berwyn

CENTER OR PENN SQUARE, LANCASTER, PA.

Site of first Court House in Lancaster County, where the Continental Congress held one session (Sept. 1777). That was burned in 1784; and a new one finished on same site in 1787. When the present Court House at E. King and N. Duke streets was ready in 1850, the second one was demolished, and the old location made an open square. The soldiers' monument, capped with figure of Liberty, was unveiled July 4, 1874.

in 1756. This is one of the oldest now in the city; but there were taverns here long before it was established.

Continuing west, one comes quickly to the conspicuous fork of Columbia and Marietta avenues, with a brick "flat-iron" building in the angle. This has been an important dividing point for travel since the early days, the right-hand road, Marietta Ave., being the short route to Marietta and the old Donegal country a few miles north and northwest of the direct route at Columbia.

Franklin and Marshall College

Before running out of the city, it will be well worth a little additional time and mileage to turn diagonally right on Marietta Ave. a short distance to College Ave., an intersection identified by St. Joseph's Hospital on the northwest corner. Turning right on College Ave., the tourist comes almost at once in front of the attractive, well-kept grounds of Franklin and Marshall College, the oldest and best known institution of the Reformed Church in the United States. The accompanying panoramic view conveys a good idea of the grounds and buildings, which include the college proper, the Theological Seminary and the Academy, a preparatory school connected with the college.

Franklin College dates back to 1787, when its charter was obtained for the purpose of establishing a college among the Pennsylvania Germans. Benjamin Franklin, its largest individual contributor, was present at its founding; and his name was afterwards given to it. Among the forty-five original trustees were four signers of the Declaration of Independence; Benjamin Rush, George Clymer, Robert Morris and Thomas McKean; also three who became governors of Pennsylvania, Thomas McKean, Thomas Mifflin and Joseph Heister. Other prominent trustees were Jasper Yeates and William Rawle, distinguished jurists, and William Bingham and Peter Muhlenberg, afterwards United States senators.

The college was started in the Brew house, on East Mifflin St., near Trinity Lutheran Church, then about the center of the town. It was afterward removed to the Stone house, located on North Queen St. near James St. In 1840, a building was erected on the east side of North Lime St. north of Orange St.; and here it was conducted until moved to the present location.

Marshall College, originally at Mercersburg, was chartered by the Pennsylvania legislature in 1836, and named in honor of Chief Justice John Marshall, of Virginia. The older institution at Lancaster met with some vicissitudes, and was closed between 1821 and 1839. In 1853 Marshall College and Franklin College were united under

the present name, grounds were purchased in the western part of Lancaster, new buildings were erected, and Marshall College was moved from Mercersburg. The first president of the enlarged corporation was Rev. Dr. E. V. Gerhart.

James Buchanan was first president of the Board of Trustees. Among the more distinguished of its presidents was the Rev. Dr. John Williamson Nevin, whose memorial may have been noticed in front of the reservoir grounds in the eastern part of the city. Rev. Dr. Henry H. Apple is now at its head. Presidents of the Board of Trustees, after James Buchanan, have been Hon. John Cessna, the late George F. Baer, the late William U. Hensel, and B. F. Fackenthal, Jr., the present incumbent.

Last Glimpses of Lancaster

In the olden days most of the travel from Lancaster to Harrisburg started up North Queen St. or North Prince St., turning northwest into the Harrisburg Pike in the northern part of the city. But on account of the number of railroad tracks on that exit, the much better streets and more points of interest along the newer way, most of the travel now goes west on West King St. to Marietta Ave. to College Ave., and northward past Franklin and Marshall College into the Harrisburg Pike. If continuing our present route west over the Lincoln Highway, an interesting way back to it, after inspecting the college grounds, is to retrace on College Ave. to the intersection of Marietta Ave.

Turning right at St. Joseph's Hospital, and starting northwest along Marietta Ave., one will pass, a block farther on, the large and attractive building of the Henry G. Long Asylum for old ladies. A short distance farther out on the left-hand side of Marietta Ave. is "Wheatland," the former estate of James Buchanan. It is a beautiful old home, built by William Jenkins, Esq., of Lancaster, and afterwards owned by William M. Meredith, Secretary of the Treasury in Zachary Taylor's cabinet.

Perhaps the most satisfactory way back into the main route westward is to retrace along Marietta Ave. (southeast) to West End Ave., and then, turning to the right, cross by that avenue at the large building of the Hamilton Watch Co., set in spacious grounds. A right turn is made at this point into Columbia Ave. (Lincoln Highway). Almost immediately beyond, the city limits are passed, and one enters the old Lancaster & Susquehanna Turnpike, another route whose name survives, despite its incorporation during recent years into the greater highway.

On the south side, several blocks farther out, is "Caernarvon Place," the former home of Rev. Dr. John Williamson Nevin, an eminent ex-president of Franklin and Marshall College. On the same side, a short distance beyond, is "Abbeyville," built by Langdon Cheves, of South Carolina, as a summer residence, and named after his native town in that State. It is now owned by Mrs. Elizabeth H. Appel, of Lancaster. The Turnpike soon makes a slight descent to Little Conestoga creek; and after crossing same, rises gradually to a considerable ridge, from which the last views of Lancaster are had on this trip.

Through Mountville to Columbia

The next few miles traverse one of the most extensive tobacco growing regions north of the Mason and Dixon line which, the first-time visitor may be surprised to know, is only a few miles south, forming the boundary between Lancaster County and the State of Maryland. During the summer, great fields of the fragrant plant, looking in the distance like never-ending carpets of deep green, border either side of the road for miles, sometimes reaching inland as far as the eye can reach.

Here and there are barns of all shapes and sizes, easily identified by the many open spaces needed for proper curing indoors. The large crops raised in this section have made Lancaster one of

C Littig & Co.

PANORAMIC VIEW OF FRANKLIN AND MARSHALL COLLEGE, LANCASTER, PA.

the principal tobacco markets of the northern states, as evidenced by its many large warehouses and numerous cigar factories.

From now on the tourist is conscious of having diverged from the direct route from Philadelphia to Harrisburg. This is part of the shortest line of travel and transportation from the old Quaker City to the Susquehanna, whose course south of Harrisburg is southeast until it empties into Chesapeake bay a short distance below Havre de Grace, Maryland. It is likewise part of the old route from Lancaster and points east of Frederick, Maryland, where main-line highway connections are made southward for Harper's Ferry and the Shenandoah Valley, or for Hagerstown and points west of the National Road.

About a mile and a quarter beyond Little Conestoga creek (approximately three miles west of the square at Lancaster), the highway reaches an elevation of 415 feet, the highest point along this stretch; then, after about a mile of almost level running, one begins the long but almost imperceptible descent to the Susquehanna. The interurban trolley follows this section of the main road all the way from Lancaster to the eastern outskirts of Columbia, and there is not a turn in either along the way.

Gradually the Columbia branch of the Pennsylvania R. R., which diverges from the main line a short distance northwest of Lancaster, comes into our route from the right, and is crossed by an overhead bridge just east of Mountville, the principal intermediate point. On the left of this little village is a church of the United Brethren, like many others to be seen along the roadsides in central and western Pennsylvania, as well as quite generally through eastern and central Ohio.

Once an Important Iron Mining District

Our route is now coming into an extensive iron-mining region, embracing considerable sections of Lancaster and York counties, on both sides of the Susquehanna. For many years before the phenomenal development of the iron industries in western Pennsylvania, Ohio, and on the Great Lakes, due to the vast quantities of high-grade ore in the Northwest, and cheap water transportation all or most of the way to the newer mills, this region was the most important iron-producing locality in the United States.

The native ore is brown hematite, with which was mixed a percentage of magnetic ore from Cornwall, Lebanon County, Pa., the admixture yielding about 45 per cent of metallic iron. Over to the right, less than a mile to the north after leaving Mountville, is Chestnut Hill, elevation 595 feet, the nearest of these mines to our route. This was for many years the principal source of supply for the blast furnaces at Chickies, along the river immediately north of Columbia, and at Marietta, a few miles farther up the Susquehanna.

In the olden days, charcoal was used for fuel, no pig iron having been successfully produced by any other means prior to 1840. During the early period the most enterprising ironmasters purchased large tracts of timber land, even as far west as South Mountain, in order to assure their supply of fuel. But in the decade following 1840, anthracite began to take the place of charcoal; and for many years the hard coal was boated down the Susquehanna to Marietta, Columbia, Safe Harbor (an old-time manufacturing and shipping point at the junction of Conestoga creek with the Susquehanna, below Columbia), and other localities conveniently reached by water.

Another revolutionary change in the fueling of blast furnaces dates back only a comparatively few years, when coke began to supplant anthracite coal, which was also about the time when the competition of the larger and newer plants began to be felt. The local deposits of brown hematite were not sufficient to supply furnaces of the largest capacity; and those along or nearby the Susquehanna were handicapped by their distance from the coke producing fields. So while there are still a number of blast furnaces and forges and a variety of mills in both Lancaster and York counties, the region has lost its old-time importance in this respect.

Much of the past and present prosperity of this part of the State traces back to the enterprise, ingenuity and thrift of the early ironmasters, who were principally Welsh, Scotch-Irish, English and Germans, with a considerable number of Quakers of different nationalities. The fertile soil and the transportation business resulting from these many industries were largely responsible for the vast scheme of internal improvements of somewhat less than a century ago, which centered around Columbia more than any other interior point in the early Commonwealth.

On the left-hand or south side of the highway, nearly opposite the point where Chestnut Hill is seen over to the right, is the former Garber homestead. Due probably to some changes in the alignment of the old road in building the turnpike, the farmhouse now faces away from it. This was long the home of Jacob B. Garber, who as a youth was greatly interested in botany, and in 1832 erected here probably the first greenhouse west of Philadelphia. To this place he gave the very appropriate name of "Floral Retreat;" and spent much of his time gathering a great variety of plants.

Here in 1838 his son, Abram P. Garber, was born, and grew to young manhood in a region not only of great fertility and scenic beauty, but also of unusual interest and opportunity for botanical study and research. Lancaster County was during the middle of the last century the home of several eminent scientists, among them Prof. S. S. Haldeman of Marietta, naturalist and linguist, and S. S. Rathvon, of Lancaster, one of the most noted entomologists of his time. In this environment, with his father's example and counsel, young Garber took up his favorite science in a very thorough and original way, and pursued it until he became widely known as a successful botanical explorer.

Toward the close of the War between the

POWDER WAGON, 1813-1913

Reproduction of one of the wagons that carried powder over this route to Commodore Perry at Lake Erie in 1813. This view was taken in 1913 while passing through Lancaster Co., Pa.

States, Garber was in military service, afterwards entering Lafayette College, Easton, Pa., from the scientific department of which he graduated in 1868. He then became assistant in natural history there, and during the next few years made several trips of exploration in Pennsylvania and neighboring states, adding many features to the herbarium of that institution. In 1869 he entered the medical school of the University of Pennsylvania, Philadelphia, graduating in 1872, and for a short time practiced in Pittsburgh.

Failing in health, he went to Florida and the West Indies, making so extensive explorations among the flora of the Florida peninsula as to attract the attention of leading botanists in the United States and Europe. Returning north, Mr. Garber died in 1881, on his way home from a sojourn in the northwestern part of the State, and was buried in the old cemetery at Mountville. Several varieties of rare plants were named for him, both before and after his death, notably the "Garberia," a genus of the thistle, so named by Asa Gray.

In 1885, Hiram L. Garber sold his brother's private collections to Franklin and Marshall College, Lancaster, for a nominal sum, with the understanding that it should be known as the A. P. Garber Herbarium, which it is today. Some parts of it were subsequently exchanged with the herbarium of Columbia University and the Botanical Garden, New York City. The Smithsonian Institution, Washington, has a number of the Garber specimens.

Additional information about Dr. Garber and his work will be found in a biographical sketch by George C. Keidel, Ph.D., of the Library of Congress, Washington, published in 1914. The Garber property was subsequently purchased by U. S. Senator M. S. Quay, and greatly improved for use as a summer residence for himself and family. After his death, it was acquired by the present owner, a resident of Lancaster.

Picturesque and Historic Locality

From points of vantage on the highway west of Mountville there are extensive and entrancing views of the Susquehanna river, the first to be seen on this trip, though our road has been its watershed since about Malvern. Glancing northwest, to the north of Columbia borough, one will notice ridges of considerable height, and cliffs of white sandstone, apparently crowded to the water's edge by the hills back of them. These cliffs suggest the palisades of the Hudson, except that they are much greater in extent, and present no regular front for any distance.

Columbia lies at the foot of a sloping bank, whose grade is scarcely noticed by the motorist of today, and long since overcome by the railroad engineers. But when the first railway was built eastward from here about 1833 or '34, it was connected with the basin of the Pennsylvania Canal

Pen drawing from an old print

PRIMITIVE SUSQUEHANNA RIVER CROSSING

Before any bridge was erected at Columbia, crossing was by raft, rowboat or canoe. The picture shows a raft in the stream

PART OF BRIDGE ACROSS THE SUSQUEHANNA AT COLUMBIA, AFTER CYCLONE, SEPTEMBER, 1896

by an inclined plane 1800 feet in length and reaching a total height of 90 feet. That device was abandoned in 1840. Glancing at the river above and below, the locality selected for the ancient ferry, and afterward adopted for the various bridges, seems to be the only spot in the neighborhood where a suitable approach could be found on two opposite sides.

At the outskirts of Columbia, the trolley turns off to the left, but the highway continues straight ahead, crossing a branch of the Philadelphia & Reading R. R., and immediately rising into Lancaster Ave., which is followed to its end at Fifth and Locust streets. On the right at this point is a small park, and in the angle on the left a stone watering trough erected to commemorate the centennial of the laying out of the place. The figures "1788-1888" may be read from the moving car.

Turning left from Lancaster Ave., the route continues along Locust St. to Third St., identified by the Opera House with clock tower in the near left-hand corner, at the business center. Columbia is an enterprising and prosperous borough, though it has never achieved the importance promised in the olden days, and has been passed in population by Harrisburg, Wilkes-Barre and Williamsport, located farther up the Susquehanna.

Brief Sketch of Columbia and Wrightsville

As early as 1727, three enterprising English Quakers, from Chester County on the Delaware river, among them John Wright, whose name appears more often than any other in the history of this section, came on horseback along the Indian trail through the wilderness to the Susquehanna, clearing some lands on the east side of the river, on or near the sight of the modern borough. The only inhabitants of the locality at that time were a small tribe of Indian squatters, who remained for some years after the Quakers began to arrive; and then passed out of existence with the Susquehannocks.

Life on this farthest frontier was then extremely primitive. Flour for the first season's use had to be brought from the Darby mills near Philadelphia; and the only provisions, except those raised with infinite labor in the new country itself, came from the older settlements on the Delaware or the Schuylkill. Notwithstanding this, and the lack of roads, emigration increased until in 1730, it was estimated that a thousand people, mostly Quakers from the eastern fringe of the colony, had made their homes in the narrow belt of fertile country along the Susquehanna north and immediately northwest of the Wright's settlement.

This growth in population and eagerness of the early inhabitants to take up the extensive free lands west of the river soon led to a demand for a means of crossing at this point. As early as 1730, John Wright procured a patent for a ferry which, with its successors, served the growing requirements of travel and transportation here for the greater part of a century. On August 19, 1749, that part of the original Lancaster County west of the Susquehanna was divided off and made into York County. A considerable number of the horses and wagons secured by Benjamin Franklin for the Braddock campaign of 1755 were secured on the farther side of the river.

Early Developments of This Section

Several factors led to fairly rapid development of the section from Lancaster to and across the Susquehanna into the district of which York is the center. The temporary setback to emigration and travel to the west as the result of Braddock's defeat at the battle of the Monongahela in July, 1755, was largely overcome by the successful campaign against Fort DuQuesne by General Forbes in 1758. But the hostility of the remaining Indian inhabitants of the Ohio country led many pioneers of that period to continue on the direct route from Lancaster to the Susquehanna, crossing that river at the present site of Columbia, and thence on to York. There, instead of following the direct route through what is now Gettysburg and Chambersburg to Pittsburgh, they turned southwest to the Potomac, continuing down the Shenandoah valley and entering Kentucky over the Wilderness Road.

During the Revolution, the district west of the Susquehanna was sufficiently removed from the zone of operations of the British forces to pursue its development in relative peace and security. It was not, however, free from Tory influences. Over the highway from York east to Columbia and Lancaster often passed wagons loaded with flour, pork and other provisions purchased in the interior by British agents during the occupation of Philadelphia and sent to that city. Some of them fell in with Col. Morgan's corps of Virginia riflemen, and were taken to help feed Washington's starving regiments at Valley Forge.

In 1788, Columbia was laid out by Samuel Wright, grandson of the founder, John Wright, established as a town and given its present name. This was one of the sites considered by Congress in 1789-'90 for permanent capital of the United States. A great deal of early travel from Phila-

delphia to Washington went by the way of Lancaster, Columbia, York and Baltimore or Frederick. In June, 1800, President John Adams made the trip to the new National Capital this way; and on more than one occasion Daniel Webster passed through with his bright yellow carriage driven by a negro coachman.

Lancaster and York were great distilling centers on this route in the early days, corn whiskey being the principal output. The product of the distilleries at Lancaster went mostly to Philadelphia, while that from York was marketed chiefly in Baltimore. The tolls over the turnpikes added to the expense of the spirits at destination, although they were sold at remarkably low prices at both terminals. Both Lancaster and York were strongholds of federalism in the first years of the Republic.

Evolution of an Important Crossing

From Locust and Third streets, Columbia, the route turns right on Third St. to Chestnut St., left on Chestnut St. one square to Second St., jogging right and then left on Second St. to enter Bridge St. The many railroad tracks and extensive yards just before reaching the bridge indicate the present importance of this place as a transportation center. Shortly after passing the railroad station, on the left, the motorist is halted and informed whether or not the way is clear to cross in safety.

This open steel-work bridge, a mile and an eighth long, is owned by the Pennsylvania railroad, and used for both rail and highway traffic. Automobiles and trains are dispatched by the same system. The railroad tracks are in the center, and a narrow surface on each side of them is used for road traffic. On the way over, some interesting views of the river are had through the open-work of the bridge.

The toll charged is 20 cents for the car and three cents for each passenger, which seems reasonable, though complaints have at times been made. It is a question whether highway tolls alone would support the long and expensive bridge required at this point; moreover, in case of damage to the present structure, the railroad company, and not the towns on either side, would be obliged to put it in shape for traffic.

The movement for a bridge on the site of John Wright's old ferry dates back to the turnpike building era. Travel and transportation over the routes centering here had become of too great volume to be restricted to the limited facilities of a ferry, stopped by ice during several months of the year. On March 28, 1809, before either canals or railroads were more than dimly forseen, the State legislature passed an act incorporating a company for the purpose of bridging the Susquehanna.

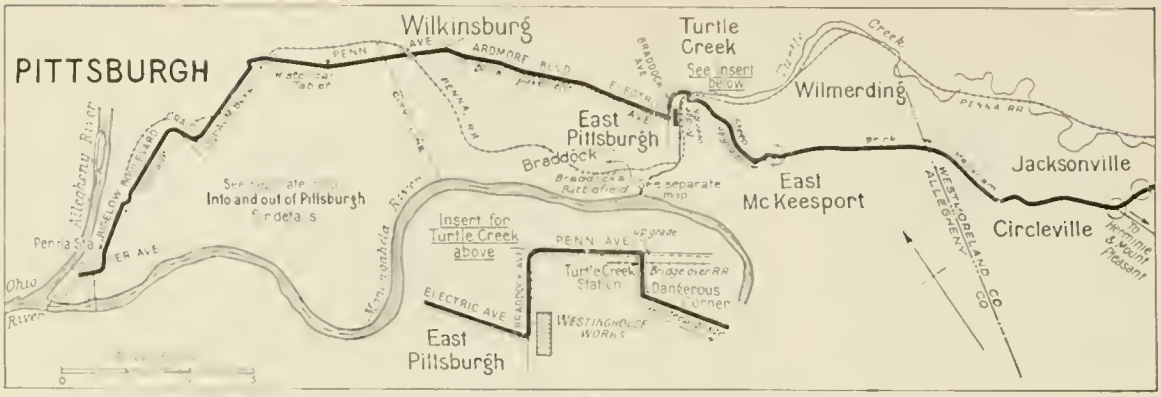
Stephen Girard, the Philadelphia merchant, and probably the wealthiest man in the country at that time, was one of the incorporators; another was Abraham Witmer, who a few years before built the bridge still standing over Conestoga creek just east of Lancaster. The act was approved by Gov. Snyder of Pennsylvania, and commissioners were appointed to receive subscriptions to the authorized capital of $400,000.

It was a large undertaking for those days, both from an engineering and financial standpoint; and the public hesitated at the risks involved.

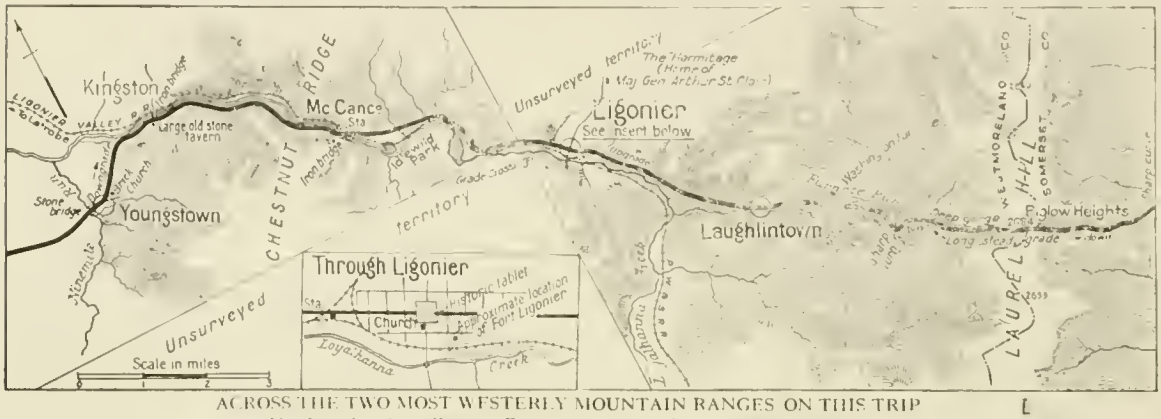
Photo by Richards & Eckman, Columbia

RAILROAD AND HIGHWAY BRIDGE ACROSS THE SUSQUEHANNA RIVER, COLUMBIA, PA.

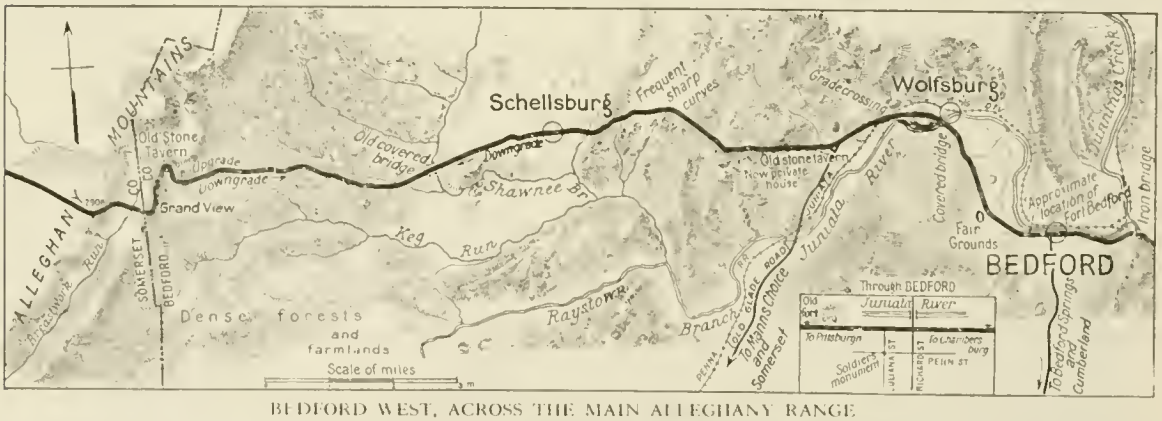
This is by far the longest bridge on the Philadelphia-Pittsburgh route, and the only one where toll is now charged. View from west side of river, a short distance below Wrightsville. Columbia may be seen on the east bank, upper right-hand corner of picture. In the middle foreground are the tracks of the Northern Central division, Pennsylvania R. R.



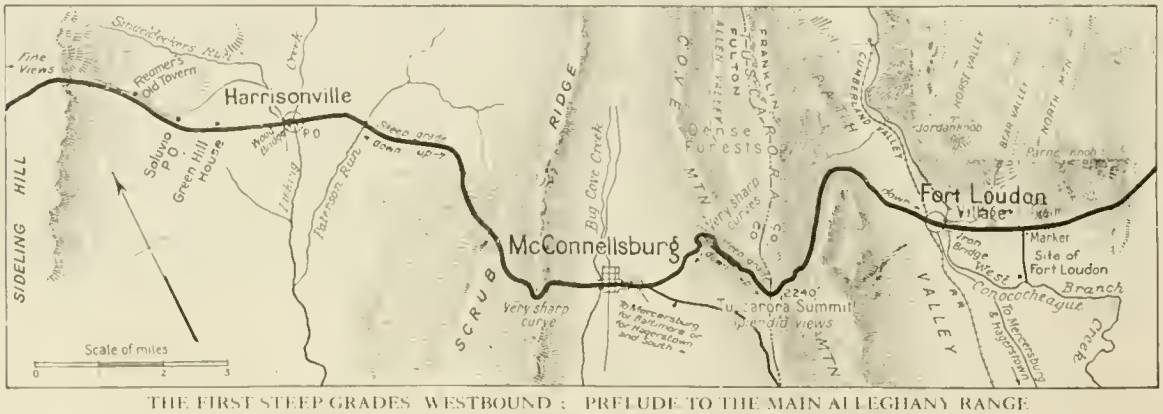
THROUGH A GROUP OF INDUSTRIAL SUBURBS INTO PITTSBURGH
No. 1 reading from West to East, or No. 16 reading from East to West



ACROSS THE TWO MOST WESTERLY MOUNTAIN RANGES ON THIS TRIP
No. 3 reading from West to East, or No. 14 reading from East to West



BEDFORD WEST, ACROSS THE MAIN ALLEGHANY RANGE
No. 5 reading from West to East, or No. 12 reading from East to West



THE FIRST STEEP GRADES WESTBOUND : PRELUDE TO THE MAIN ALLEGHANY RANGE
No. 7 reading from West to East, or No. 10 reading from East to West

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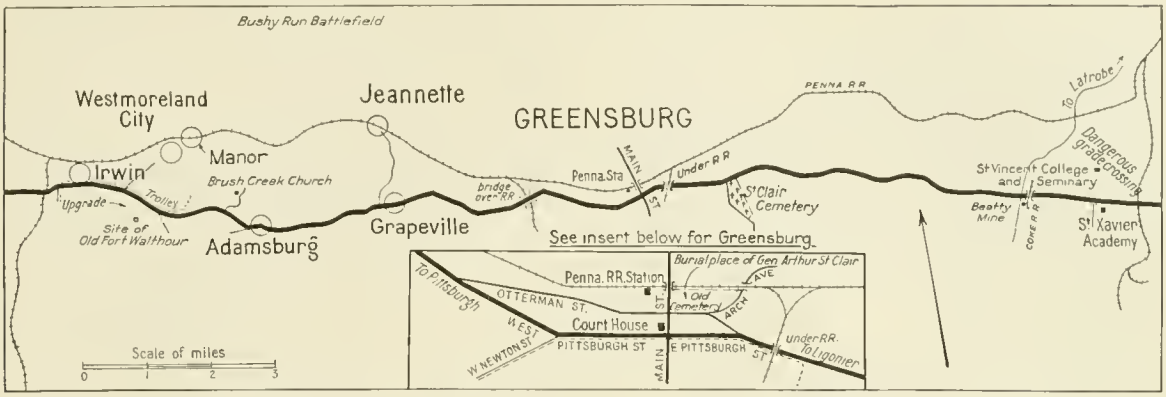
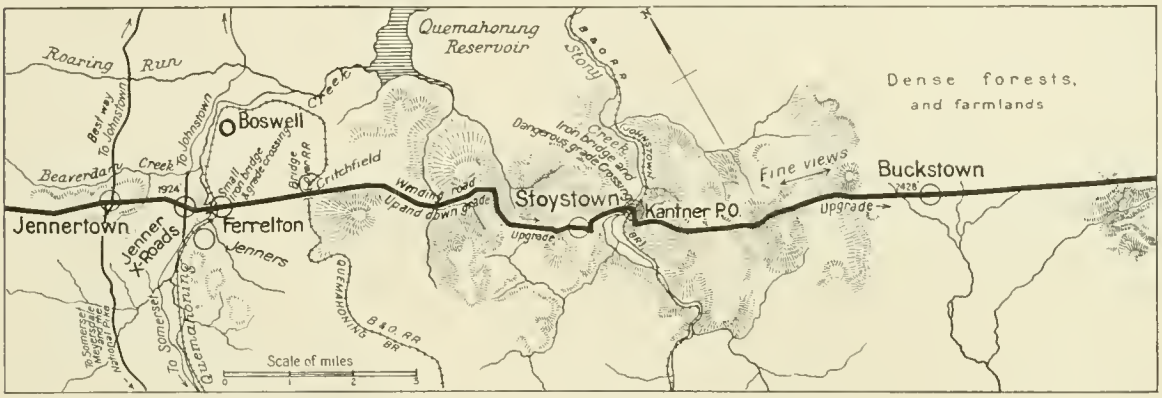
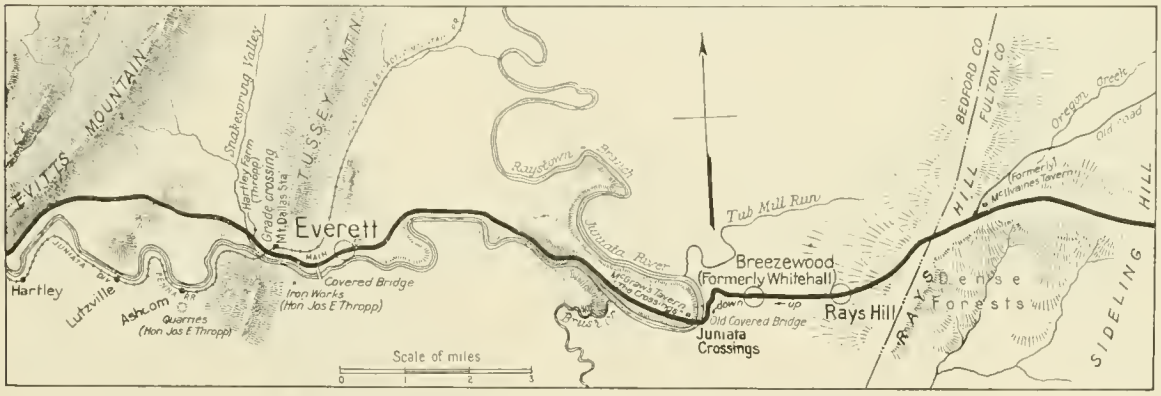


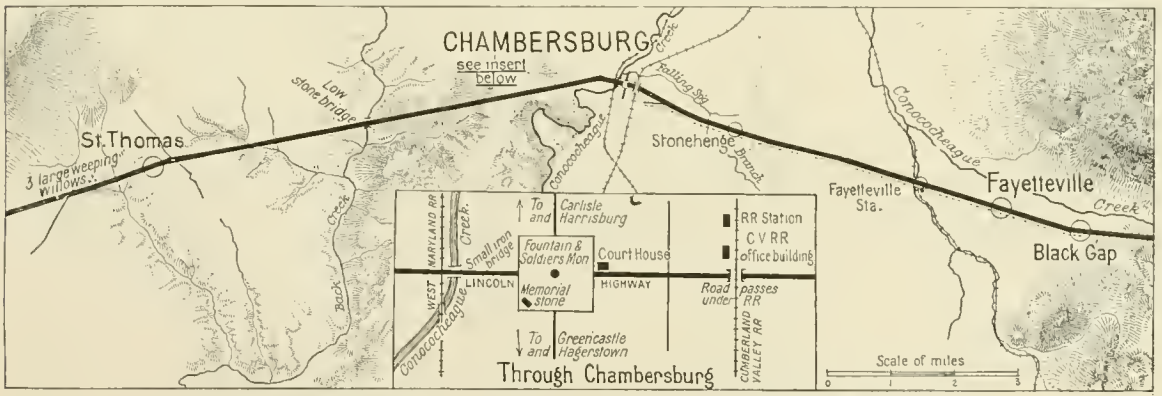
SECTION THROUGH GREENSBURG: A GREAT COAL-PRODUCING AREA
No. 2 reading from West to East, or No. 15 reading from East to West



STILL IN THE MOUNTAINS SLOPING GENERALLY WEST
No. 4 reading from West to East, or No. 13 reading from East to West

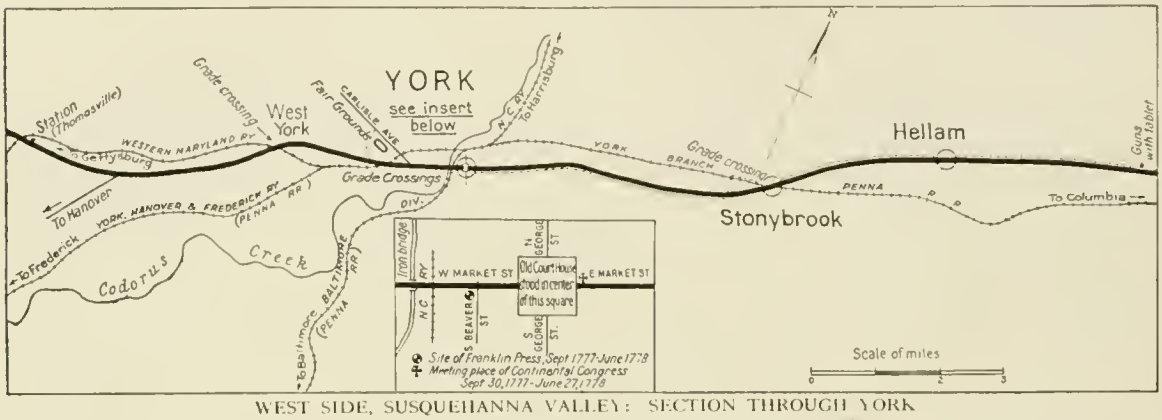


MOSTLY ALONG THE RAYSTOWN BRANCH, JUNIATA RIVER
No. 6 reading from West to East, or No. 11 reading from East to West

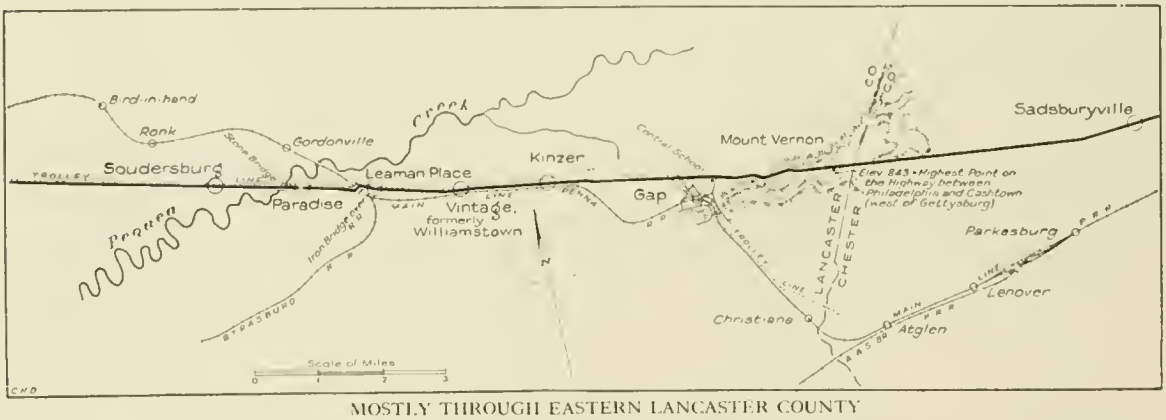


SECTION ACROSS THE CUMBERLAND VALLEY, THROUGH CHAMBERSBURG
No. 8 reading from West to East, or No. 9 reading from East to West

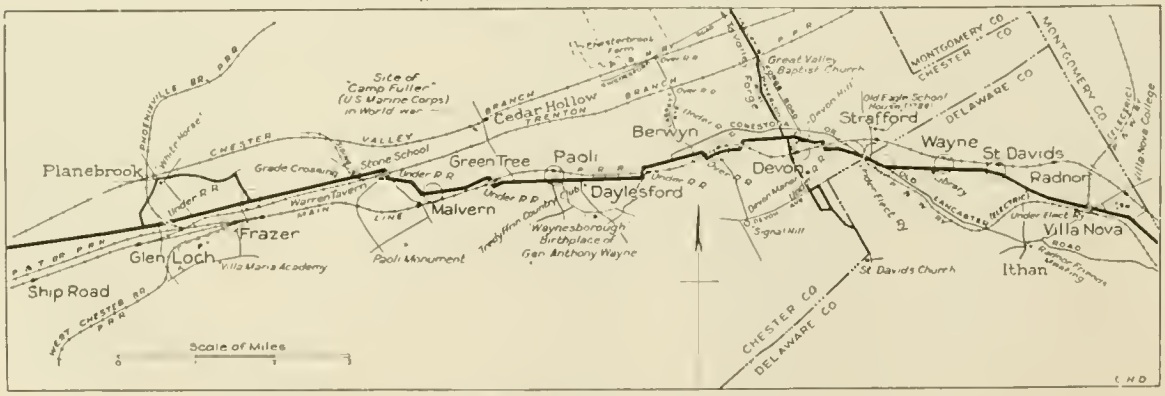
GETTYSBURG WEST THROUGH THE CASHTOWN PASS OF SOUTH MOUNTAIN
No. 9 reading from West to East, or No. 8 reading from East to West



WEST SIDE, SUSQUEHANNA VALLEY: SECTION THROUGH YORK
No. 11 reading from West to East, or No. 6 reading from East to West

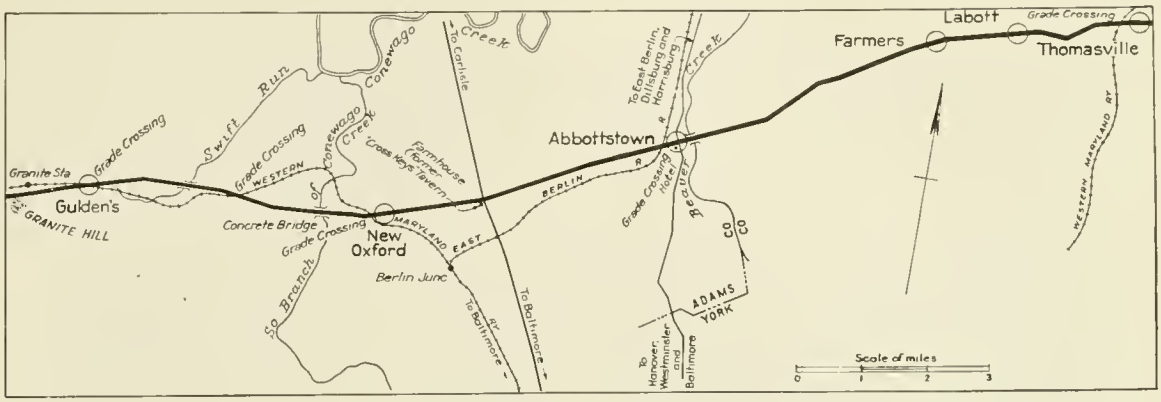


MOSTLY THROUGH EASTERN LANCASTER COUNTY
No. 13 reading from West to East, or No. 4 reading from East to West

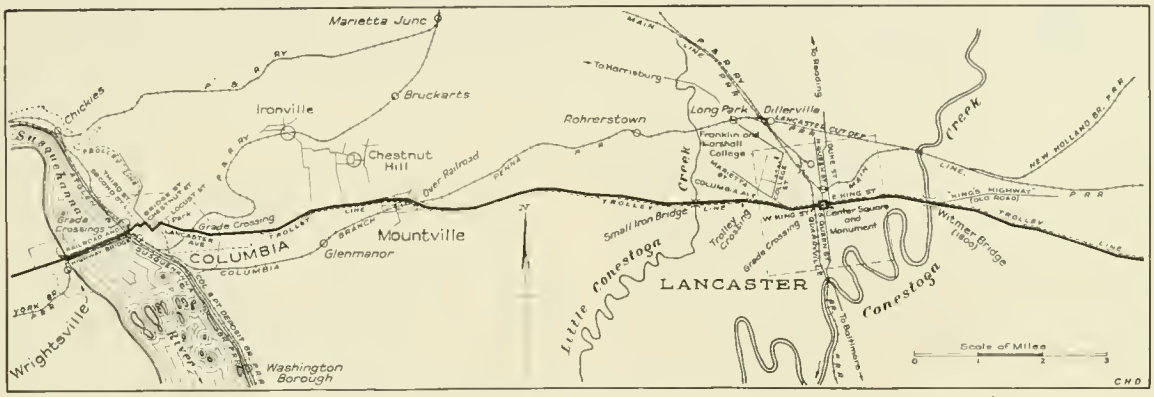


THROUGH THE MIDDLE-DISTANCE SUBURBS
No. 15 reading from West to East, or No. 2 reading from East to West

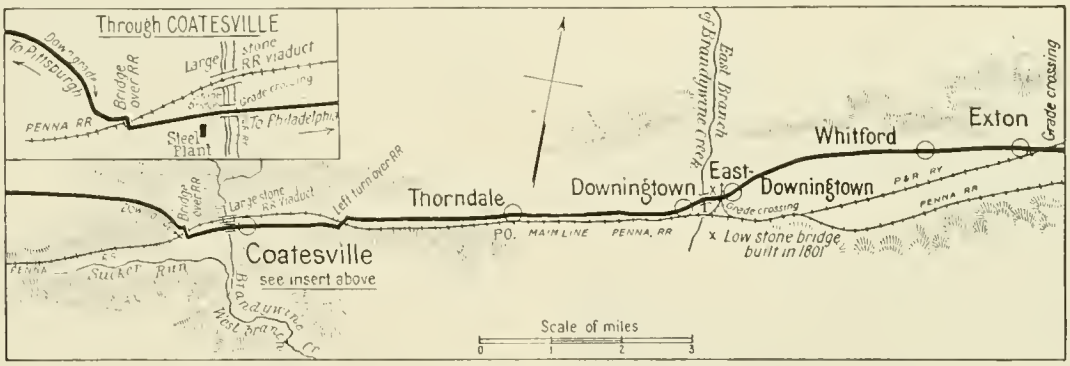
Traveling east, the maps on these 4 pages make a complete and consecutive series—from left to right, down the page, like type. Westbound, they read from right to left (a disadvantage inherent in reading any map in that direction), and up the page



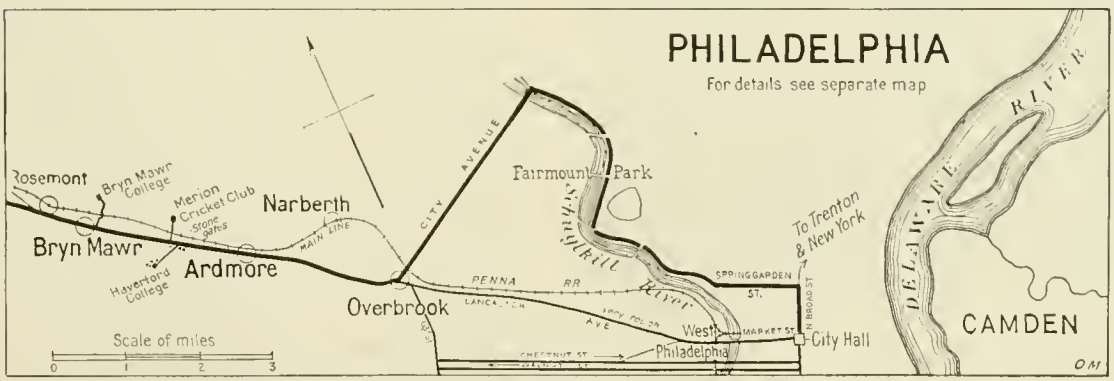
MIDDLE SECTION BETWEEN YORK AND GETTYSBURG
No. 10 reading from West to East, or No. 7 reading from East to West



THROUGH LANCASTER, TO AND ACROSS THE SUSQUEHANNA AT COLUMBIA
No. 12 reading from West to East, or No. 5 reading from East to West



THROUGH DOWNINGTOWN AND COATESVILLE, THE "BRANDYWINE" SECTION
No. 14 reading from West to East, or No. 3 reading from East to West



OUT OF PHILADELPHIA, AND THROUGH THE FIRST "MAIN LINE" SUBURBS
No. 16 reading from West to East, or No. 1 reading from East to West

In November, 1811, however, sufficient subscriptions had been secured to justify the governor in creating the corporation; the following month the stockholders met and elected John Wright president. By way of assisting so great a work, the State voted a subsidy of $90,000, one-half payable on completion of the abutments, and the balance when the bridge was open to traffic.

Three Structures Demolished on This Site

Work on the first bridge was started under a contract dated July 8, 1812, and completed in 1814, at a cost of $233,000. After carrying the increasing traffic for about eighteen years, the original structure was carried away by an ice freshet in the winter of 1832; and was subsequently rebuilt on the same understructure at a cost of $157,030. This second bridge lasted until June 28, 1863, when it was burned to prevent the Confederate forces from crossing, as will be referred to more specifically in a later paragraph.

On account of the losses already incurred by private companies in the attempt to bridge the river here, and the difficulty of raising new capital during a critical stage of the war between the States, a ferry was re-established to accommodate as best it could the traffic at this point. It is an interesting fact that the successor to this emergency war-time ferry is still carrying some traffic which does not care to pay the rates charged by the bridge company. The tourist happening to catch a view of this old ferry, will have a fair idea of the principal means of transportation between Columbia and Wrightsville a half century or more ago.

Photo by J. K. Miller, Maytown

VIEW IMMEDIATELY NORTH OF COLUMBIA, PA.

Showing remains of the Pennsylvania Canal, now abandoned, the railway, which replaced it as the means of transportation through this section, and Chickies Rocks, overlooking the Susquehanna river in the distance

In time the company owning the piers and abutments sold them, and the franchise, to the Pennsylvania Railroad Co., which later rebuilt the structure. Misfortune seemed to follow the effort to make a permanent crossing here, as the first railroad bridge was carried away by a cyclone somewhat over twenty years ago. Having now become a vital link in a great railway system, the Pennsylvania as soon as possible thereafter built the present structure, the first one of iron, the three previous bridges having been of wood.

During the canal era, a tow-path on the side of the old bridges provided a way for teams to walk across the Susquehanna, towing canal boats from the Pennsylvania Canal on the Columbia side to the Tidewater Canal on the York County side. This plan for connecting two canal systems across a great, wide river was in successful operation for a number of years; but of course was given up when the canals were sold by the State and their business divided between the railroad and the highway.

Some Interesting Later History

Columbia was the eastern terminus of the old-time interior canal system of Pennsylvania. Here passengers and freight were transferred to and from boats and the railroad coaches of that period. In 1836 through travel and transportation were provided between Philadelphia and Pittsburgh over this unique combination route, which used a primitive railway from Philadelphia to Columbia, the Pennsylvania Canal from thence to the eastern base of the mountains, the Alleghany Portage R. R. across the summit, and another canal the balance of the way into and down the Allegheny river to Pittsburgh.

For many years, this old river town was a busy interior marine port, and had extensive commerce, especially with the lumber-producing regions on the upper Susquehanna river in Pennsylvania and New York State, whose product was mostly carried down past Harrisburg, Marietta and Columbia to Havre de Grace and Baltimore. After this trade vanished, and Columbia became a way point instead of the terminal and traffic-exchange of the olden time, its energies and activities were turned to diversified manufacture, in which the locality has been notably successful, as evidenced by the furnaces, rolling mills and other establishments in operation there now.

This part of the river was once noted for its shad fisheries. Large numbers of shad came up from the ocean through Chesapeake bay into the Susquehanna to spawn, making an extensive and profitable business of catching and shipping them to Philadelphia and other markets. But the building, several years ago, of the large power-plant at McCall's Ferry, farther down the river, made it impossible for the shad to come up beyond that point.

Columbia was one of the most important "stations" on the "underground railroad" for escaping slaves between the South and Canada; and on

Photo by J. K. Miller, Maytown, Pa.

VIEW OF THE COUNTRY IMMEDIATELY NORTH AND NORTHWEST OF COLUMBIA, PA.

Taken from one of the many hillsides bordering the Susquehanna on this part of the route. In the extreme left of the picture is a bit of that historic river; to the right of it an iron furnace, of which there are many in this region, can be seen. The surrounding country is divided into many well-kept and prosperous farms

account of its nearness to the Mason-Dixon Line, southern officers frequently went through this section in search of their property. The first return of a slave to his master under the Fugitive Slave law is said to have occurred here in the fall of 1850. Thaddeus Stevens, the great commoner, then residing at Lancaster, was active in preventing the return of runaway slaves, and on more than one occasion gave his services free in the defense of them and sympathetic parties harboring them. *The Spy*, Columbia, is one of the oldest and most influential newspapers in any small interior point in Pennsylvania; about 1830, Edgar Allen Poe was one of its contributors.

After crossing the long bridge, and stopping to pay toll on the western end, the tourist continues straight ahead over the railroad tracks which run alongside the west bank of the Susquehanna in this vicinity, and begins a slight ascent into Wrightsville. It is worth while to stop midway up this grade for the view across the river back toward Columbia, which extends for a considerable distance along the eastern side of the river, and presents a very attractive sight. If one cares to stop nearer the bridge exit and travel a short distance south along the river road, some interesting remains of the old Tidewater Canal may be seen. The Pennsylvania Canal was altogether on the east side, and is seen no more on this trip.

Now, more than heretofore in traveling this route, the motorist is conscious of speeding toward the west. Up to this time all the streams crossed have drained into the Delaware, the Schuylkill or the Susquehanna; but from now on they will drain into the Potomac, not far distant to the south on the next stage of this trip, or into streams which by long and circuitous courses flow ultimately into the Ohio, the Mississippi and the Gulf of Mexico. One begins to miss the old taverns, which have been frequent since leaving the outskirts of Philadelphia; from now on these will be few and far between, the greater number of the remaining old inns on the way to Pittsburgh being found in the mountain sections beyond Chambersburg.

Entering the "Debatable Ground"

A new and highly interesting feature is added to the route from the west side of the Susquehanna through York and Gettysburg to Chambersburg from the fact that it traverses a section crossed and recrossed by the contending forces of blue and gray during the civil war. While these movements culminated at the Gettysburg battlefield, through the very midst of which we are shortly to pass, there are other points of only relatively lesser interest, due to the fact that they were on some part of the routes followed by the Confederate forces in their invasion of the North in the summer of 1863.

Evidences of that great campaign begin to be seen at Wrightsville, and do not come to an end until this route enters the Alleghanies west of the zone of operations during 1861-'65. A brief general summary of the principal events will prove useful to the tourist who desires to understand the movements of both forces, and to identify the points of interest on or nearby this route more or less closely related to them.

At the battle of Chancellorsville, May, 1863, the Federal army under Hooker failed to achieve its main purpose, and left the advantage with Lee, who had waged that conflict with smaller forces but with greater skill. The fortunes of the Confederacy were then at their highest tide, while the North was passing through a corresponding period of depression. Lee seized upon this occasion for an invasion of Maryland and Pennsylva-

nia, employing for that purpose between 70,000 and 80,000 veterans of the late Virginia campaigns, the largest and most efficient army ever assembled under the southern flag.

Three corps of three divisions each, under the command of Longstreet, Ewell and A. P. Hill, were moved north of the Potomac with fair prospects of capturing Harrisburg, Philadelphia, Baltimore and even Washington. On June 27, 1863, the first encampment on northern soil was made near Chambersburg, which threatened Harrisburg by the short route through the Cumberland valley. Ewell's forces occupied Carlisle and York, enforcing heavy contributions in cash, clothing and provisions, while they seized the crops and cattle on the farms along their lines of march, offering payment in Confederate paper.

Turned Back at the Susquehanna

On June 15th, President Lincoln had hurriedly called for 100,000 militia from Pennsylvania, Maryland, West Virginia and Ohio to repel anticipated attacks at widely scattered points threatened by the invasion, thereby leaving the Army of the Potomac more free to deal in full force with the Army of Northern Virginia. Hasty defenses were thrown up along the general line of the Susquehanna, west of that river from Harrisburg south; and the quickly raised militia levies somewhat checked the forces of the Confederacy.

Ewell was approaching Harrisburg, creating widespread panic, but encountering no organized opposition. Early's division of his corps had passed through York to the western bank of the Susquehanna at Wrightsville; but was prevented from crossing by the State troops, who on Sunday, June 28th, after the people of adjacent sections of York County had brought their horses, cattle and as many provisions as possible to the Lancaster County side, to prevent them from falling into the hands of the Confederates, burned the long covered bridge there.

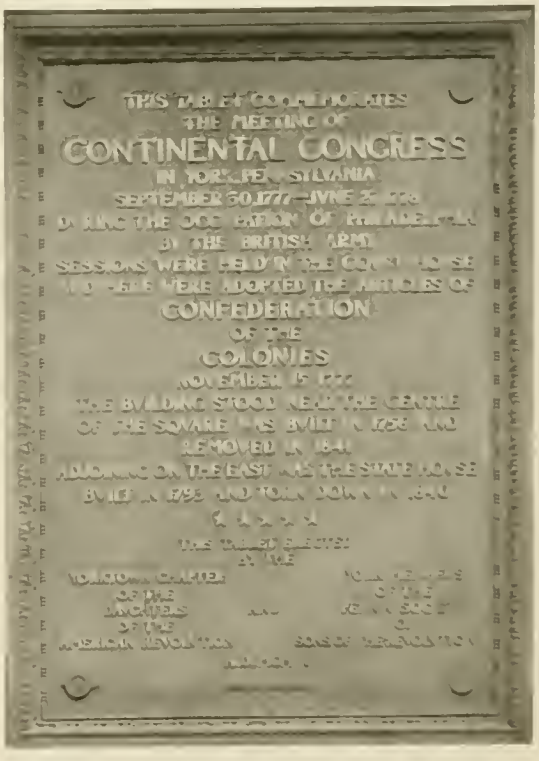
Sweeping along from span to span, the fire soon transformed the whole structure into a mass of flame. Blazing timbers hissed as they dropped into the stream and floated toward the dam. The southern soldiers, whose onward progress was now stopped, lined the banks of the river and swarmed over the adjacent hills, interested spectators of the unexpected scene. Men, women and children crowded the eastern bank, almost spell-bound as the fire dashed fantastic colors on sky and water.

It was anticipated that Columbia would be shelled by the Confederate forces, which caused a partial panic and stampede; but that did not take place, the amunition of the invaders being reserved for much more important uses. The difficulty of crossing so wide a stream, now without any bridge nearer than Harrisburg, with a force large enough to overawe the intermediate country and capture some of the leading cities east of the Susquehanna, and the probability that the two main armies, commanded by Meade and Lee, would meet within a few days in perhaps the decisive contest of the war, led the Confederates to quickly withdraw all their forces from this vicinity.

Could these developments have been foreseen, the bridge, which was last one under private ownership at this point, would probably not have been burned. Never again did the stars and bars wave as far north or east. Columbia, Lancaster and Philadelphia were safe from further attack, and soon the principal scenes of conflict were shifted back to the Gettysburg battlefield and across the Potomac to Virginia. A brief reminder of these events is a tablet between two cannon alongside the highway in the center of Wrightsville, which reads as follows:

> These guns, presented by the United States government, mark Wrightsville as the farthest point reached by the Confederate forces, June 28, 1863, during the Civil War.

The great conflict of 1861-'65 came close to but did not cross the Susquehanna. Gradually rising from the broad, placid, majestic river, the route becomes a straightaway from Wrightsville through a fertile and attractive farming country, whose principal staple seems to be tobacco. The interurban trolley is followed through the small village of Hellam, where two or three substantial old buildings attract passing attention. At the next small town, Stony Brook, the highway crosses the Northern Central R. R. and passes a number of fine residences on its way through East Market St. to the Square, center of York.



HISTORICAL TABLET ON SMALL BUILDING IN NORTHEASTERN ANGLE OF CENTER SQUARE, YORK, PA.

The Lincoln Highway in Pennsylvania

Chapter IV---York to Gettysburg—29 Miles

Through Thomasville, Abbottstown and New Oxford

The tourist passing through York even without stop is impressed by the prosperity reflected in the business establishments, the homes and general aspect of the place. In the background, there is much interesting history, particularly of the colonial and Revolutionary periods.

York, the first permanent town established west of the Susquehanna, was settled in 1731, mostly by Germans, but named after Yorkshire, England. It was surveyed and laid out in squares in 1741; practically no changes have since been made, the place growing outward in every direction along the original lines. Though within the Penn grant, a considerable part of this region was claimed for a long time by Maryland under the charter rights of the Calverts.

The issue was complicated by the fact that many thrifty German settlers in what is now York County accepted titles from Maryland to avoid Provincial taxes. Being afterward convinced that this might be injurious to their future interests, they renounced the authority of Lord Baltimore, and sought protection from Pennsylvania. Clashes between the representatives of the two colonies became inevitable.

The sheriff of Baltimore County was sent with 300 men to eject them, and was met by the sheriff of Lancaster County, supported by a large party, who induced the Maryland force to return, after the Germans had promised to consult together and answer the requisitions of Lord Baltimore. Soon afterward a stronger Maryland force, under Captain Cresap, attempted to drive out the settlers, and killed one of the persons who resisted them. This brought the sheriff of Lancaster County again to the scene, and after a sharp contest, in which some were killed and Cresap wounded, he was taken to Philadelphia and imprisoned. Many of the Germans were driven from their homes by the Marylanders, and the whole settlement harassed.

After a number of rioters had been taken to prison at Lancaster, a strong party from Maryland proceeded there, broke open the jail and released them. In 1737, an order of the King in council induced both parties to refrain from further violence, and the boundary dispute was finally settled by more peaceful means. Bitter feelings between the factions continued, however, for very many years.

Meeting Place of the Continental Congress

York was made the county seat on the establishment of the county in 1749, and the first court house was erected in Center Square in 1756, with no expectation of the important use to which it would be put a little more than twenty years later. But after the colonies entered the war with Great Britain, their capital was moved inland. In 1777, when Lord Howe was in possession of Philadelphia, the Continental Congress adjourned for one day to Lancaster and then took more permanent quarters in York, which had the advantage of being within comparatively easy distance of the coast and yet beyond range of the British armies.

The westbound tourist, turning right at the eastern side of the square to go around the north side of the same, may see on the business building at the northeast corner of East Market St. and the square, the tablet reproduced on page 54, which gives dates and other information in better form than uniform type. Some of the most important events of the Revolution during the nine months that the Continental Congress assembled here, are not mentioned on the tablet.

At York the Congress heard the news of the surrender of Burgoyne at Saratoga, commissioned LaFayette and Steuben, major-generals of the Revolution, rejoiced at the news from Benjamin Franklin, at Paris, of the "Treaty of Amity and Commerce" between France and the United States, France agreeing to send money, a fleet and an army to aid the patriot cause, and received the first installment of the money promised. Philip Livingston of New York, one of the signers of the Declaration of Independence, died here while attending the Continental Congress, and is buried in Prospect Hill Cemetery. The grave of James Smith, of York, another signer of the Declaration, is in front of the Presbyterian Church on East Market St.

Here the "Conway cabal," the object of which was to have Washington superceded by Gen. Horatio Gates, collapsed at a banquet given to LaFayette in 1778. At York, Gen. Anthony Wayne and "Light Horse Harry" Lee recruited their legions before going to Yorktown, Va., in 1781. After the surrender of Lord Cornwallis there, many of the captured British soldiers were transferred to York and kept until peace was declared.

While the principal old landmarks here have, unfortunately, been removed, care has been taken to identify their former locations and give visitors specific information about them. In York's churchyards are buried some of the most distinguished men of the trans-Susquehanna section during the colonial and Revolutionary periods. The Quaker Meeting House on West Philadelphia St. is one of the oldest buildings in the city.

Running along West Market St., one may notice Trinity First Reformed Church, on the left a

Photo from York Chamber of Commerce

CENTER SQUARE, YORK, PA.

In this open space stood the York Co. Court House, where the Continental Congress met in 1777-'78. The principal routes from the city lead straight out in the four cardinal directions from the square

short distance west of the square. A tablet on the iron fence in front of it marks the site of the home of Thomas Hartley, Revolutionary soldier and friend of Washington. Just ahead, on the west side of Beaver St., and on the south side of West Market St., is a point of unusual interest, but almost sure to be passed unnoticed unless one is on the lookout for it. A tablet placed by the local chapter, Daughters of the American Revolution, and set into the sidewalk in front of a pharmacy, reads as follows:

> In a building on this site, from September, 1777, to June, 1778, the Franklin Press printed the *Pennsylvania Gazette*, the official publication of the Continental Congress, and $12,000,000 of Continental currency.

The first iron steamboat was made in York. Here, also, Phineas Davis built the first locomotive in America to burn anthracite coal, and won a prize of $4,000 from the B. & O. R. R. for his invention.

During the era of canal development through central Pennsylvania, navigation was opened between York and the Susquehanna by Codorus creek, a brief glimpse of which will shortly be had. That was abandoned many years ago, and York is well served by railroads and highways radiating in the principal directions. In the olden days, as now, this was an important center for travel, being not only on the through route between Philadelphia and Pittsburgh, but on the almost equally important line from the upper and middle Susquehanna river country to Baltimore, or to Frederick and the Shenandoah valley.

Civil War Events at York

Gen. Jubal A. Early entered this place on the morning of Sunday, June 28, 1863, with a division of 10,000 Confederates. He took up headquarters in the Court House, called a public meeting and read to the large audience a requisition upon the people of York for $100,000 in U. S. currency and $40,000 worth of flour, meat and clothing.

The town was unable to furnish the entire amount of ready money, but a committee appointed raised nearly $29,000 toward it, and supplied a large amount of flour to each of Early's four brigades. At the office of Mr. Samuel Small, the money was handed to him in the presence of two persons still (1920) living in York.

All of the papers relating to the requisition, covering several pages, are carefully preserved in the archives of the Historical Society of York County, which occupies a large room on the third floor of the Court House. Visitors will find great interest in the museum and library of the Society, containing about 10,000 specimens, local views and relics, also about 3,000 books relating to Pennsylvania history. This library and museum were built up by Mr. George R. Prowell, the curator and librarian, after his return from twelve years as newspaper correspondent at Washington in 1904.

On the second one of the nearly two days Early remained here, he demanded that the mayor go with him to the carshops near the station, for the purpose of burning them unless the people raised the balance of the money. While standing near the shops a courier arrived from General Ewell, his corps commander, then at Carlisle, ordering him to return with all possible haste to Gettysburg. (Early's advance brigade under Gordon had already moved farther east to Wrightsville, which led to the burning of the bridge there as noted in the references to that place).

Just as the courier arrived, Mr. Philip Small, father of Samuel Small, stepped up and said, "General, I will give you my draft on New York

for the balance of the requisition, if you do not burn the shops, for that would start a fire which would destroy part of the town. We cannot now give you the currency, for all the bank deposits have been sent away." Early (after he read the orders from Ewell), told Mr. Small that he would consider his proposition the next morning.

On two occasions in 1890, Mr. Prowell visited Early at his Lynchburg, Va., home. The General handed the visitor from York an original printed copy of the address which he had intended to circulate; but on account of his sudden recall, it was never distributed. The only other original is now in the Library of Congress, Washington. It may be interesting to read a verbatim copy of this proclamation, 57 years after it was prepared:

York, Pa., June 30, 1863.

To the Citizens of York:

I have abstained from burning the railroad buildings and carshops because after examination I am satisfied the safery of the town would be endangered; and, acting in the spirit of humanity, which has ever characterized my government and its military authorities, I do not desire to involve the innocent in the same punishment with the guilty. Had I applied the torch without regard to consequences, I would have been fully vindicated as an act of just retaliation for many authorized acts of barbarity perpetrated by your own army upon our soil. But we do not war upon women and children, and I trust the treatment you have met with at the hands of my soldiers will open your eyes to the monstrous iniquity of the war waged by your government upon the people of the Confederate States, and that you will make an effort to shake off the revolting tyranny under which it is apparent to all you are yourselves groaning.

J. A. EARLY,
Major-General, C. S. A.

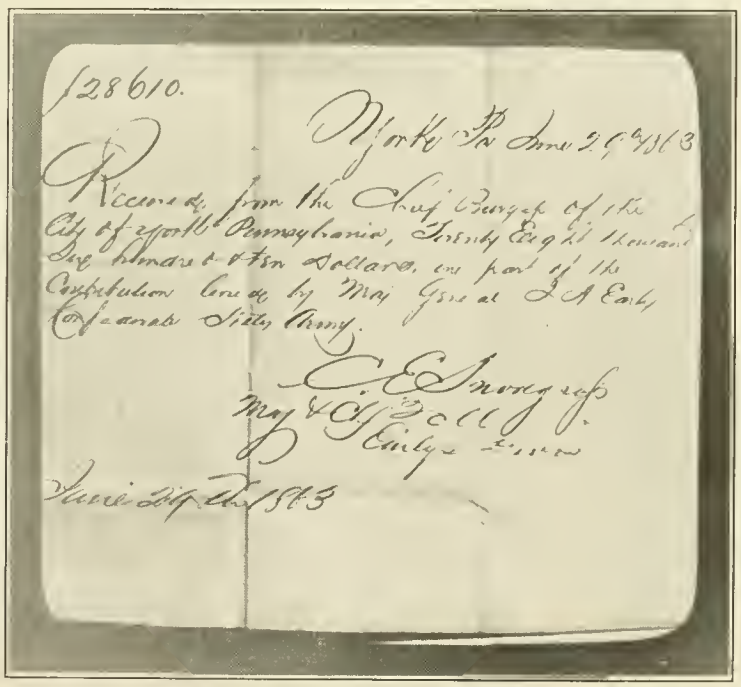
No permanent injury was done to York by the Confederate raid through this section, though of course the farmers, merchants and others who accepted southern currency in exchange for cattle, provisions, clothing and supplies taken by the invading forces found it valueless after the war. Continuing along West Market St., a broad, well-kept thoroughfare, the tourist crosses the Baltimore division, Northern Central R. R., then an iron bridge over Codorus creek, and comes to a large brick building in the angle made by Carlisle Ave. The latter is the beginning of a short-cut from this route to Carlisle and the northeastern section of the Cumberland Valley.

Just beyond the fork, the highway crosses the Frederick branch Northern Central, and Western Maryland railroads, which shortly diverge for two widely different routes to Hanover. Looking over to the right, one will notice the grounds of the York County Fair, one of the oldest, largest and best patronized in Pennsylvania. Inside the grounds, located in the widened angle of West Market St. and Carlisle Ave., is a large oval track used for horse racing, and occasionally for automobile contests. At West York, the trolley comes to an end.

Westward from York

The tourist now finally leaves behind every visible reminder of the Revolutionary period, all of whose important events took place east of York's farther limits. The highway, fairly well out of the Susquehanna watershed, ascends very gradually to the higher average elevations characteristic of the central part of the State. About a mile west of the Fair Grounds is a crossing of the Western Maryland R. R., not easily noticed at speed.

Two-and-a-half miles farther on, a prominent left-hand road branches off toward Hanover, an-



Copyrighted by John S. Mundorf, York

REMINDER OF THE CONFEDERATES AT YORK, PA., IN '63

Receipt given by authority of Gen. Jubal A. Early for part payment of contribution levied upon that city by his division while en route to the Susquehanna. The Confederates operating in this section were soon recalled to participate in the battle at Gettysburg; and never returned for the "balance due." This photograph copy furnished through Mr. George R. Prowell, York.

other old settlement, and also an important point on the pre-Revolutionary route of travel from Philadelphia, Lancaster, Columbia and York to the Potomac river and the Shenandoah valley of Virginia. Much of the earliest travel and emigration probably took the short-cut from this point. The "Five Mile House" was a tavern here in stage-coach days. A sign at the point where this first left-hand road to Hanover is passed indicates 23 miles along the direct route to Gettysburg.

The road again crosses the Western Maryland R. R. coming into the small village of Thomasville; on the right here is one of the several remaining toll-houses, relic of a system now extinct on this route. One will occasionally notice old buildings, undoubtedly either taverns or wagon-stands in stage-coach days, but none large or distinctive as many seen east of Lancaster. One of them, on the right, at the hamlet of Farmers, about $2\frac{1}{2}$ miles west of Thomasville, is identified by its sign as the "Ten Mile House"; by odometer it is exactly $10\frac{1}{2}$ miles from the square at York, from which road measurements were made in the olden time in this part of the State.

About 7 miles west of Thomasville, our route crosses a small bridge over Beaver creek, a tributary of Conewago creek, the dividing line between York and Adams counties. The latter was laid off from the former and made a separate county on January 22, 1800, a little more than a year before the close of John Adams' term as President, and in all probability named after him.

Many of the excellent farms in this section were settled during the great expansion era following the war of 1812-14; and a few of the buildings date back to that period. Some of them are still occupied by descendants of the first owners. On the left, a short distance west of the inter-county bridge, is a large old stone dwelling with a tablet in the top, on the western end, reading as follows:

Built by John Noel and
Frby, his wife, September, 1816

Photo by George S. Hummer

A GLIMPSE OF NEW OXFORD, PA.
Taken from Lincoln Way West, looking east through the square

This substantial building will probably be little changed in another hundred years. Signs or tablets of this character are often noticed along the National Old Trails through the central and far West; but this is the first one observed in traveling the Philadelphia-Pittsburgh route in this direction. More of them will be seen after we enter the mountains.

Through Abbottstown and New Oxford

The next place, Abbottstown, laid out in 1753 and incorporated into a borough in 1835, is the oldest town in Adams County. Here the main route is crossed at right angles by the heavy-traveled connecting turnpike leading southward to Hanover, Westminster and Baltimore. On the southwest corner of the intersection stands a hotel, the site of which has been occupied by a public house over a century.

Local travel over this route is served by auto-stages, which are frequent from now through the central and western parts of the State, supplementing the meagre railway facilities along the east-and-west line between York and Greensburg. $1\frac{1}{2}$ blocks west of the square, Abbottstown, the Berlin Branch R. R., a privately owned line about 7 miles long, connecting East Berlin, north of our route, with the Western Maryland R. R. below, is crossed at grade. The next $2\frac{1}{2}$ miles are over nearly level ground, without conspicuous landmarks.

Then we cross the Baltimore and Carlisle road, which extends north and south in a perfectly straight line as far as the eye can see. On the southwest corner at this intersection is a very large brick house, which was purchased at sheriff's sale in 1799 by William Gitt for his son Henry. The latter took possession in 1809, and opened it as the "Cross Keys" Hotel, identifying it, according to the custom of the times, by a swinging sign, upon which were painted two large keys crossed. That sign, all of which is still perfectly legible except the name of the old-time proprietor, is in the possession of a great grand-daughter, Mrs. Kate Himes of New Oxford.

On the second floor is a long hall with rooms on both sides. The property, which remained in the Gitt family for over 100 years, has long been a farmhouse. Probably the former "Cross Keys" is the best preserved old hotel structure on this part of the route.

Continuing westward, we soon reach New Oxford, the largest town between York and Gettysburg. The square here is the most attractive and best-kept in this section, and much admired by tourists. Leaving New Oxford, the highway crosses the Western Maryland at grade; and, about a mile west of the town, it is carried over the south branch of Conewago creek by a concrete bridge built in 1918 to replace an old narrow, hump-backed structure. $1\frac{1}{3}$-miles beyond, we again cross the Western Maryland, at grade, and then Swift Run, another tributary of the Conewago and the last stream whose waters finally reach the Susquehanna.

In the olden days, the section between New Oxford and Gettysburg was well supplied with hotels; and two of the buildings are still standing. At Gulden's station, a short 5 miles from New Oxford, the Western Maryland is crossed again. Probably by this time, one's pulse is quickened by the consciousness of nearing Gettysburg, the next important point ahead.

Throughout the 35 miles or so traveled since leaving the west bank of the Susquehanna at Wrightsville, opposite Columbia, this route has been without any visible evidences that the country it traverses was within the sphere of military operations during the midsummer of 1863. As far as appearances go with the fast-traveling motorist, this part of the trip might be in a different zone. But a change in that respect is about to come with almost dramatic suddenness.

First Glimpses of Gettysburg

Looking ahead from the downgrade by which Gettysburg is approached from the east, the tourist observes the outlines of what would seem to be an ordinary inland Pennsylvania town of somewhat under 5,000, except for two very marked features, its road system and the peculiar topography immediately south of it. Four basic highways or pikes lead straight outward from the square at the center, while others diverge at well-defined angles a short distance from it, and extend in all the principal directions. The street system of the town resembles a great checker-board of irregular shape, from all sides and ends of which long straight lines have been drawn far outward. Gettysburg is possibly the greatest road center of its size in the United States, a fact made all the more conspicuous by its location off from main lines of railway travel.

No physical features along the route we have been following attract particular attention; nor are any observed to the north of it. Glancing ahead—over the top of Gettysburg—this highway, as it starts toward South Mountain and Chambersburg, appears like a narrow white band or streamer laid down carefully upon and drawn tightly across the rolling landscape whose minor details are gradually observed in the distant horizon. A totally different scene is presented only a short distance south of where our route is soon to pass through the town.

The essential, most striking features of the locality are seen while approaching Gettysburg from this direction, perhaps three or four miles before reaching the lower levels upon which it is situated. South of the town (and the highway), there begin to rise almost at once a series or group of bluffs and hillocks, which command the surrounding country for observation purposes, and make defenses of great natural strength. Trending at first almost due north-and-south, just west of them, is Seminary Ridge, the nearest of several minor ranges forming an intermediate stage between the rolling highlands which extend westward from the Susquehanna to this section, and the steeper grades a few miles farther west.

Photo by George S. Hummer

CONCRETE BRIDGE OVER SOUTH BRANCH, CONEWAGO CREEK, WEST OF NEW OXFORD, PA.

Farther down, however, Seminary Ridge is drawn slightly eastward in a way to form a rough curve, resembling a bended wrist. Just east of that curve, and protected by it on the west, is Big Round Top, a rocky, wooded peak, of which Little Round Top, a trifle farther north, is a spur. This unusual bit of topography has been compared by several writers to a fish-hook, whereon Culp's Hill rises as a barb along the back of Cemetery Hill, while Cemetery Ridge forms the shank, terminating, east of the curve, in the big and little "round tops." These topographical features and the highways are keys to a correct understanding of the military movements leading up to the battle of Gettysburg, and the conflict itself.

Reference Books, Maps and Guides

Tourists running toward Gettysburg, and stopping overnight in a city or town en route with even a fair library will find it advantageous to refresh their memories by examining pages 226-246 of Rhodes' "History of the Civil War (1917)," or pages 354-369 of Schouler's "History of the United States," Vol. 6, both of which go into considerable details. For a short, clear exposition, consult pages 136-141 of Theodore Dodge's compact "Bird's-Eye View of the Civil War," student's edition.

The "Story of the Civil War," by John C. Ropes, continued by Col. W. R. Livermore, in 4 volumes (the last one of which, Book 2 of Part 3, includes the Gettysburg campaign), is complete, well arranged and minutely indexed. Its numerous maps are admirable, and its critical comments useful to the close student, though the detail is too great for the limited time of the average tourist.

Anyone who may care to study the topography with still greater care may order in advance from Washington the Gettysburg and Fairfield sheets of the U. S. Geological Survey. The street map on pages 60-61, in connection with the special one of the battlefield on page 63, may prove sufficient for ordinary use when passing through with only a brief stop. For complete details, with an abun-

dance of maps, it would still be necessary to refer to the Official Records, the munificent provision of the Government for historical investigators and close students of this and related subjects.

The motorist entering the battlefield area from any of the principal directions is likely to be met by one or more guides who solicit the opportunity to show the party about the town and battlefield. Especially when time is short, it may be advantageous to employ one of them, agreeing in advance as to the route of observation, time to be spent, fees and the like. Paragraph 26, Regulations for the National Military Parks, provides that, "No persons shall be permitted to offer their services or act as guides unless licensed for that purpose by the Commissioners thereof." All applicants are examined by the Commission, and must make an average of 75% in order to secure a license.

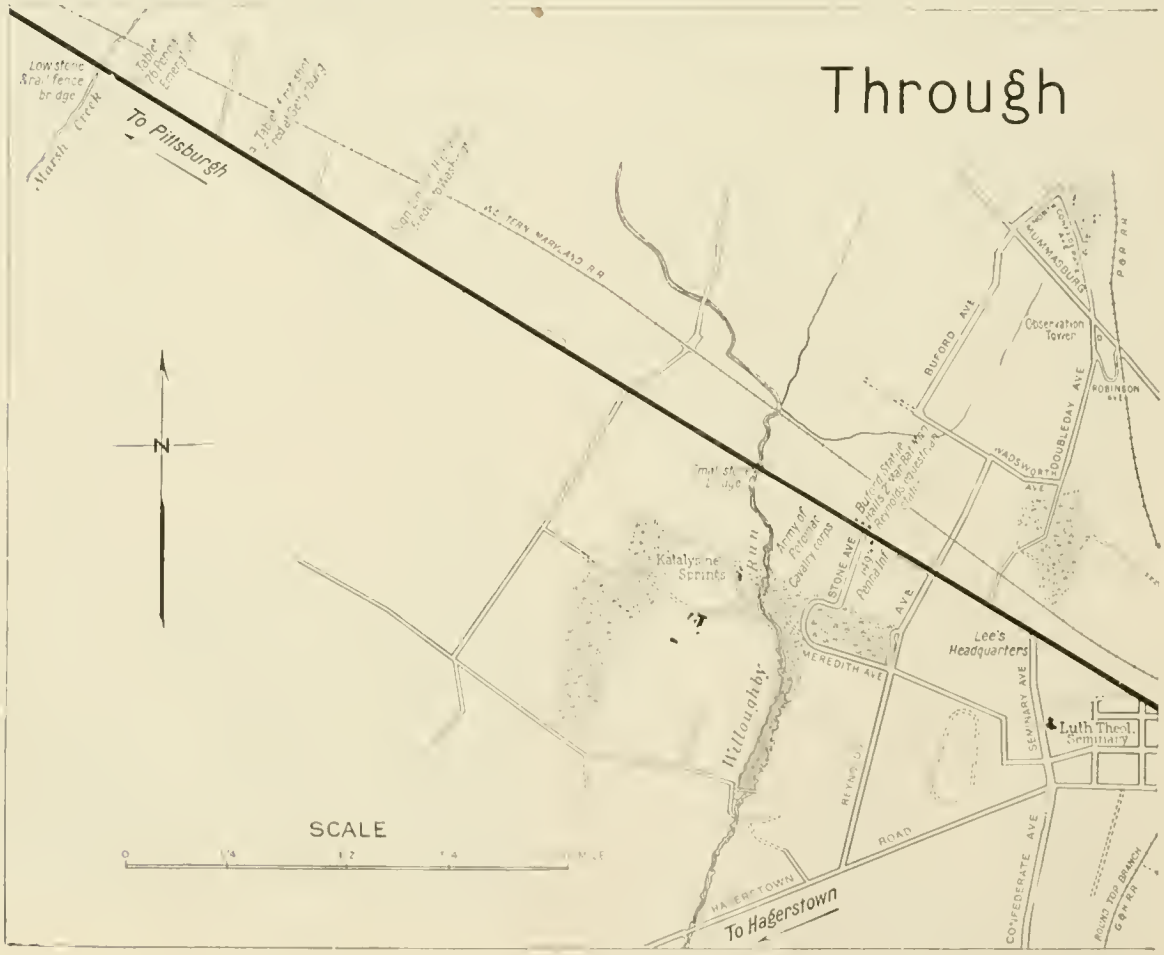
Last Stretch Into Gettysburg

One has hardly more than time to catch the general situation at a distance before noticing, on the left, the first historic marker in this locality. Though the battlefield is still a considerable distance ahead, its related activities extended this far eastward along the York Pike. A wide upright piece of granite, with a metal tablet facing the road, indicates the location of Camp Letterman, the general field hospital, Medical Corps, Army of the Potomac, during the battle.

It was named after Jonathan Letterman, Medical Director of that army, and was situated in the "hospital woods," just outside the zone of military operations. The woods have disappeared, and the country here is now entirely open. This hospital, in co-operation with seven subordinate ones for infantry and one for cavalry, cared for about 20,000 Union and Confederate officers, soldiers and cavalrymen during and after the battle.

The motorist stopping to read the tablet will obtain a concrete idea of the total casualties before reaching the central section, just south of which the principal fighting took place. A short distance beyond, the Western Maryland comes close to the right-hand side of the road, and continues nearly parallel to the business center. During the war this was the only railroad to enter Gettysburg; it was then known as the Gettysburg & Hanover, and did not go farther west. The present name was given to it when a through route was developed from York and Gettysburg to Hagerstown, connecting with the original line from Baltimore.

Entering Gettysburg, one crosses Rock Creek,



FOR THE SECTION SOUTH OF THE THROUGH ROUTE AT GETTYS-

flowing southward past the eastern edge of the town, to form the general eastern boundary of the battlefield. This stream flows into the Monocacy, and that into the Potomac above Harpers Ferry. We are now, and shall be until beyond Chambersburg, in the watershed of that river. On the opposite side of the Gettysburg High School, prominently on our left, the Hanover Road comes into York St., a short run along which brings one to the eastern side of the square, Gettysburg.

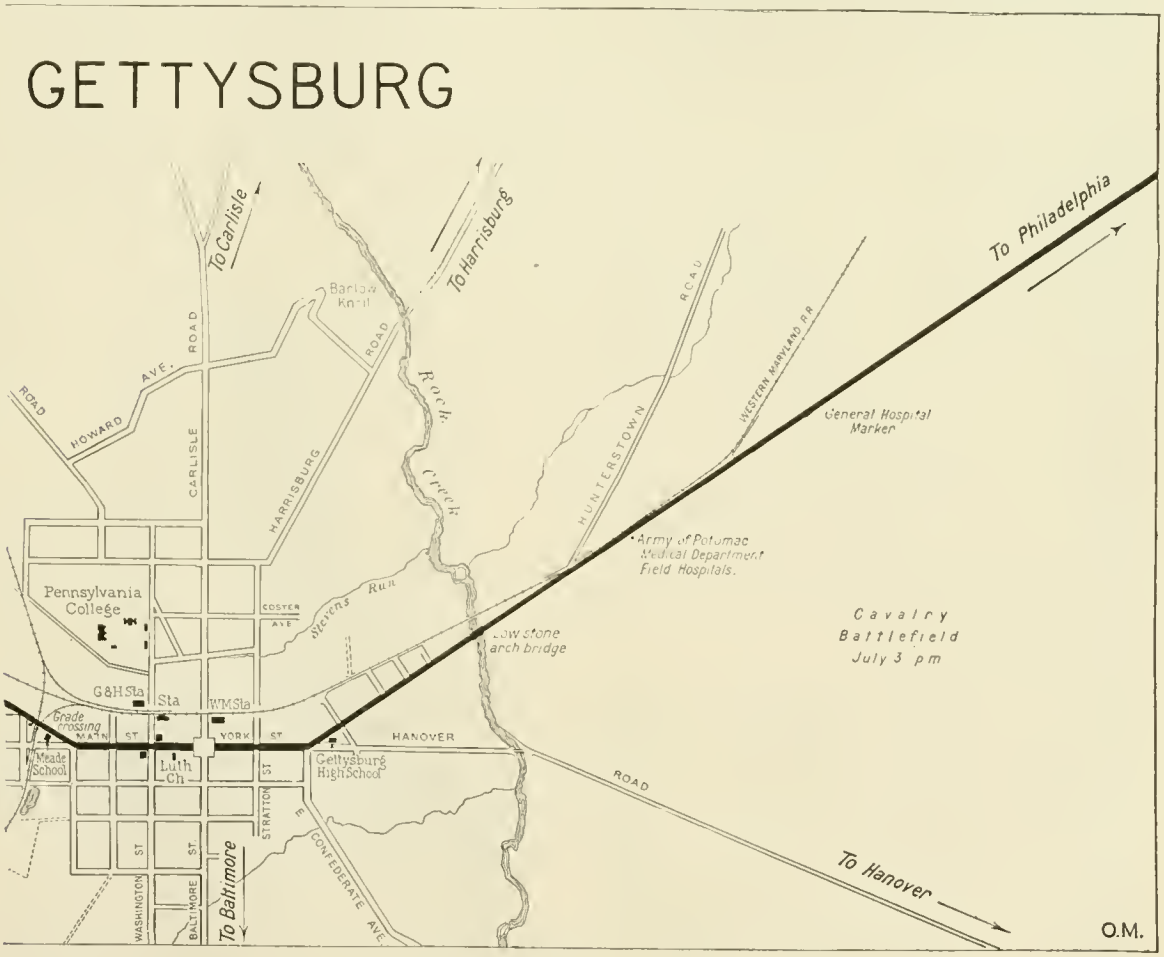
Briefs About the Town and Locality

Previous to 1863, Gettysburg was known principally as the "County Town," located in a fertile agricultural country, settled by thrifty people from the older counties in the eastern part of the State, with considerable numbers from Ireland, Scotland, England and Germany. After more than 50 years since the place itself has been almost eclipsed by the battlefield whose name it took, one examines with curious interest the "Geography of Pennsylvania," (Philadelphia, 1843), to find Gettysburg given scarcely more mention than New Oxford or Hanover. Its population was then about 2,000; and the only buildings noted were the Adams Co. Court House, Pennsylvania College and Lutheran Theological Seminary.

A comprehensive system of turnpikes had been developed, however, the results of which are readily seen today. A project had also been undertaken to extend the Philadelphia & Columbia R. R., then in operation between those points, through York and Gettysburg, to the partly finished C. & O. Canal near Williamsport, Maryland, and also to the B. & O. R. R. at Martinsburg, then in Virginia, now West Virginia. Subsequently that route was divided between the Western Maryland and Cumberland Valley railroads, connecting this section with Hagerstown and the Shenandoah valley.

Sixty or more years ago, Gettysburg was a considerable manufacturing center for the time, while its location near extensive forests of oak, hickory, pine, ash and poplar developed a large lumber industry, now almost a thing of the past. Many Conestoga wagons, patterned after the staunch vehicles originated a short distance south of this route through Lancaster County, were built in this or surrounding villages.

It is said that whereas most of those from the Conestoga country went to Pittsburgh or beyond the Ohio river, those manufactured in Gettysburg found their principal sale in Maryland and Virginia. The earliest commercial affiliations of this



BURG, SEE SEPARATE MAP OF THE BATTLEFIELD, PAGE 63

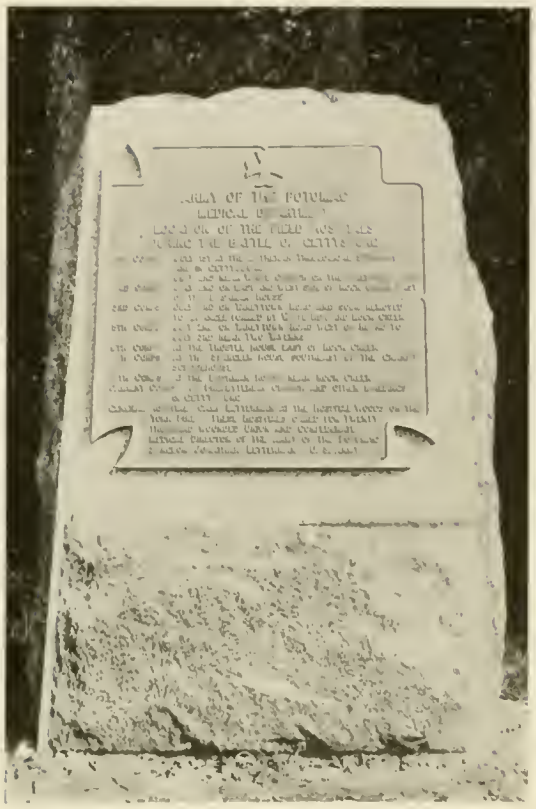


Photo from Gettysburg National Park Commission

TABLET ON SITE OF GENERAL FIELD HOSPITAL

First marker (1^{3}_{4}-miles before reaching Center Square) seen by the westbound tourist running into Gettysburg from York. On the tablet is a list of the field hospitals of the eight corps participating in the three day's fight

section were with points south rather than with those west, somewhat because most of the first travel and emigration from Philadelphia, Lancaster and Columbia passed on to the Cumberland valley and the western parts of the State through what is now Harrisburg, instead of through here.

Gettysburg is located farther south than the first-time visitor is likely to imagine. The Maryland boundary, coinciding there with the Mason and Dixon line, is only about 9 miles away as the crow flies. It is only about 55 miles by highway through Littlestown and Westminster to Baltimore, and less than 86 miles over the indirect route through Emmitsburg, Frederick and Ridgeville to Washington.

In its course westward from York, the highway makes a long gradual bend southward, reaching its greatest deviation from the direct line at Gettysburg, and almost immediately thereafter it begins a corresponding northward bend toward Chambersburg and Bedford. Though this highway and the main line of the Pennsylvania R. R. are to come together again at Greensburg, less than 150 miles farther west, the latter is at the corresponding point following the Juniata river west from Harrisburg fully 50 air-line miles north of Gettysburg. The distance covered by Lee's army in its invasion of Maryland and Pennsylvania during the summer of 1863, and particularly on its retreat after the battle, is less than ordinarily supposed.

This locality was the ancestral home of the Studebaker family. The late J. M. Studebaker, Sr., son of a country blacksmith, was born October 10, 1833, a few miles north of Gettysburg. He learned his trade, including, no doubt, the "setting" of tires on stage-coaches and freight-wagons, in this section, from which he emigrated to California in the early days of the gold excitement. There he accumulated enough capital, largely by making wheelbarrows for miners, to enable him to move to South Bend, Indiana, and with his brother lay the foundations for the largest individual wagon business in the world.

Mr. Studebaker died in March, 1917, after having witnessed the evolution of road transportation from the Conestoga wagon, averaging perhaps four or five miles an hour with the average load, to passenger and freight motor vehicles.

Tourists passing through Gettysburg often ask for directions to the old Studebaker homestead. A correspondent residing in the locality sends them in brief terms as follows: "From Gettysburg, go north 5 miles on the Harrisburg Road; at the Schriver farm, turn right 1 mile to Hunterstown. From the square, Hunterstown, continue north 2 miles to fork, where take the right-hand road. The Studebaker homestead, no longer standing, was the first building on that road." The barn and the original Studebaker forge, the genesis of the great business now long established under that name, stood for some time after the house was torn down; but all of the buildings have since disappeared.

Photo by I. W. Clark, Spray, N. C.

MONUMENT, 1st MINNESOTA INFANTRY

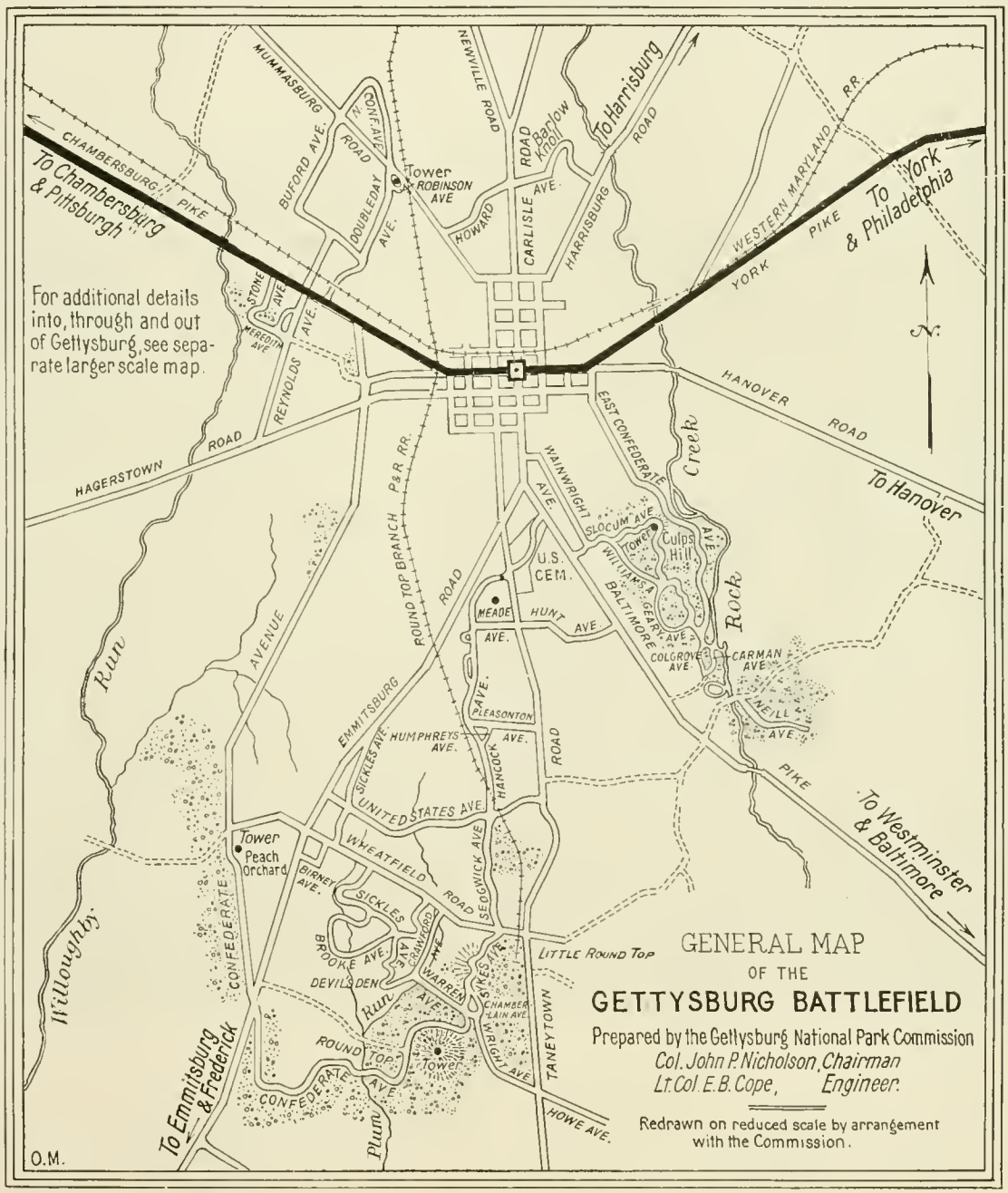
It is an interesting fact that the relatively few soldiers from a State entering the Union in 1858, should have sustained the greatest single losses at Gettysburg

GETTYSBURG:--A summary for the through tourist

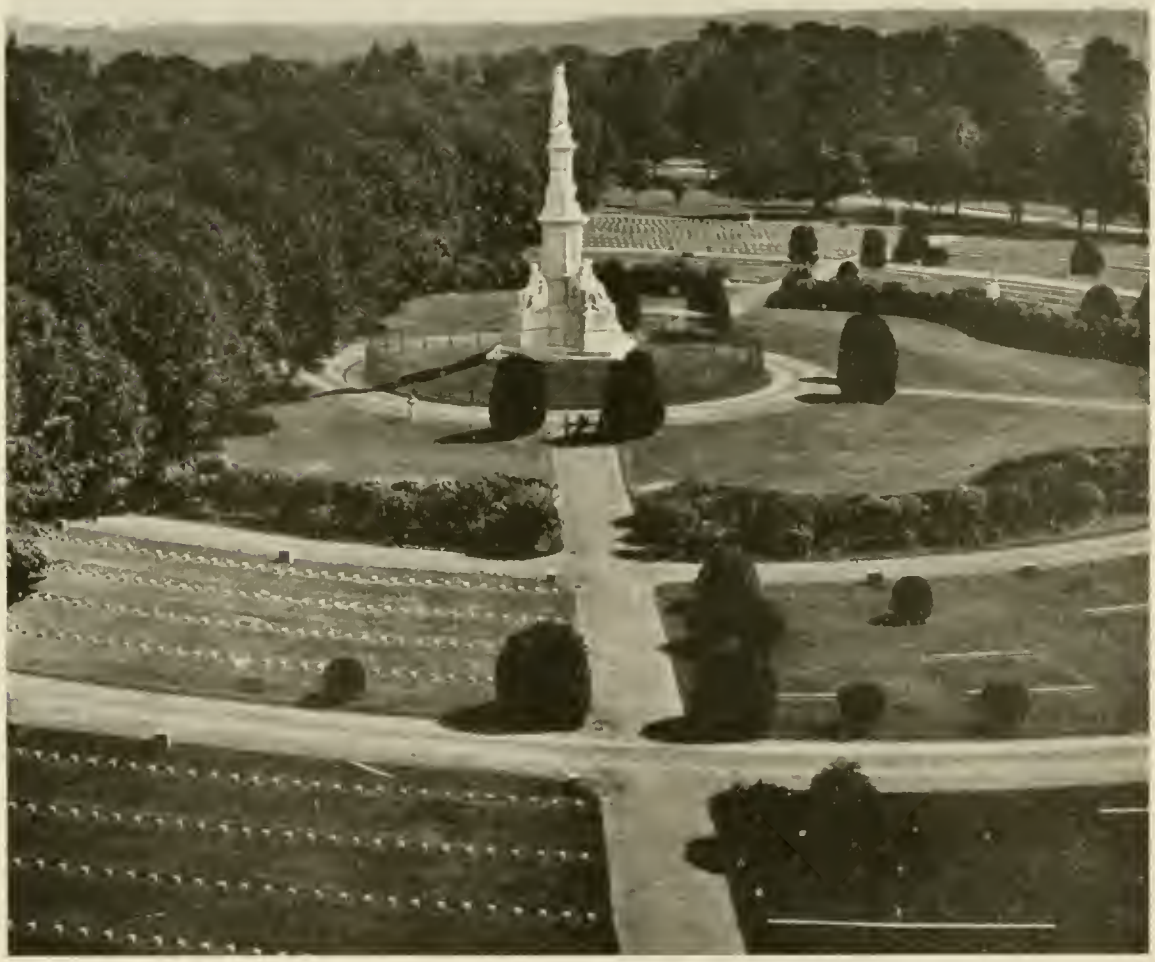
This Pennsylvania town owes its fame to the battle of July 1, 2 and 3, 1863, usually considered the high water-mark in the Civil War. The location for this supremely important battle was not selected by either commander, but was brought on by minor conflicts between widely separated forces of Lee's army, which had come up from Virginia through the Shenandoah Valley, and the Army of the Potomac, working northward on the "inside line" from the Rappahannock through Frederick, Maryland, into Pennsylvania.

Beginning in the forenoon of July 1, along the Chambersburg Pike, just west of Gettysburg, the fight, to which new forces were gradually added on both sides, was brought first into the town, and then transferred to the main battlefield immediately south of it. On the afternoon of July 3, occurred Pickett's famous charge, "the high tide of the Confederacy in arms." Beaten in that charge, and seeing no way to win the battle, Lee gathered his shattered remnants, and that night began the retreat to the Potomac.

The losses at Gettysburg have been the subject of controversy, especially on the Confederate side. In fairly satisfactory round numbers, the Federals lost 23,000 out of 93,000 engaged; the Confederates 22,500 out of 80,000, besides 5,400 prisoners. The greatest single losses were sustained by the 1st Minnesota regiment, not as usually supposed, by the men engaged in Pickett's charge.



On November 19, 1863, the cemetery at Gettysburg was dedicated, furnishing the occasion for President Lincoln's Gettysburg Address. The "brief remarks," intended then principally to add official character to the program, composed largely of a long and able address by Edward Everett, have become as widely known as the battle. Practically from that time to this, the work of enlarging, improving and marking the field has been going on, until nearly the whole area covered in the three day's fight has been made a National memorial to the soldiers of the North and South.



Photograph copyright by Tipton, Gettysburg

SOLDIERS' NATIONAL MONUMENT TO ALL REGULAR COMMANDS, NATIONAL CEMETERY, GETTYSBURG

Erected in 1869, on the exact spot where Abraham Lincoln delivered the Gettysburg Address, November 19, 1863; view from top of New York State monument. The small stones in rows on the left-hand side of the picture represent graves of unidentified soldiers

"Nor shall their valor be forgot
While fame her record keeps."

I with uncovered head
Salute the sacred dead
Who went, and returned not.—*Lowell.*

The Lincoln Highway in Pennsylvania

Chapter V---From Gettysburg to Chambersburg—24½ Miles

Through the western end of the battlefield, and across South Mountain into the Cumberland Valley.

The first three miles out of Gettysburg toward the west are within the battlefield area; and several landmarks along the roadside will recall the fighting on the first and second days. From the Square at the business center, the tourist follows Main, or Chambersburg St., crossing Washington St.; and one square farther on comes to a prominent fork, where the Lincoln Highway branches diagonally right, while Springs Ave. continues a short distance straight ahead. The latter starts a connecting road from this route to Fairfield, Waynesboro and Hagerstown, using a section of Springs Ave. and a short piece of Confederate Ave., into the Hagerstown Road, farther out than we can see it.

In the fork, just as we curve right, is the monument erected by Pennsylvania to represent Co. A, 26th Emergency Regiment, on the roll of which were the names of more than half the students of Gettysburg College. This was the first company to respond to the call of Gov. Curtin for volunteers to assist in opposing the Confederate invasion of the North in the early summer of 1863. Hastily gathered militia, of which this was a part, corresponded somewhat to the various "Home Guards" raised locally by several states as reserve forces during the world war.

The boyish figure was designed to recall the "Minute Man" of Lexington, Mass.; and to emphasize the fact that these college youth were as prompt to hear the call for volunteers as the men and boys of 1775. On the spot where it is now located, the "College Company" formed before it marched out to meet the Confederate forces then coming eastward along this same road toward Gettysburg. Adjutant Harvey W. McKnight of that regiment (class of '65), afterwards became president of Pennsylvania College.

Over to the right, beyond the Western Maryland Railway, is Pennsylvania Hall, oldest building in the college group, on the highest ground in the immediate locality. In the forenoon of July 1, several Union officers used its tower for observations. During the afternoon, the fighting raged not only along the main highway, but also through these grounds, which were between Seminary Ridge and the Mummasburg, Carlisle and Harrisburg roads north of the town, and thus traversed by the contending forces.

Gen. Lee, who had come over South Mountain eastward from Cashtown by the next few miles of our route, was quick to take advantage of this lookout after the Federal cavalry, which had opened the battle, and the infantry, brought up hastily to support it, had both been driven back into or east of the town by superior numbers of Confederate infantry. During the further progress of the battle and for several months afterwards, this building was used for hospital purposes, caring for the wounded on both sides. The national commission in charge of the 50th anniversary celebration had its headquarters on the campus of this college, July 1-4, 1913.

Landmarks Along the Chambersburg Pike

Back of the monument to the memory of the young college soldier is the Meade School, a large brick building, named after the Union general; we leave it on the left and cross the Round Top branch, Harrisburg & Gettysburg (Reading) R.R. On Seminary Ridge, a short distance south of the highway, are the old and the new buildings of the Lutheran Theological Seminary, an institution dating back to 1825, and from which the famous ridge was named. The cupola of the older building was the first Union lookout, where Gen. Buford met Gen. Reynolds on the morning of July 1, early in the first day's fight; though afterwards Pennsylvania Hall, of Gettysburg College, the Court House and other buildings in the town were used for the same purpose.

On the left-hand side, almost exactly a mile from the Square, Gettysburg, is the small old stone building widely but incorrectly known as Lee's headquarters after his arrival in the neighborhood about 4 P. M., on July 1. In front of it, facing the road, is a "C. S. A." marker, reading as follows: "In this field was located the headquarters of the Army of Northern Virginia, July 1, 2, 3 and 4, 1863."

This is supplemented by a quotation taken, probably, from some later document, "My headquarters were in tents in an apple orchard back of the Seminary, along the Chambersburg Pike, R. E. Lee." Neither the tablet itself nor the quotation just given mentions the building; and most of the story about it is traditional. During the next 48 hours after he reached this locality, the Confederate commander was at many places throughout the battle area. W. H. Tipton, the wartime photographer, writes as follows:

> The house known as "Lee's headquarters" was occupied by an old lady named Thompson. When I photographed it after the battle, she said that a Confederate officer with his staff called and asked if she would prepare a lunch for them. While this was being done, he wrote and sent off a few orders. After lunch another order was written and sent as before
>
> When ready to leave, one of the officers asked what her charges were. She replied "nothing." The officer then said, "Gen. Lee and the rest of us have enjoyed the excellent meal you prepared, and the General wishes that you be paid for it." She refused to

accept any payment; but requested that she and her property be protected. Mrs. Thompson said that Lee was in her house about an hour.

Monuments and markers are now so frequent along and nearby both sides of the highway that none attract particular attention until we come to the equestrian figure of Gen. Reynolds, on the north side, about a third mile west of Lee's "headquarters." That monument, a statue of the cavalry commander, Gen. John Buford, the monument of the 2nd Maine Battery part-way between them; and, across the road, markers to the 149th Pennsylvania Infantry and Battery A, 2nd U. S. Artillery, form a sightly, distinctive and notable group. The most conspicuous among them — Reynolds mounted — recalls a somewhat similar one just inside the esplanade along the north side of the City Hall, Philadelphia.

Gen. Reynolds was killed in front of the woods on the McPherson farm, a short distance south of this portion of the highway; subsequently the name was changed to Reynolds Woods. The grove, identified by a marker, is visible to one on the lookout for it from our route. Between the highway and Reynolds Woods is the statue of John Burns, the old man who fought as a citizen, and other monuments.

In this vicinity the battle of Gettysburg was begun, by Calef's Battery, Co. A, 2nd U. S. Artillery, though there is some difference of opinion even on that point. During one of the large gatherings connected with the 50th anniversary celebration, July, 1913, participating veterans stoutly claimed that honor for both Pennsylvania and New York; and one speaker predicted that, "it will never be known positively who started the battle."

A short distance beyond this group of landmarks, the highway crosses a small stone bridge over Willoughby Run. On the left, in the first corner beyond the stream, is a farmhouse, formerly Herr's Tavern, named from the original owner, and kept at the time of the battle by Jacob Mickley. There were several other taverns in the Gettysburg section before the railway era, particularly on the routes leading in from Baltimore and out towards Chambersburg. Usually they were located at intervals of a mile or less; practically all of them have either been dismantled or are now private residences.

Edward Pausch, Sculptor. Photo from Gettysburg National Park Commission

SOLDIER, 26th PENNSYLVANIA EMERGENCY REGIMENT

Located in angle formed by Lincoln Highway branching right, in leaving Gettysburg for the long straightaway toward the west

Photo by Tipton, Gettysburg

WIDELY KNOWN AS "LEE'S HEADQUARTERS"

Small old stone dwelling, on south side of main highway west of Gettysburg, where Gen. Lee and his staff were served with a lunch by Mrs. Thompson

Last Views of the Battlefield Area

Starting two squares west of the center of Gettysburg, an 8-mile straightaway of the Lincoln Highway ascends a gradual grade, from along which are interesting glimpses of the town and environs. One who has already identified the principal topographical features, Culp's Hill, Cemetery Hill, the Round Tops and Seminary Ridge, will find these final views of great interest; and the preliminary military movements will be more thoroughly understood from these new points of vantage. Passing through this locality, the tourist will see Gettysburg as the soldiers in Lee's army did when they are said to have literally darkened the road from South Mountain to the fair landscapes, soon to be turned into a world-famous battlefield.

Over to the right, almost parallel with the highway but in a deep cut for considerable distance, is the Western Maryland Railway. Projected about 1840 to connect south-central Pennsylvania with Hagerstown, Md., the Potomac river and the Baltimore & Ohio R. R., this line, abandoned for a long period, came to be known facetiously as "the Tape-worm." Early in the battle of Gettysburg, part of the contest was carried across this cut; and several markers are north of it. After the war, the project was revived on a sounder basis; and what is now the Gettysburg line of the Western Maryland was built through Fairfield and Waynesboro to Hagerstown.

Gettysburg has begun to grow dim in the distance before we come to the last few markers on the western end of the battlefield. Three miles out, we note on the north side of the highway a tablet upon which it is stated that Capt. Jones,

H. K. Bush-Brown, sculptor. Photo from Gettysburg National Park Commission

MAJOR-GEN. JOHN FULTON REYNOLDS, U. S. V.

Commander 1st Corps, Army of the Potomac. This monument is along the Lincoln Highway, within a short distance of the spot where the general was killed in the first day's fight

with Sergt. Shafer's Carbine Co. E, 8th Illinois Cavalry, Gamble's Brigade, fired the first shot at 7:30 A. M., July 1, 1863. That conflicts in some details with what we have learned heretofore; and especially when running off the field, the average tourist is content to leave such points to the critics.

Our attention is arrested for a moment, however, by the last tablet of all, on the north side of the highway about 1-3rd mile west of the Capt. Jones marker. This perpetuates the memory of the 26th Pennsylvania Emergency Infantry, of which the "college company," already mentioned, was a part. Here, on the morning of June 26th, that regiment met the Confederate advance, Early's division of Ewell's corps, marching from South Mountain toward the Susquehanna river, as described in the Columbia-Wrightsville-York section.

Brushing aside that slight resistance, Early pushed rapidly through, stopping at Gettysburg, later that same day, long enough to assess a ransom, but not waiting to collect it. Minor casualties among the hastily assembled volunteers at this outpost, June 26, were the first in the battlefield area. The Confederate corps commander returned a few days later to put his men into the fight; but the $10,000 in cash and large quantity of provisions he expected to secure were never again demanded.

Beyond the farthest marker, the highway is carried over Marsh creek by a low stone and rail-fence bridge; about a ½ mile farther on it crosses the Western Maryland Railway for the last time. After following for several miles southwest along the eastern base of South Mountain, the railroad winds through that range below Fairfield, Pa., nearby where Lee's retreating armies crossed it on their way back to the Potomac. From thence, it continues through Hagerstown to Antietam, linking together Gettysburg and Antietam, the turning points of the two Confederate invasions of the North (1862 and 1863).

We are now beyond the battlefield area, though still in the zone of military movements leading up to Gettysburg. Just west of where the railroad turns off, the highway passes through the hamlet of Seven Stars, named from an old tavern, upon whose sign seven stars were once displayed. McKnightstown, a village about two miles farther on, was named from the owner of the tract of land upon which it was located.

Up to and Through Cashtown

Looking ahead, the tourist may now begin to see in the distance the eastern entrance to South Mountain gap, occupied by Cashtown village, into which the highway comes without deviating from a straight line since leaving Gettysburg. This is the most direct section of its length between Philadelphia and Pittsburgh, recalling the "Long Stretch" on the National Road west of Frostburg, Maryland, though the latter is less than half as long as this approach to South Mountain from the east. On the wide expanse of nearly level ground in front of the gap, or pass, Lee hoped and planned to fight the battle which took place at Gettysburg; and in fact wrote, as late as the morning of July 1, from his camp west of South Mountain, to the cavalry leader, Imboden, "My headquarters for the present will be at Cashtown, east of the mountain."

J. E. Kelly, sculptor, Photo from Gettysburg National Park Commission

MAJOR-GEN. JOHN BUFORD, U. S. CAV.

North side of Lincoln Highway, near the equestrian statue of Gen. Reynolds, and in the midst of the locality where the first day's fight started

The strategy of this plan becomes apparent from even passing observation of the locality. Back of a strong Confederate army concentrated at this point would have been a natural, easily-traveled highway to and from the Cumberland Valley, rising very gradually from 745 feet at Cashtown to 1,334 feet at the highest point, a short 4 miles almost directly west. Had the Army of the Potomac faced Lee here, on grounds chosen by him, the Army of Northern Virginia might have overcome it, and continued east and southeast, taking Philadelphia, Baltimore and Washington.

If defeated in such a position, Lee could have held this long narrow gap with a small force, moving his main army back into the Cumberland Valley, and thence to the Potomac crossings. But that was not to be, for Heth's division, the advance of A. P. Hill's corps, had already pushed on to the eastern edge of Gettysburg, encountering Buford's Union cavalry. The battle was then on—at a place less favorable for the Confederates; and Cashtown just missed its only chance to become famous.

As soon as he learned the real situation, Lee galloped eastward over the 7 miles from Cashtown to Seminary Ridge, arriving at the western end of the battlefield in the afternoon of July 1, as recalled in connection with the first day's fight. Though much shorter, that ride must have been at least as dramatic as Sheridan's, in the Shenandoah valley, somewhat more than a year later. In an hour of supreme responsibility, his plans had to be largely re-made to cope with new and unexpected developments over a large area.

This is our last backward glance at Gettysburg, though in running through the gap to Chambersburg, we will pass the locations where oncoming corps and divisions of the Confederate army camped or halted on their way eastward. On the evening of June 29, Heth's division of A. P. Hill's corps was here at Cashtown, Hill's other two divisions being either en route through the gap, or in camps west of the mountain. Still farther west, but likewise marching east, were two divisions of Longstreet's corps, Pickett's division having been left at Chambersburg to guard the trains and keep open communication until brought to Gettysburg to make the fatal charge of July 3.

A point of local interest at Cashtown is "Rock Top," a high knob on the eastern face of South Mountain, a short distance north of the highway, commanding an extensive and beautiful view of the surrounding country, especially eastward. The lookout established on the summit before the military movements through here in 1863, is still maintained. It was used for observation purposes by the Confederates.

Crossing South Mountain

The next few miles mark the first great topographic change in the character of the route. Practically from the Philadelphia suburban district, we have traversed a rich agricultural section, dotted like a vast map with prosperous cities and attractive villages. Many hills have been seen, but no mountains; woods almost without number, but no extensive forests. Now we run into a mountain region covered with forests as dense as most of those in the western part of the state.

South Mountain is the name in south-central Pennsylvania and adjoining parts of Maryland for the extension of the true Blue Ridge mountains of Virginia north of the Potomac. It is the low eastern front, in this section, of the Alleghanies. In Maryland, some distance below our route, this range divides into two parts, the westerly one, still known as South Mountain, extending to the Potomac at Weverton, just east of Harper's Ferry, and the other, a smaller ridge, a few miles east, known as Catoctin Mountain, sloping to that river near Point of Rocks. The Blue Mountains, or Kittatinny range, extending from northeastern Pennsylvania across the Delaware river into western New Jersey and the Hudson highlands, are part of the same system, separated from South Mountain by the wide and low Susquehanna valley.

In their long diagonal course from the Hudson valley across the Delaware, Susquehanna and Potomac rivers to southwestern Virginia, these ranges decrease gradually in height through south-central Pennsylvania and the Piedmont section of Maryland, which fact has been of great practical and historical value in the development of travel from Philadelphia, Harrisburg, Baltimore and Washington to the west. Through their conveniently located passes, the National Road, the Lincoln Highway and the William Penn Highway are provided with natural and comparatively easy gateways to the Ohio river, the first large westward-flowing waterway.

Instead of being a well-defined, bulky range with a sharp ascent on one side and a corresponding descent on the other, like most of those farther west, South Mountain is here an aggregate of high hills and low mountains, separated across the entire width by this strategic pass. For most of the 4 miles from Cashtown to the crest, the grade is so gradual that one hardly notices the climb; in the opposite direction, it is a long easy coast.

The battle of South Mountain was fought Sept. 14, 1862, in Turner's Gap, between Middletown and Boonsboro, Maryland, about 30 miles almost due south of our present route over the same range in Pennsylvania. At that time the Confederate forces, which had crossed the Potomac and come up along the line of the Monocacy river to Frederick, were hurrying from east to west of the Blue Ridge toward Harper's Ferry, with the Army of the Potomac under McClellan in slow pursuit. Three days later the battle of Antietam ended Lee's first invasion of Maryland.

It is interesting to note that nearly ten months later, larger Confederate armies, brought up from Virginia through the Shenandoah valley and across the Potomac into the Cumberland valley,

crossed from west to east of the Blue Ridge over this route, much farther north than was reached by the 1862 campaign. They met no opposition here on South Mountain, but continued their march to Gettysburg, where the second invasion was turned back.

In the early days, iron mines and furnaces were in operation at various points on and about this range, particularly at Caledonia, on the western side; and considerable money was spent in developing the extensive deposits known to exist in the region. But the difficulty of smelting the ores with any heat then at command, the discovery of larger quantities in the Northwest, and inadequate transportation facilities, led to their abandonment long ago. There is no railroad for several miles east or west; and the highway is today, as a hundred years ago, the only means of transportation across this stretch. After the failure of the iron business here, the State made an advantageous purchase of about 15,000 acres, now part of the Caledonia Forest Reserve.

Large areas on and about South Mountain are still covered with virgin forests; apparently very little lumbering has been done in this region. More than a half century ago, considerable of this timberland was held by owners of blast furnaces along the middle Susquehanna river, as a reserve of wood for making charcoal. But the change to anthracite coal as fuel, left these great tracts practically untouched, whereas many extensive woodland areas farther west have been almost ruined by ruthless lumbering.

Descent Into the Cumberland Valley

About two miles west of Cashtown, nearly halfway up the pass, is the hamlet of Willow Grove, elevation 954 feet. From here a reverse fork on the right leads eastward to Mummasburg and Gettysburg, entering that town from the north. This route, once known locally as the "old York Road," antedating the corresponding section of the present main highway, laid out to shorten the distance from the pass of South Mountain to points east, is still used considerably by local travel. The side-road branching left at "Willow Grove" leads to Fairfield and Waynesboro.

Running up through this pass from the east, one follows most of the way a small tributary of Marsh creek, flowing southeast into Antietam creek, and that into the Potomac east of Hagerstown. Somewhere near the top, the little stream unexpectedly disappears into the mountain recesses, farther from the highway. Having gone over the crest, however, one comes almost at once along the first small stream flowing west into Conococheague creek, which after a long roundabout course north and west of our route, also reaches the Potomac, a short distance west of Hagerstown.

At the height of the pass is a small settlement, Newman, where the main highway is crossed by a north-and-south road. To the right, at the eastern foot of Piney Mountain, is the picturesque Buchanan valley. About three miles down the left-hand road was a famous resort known before the Civil War as the Caledonia Springs Hotel. Only the foundations remain; the patronage it once enjoyed has found more accessible places.

We now descend into the Cumberland valley, the next predominant geographical feature of our route. In the three miles from the crest of the mountain to Caledonia, the drop is from 1,334 feet to 944, but so gradual as to make an agreeable coast, mostly through cool woods. The road is remarkably straight considering the character of the country. Nearing the western end of the pass, one will notice summer homes and camps at advantageous points, owned principally by Chambersburg people.

On the right-hand side, near the foot of the western slope, is Piney Mountain Inn, comparatively new, named after the mountain back of it. Farther along, also on the right, is Graefenburg Inn, an older but attractive place. The latter, situated almost underneath Graefenburg Hill, from which it was named, and also on the line between Adams Co. on the east and Franklin Co. on the west, is quite a landmark. In the olden days, when liquor permits were issued by the counties, there was occasional trouble over the license at this place, quite a different hotel from now. When the authorities of one county would come to the old inn, the proprietor would move his stock of liquors to the opposite end of the bar, in the other county; it is not recorded that they ever came at the same time from the two directions.

From Graefenburg Hill, rising several hundred feet above the roadway, and other elevations in this vicinity, many fine views, especially eastward into Adams Co., may be had. The former P. O. here was named after Graefenburg, Austria, by Hon. Edward McPherson, father of Judge Donald McPherson, of Gettysburg. It was once a popular resort, widely known for its springs.

Approaching Caledonia Park, one will notice on the right (north) side, a small mountain stream, along which is a charming rhododendron walk about a mile in length. This is a beautiful sight in almost any season; but when the rhododendron is in full bloom, usually the latter part of June, a roadside stop and the short walk necessary to see it to best advantage, will be well repaid.

An Old-Time Iron Manufacturing Village

Now we come to a small iron bridge over another stream, which enters from the left (south) side of the road, and runs into Conococheague creek a few yards over to the right (north) side. On the left, immediately beyond that bridge, is the frame building used for an office by the Caledonia Iron Co. before the Civil War. In this considerable enterprise for that time, Thaddeus Stevens, the "great commoner," was the principal factor if not practically the owner.

When Stevens came to Lancaster from Gettysburg (1842), he was a man of limited means, but became in time leader of the County bar. His large and lucrative practice was supplemented by a notable legislative career lasting until his death

Photo by Rev. George P. Donahoo

LEVEL STRETCH THROUGH THE PASS OF SOUTH MOUNTAIN BETWEEN CASHTOWN AND CALEDONIA PARK, PA

Photo by Couchlin

HOUSE AT CALEDONIA PARK, PA., ONCE OCCUPIED AS OFFICE OF CALEDONIA IRON WORKS, IN WHICH THADDEUS STEVENS WAS INTERESTED

The two views above are at or near Caledonia Park, east of Chambersburg; the lower two are at or near McConnellsburg, west of Chambersburg

Photo by Greathead News Co.

PART OF STEEP GRADE ON THE WESTERN SIDE OF TUSCARORA (COVE) MOUNTAIN, TWO MILES EAST OF McCONNELLSBURG, PA.

Photo, Greathead News Co.

McCONNELLSBURG, PA., FROM THE WEST

In the right of the picture is an almost level stretch of the Lincoln Highway. Beyond the town, Tuscarora or Cove Mountain rears its immense bulk, apparently across the route

in 1868. The iron business was a side-issue with him; the nearby plant, using ores all mined in the locality, was for at least part of the time conducted at considerable loss.

When the Confederates passed through here on their way from Chambersburg to Gettysburg, they burned the iron works, because of Stevens' ownership or large interest, knowing him to be a prominent abolitionist. Judge Landis, of Lancaster, has a letter written July 7, 1863, to O. J. Dickey, Esq., of that city, in which Stevens speaks of "my ashes," and mentions intending to go over and "see their color."

His summer home stood about 100 yards from the south side of the road, west of the former office building. In the '80s, it was occupied by Napoleon Underwood and his son, typical mountaineers, old employees of Stevens, then caretakers for the iron works estate. They and a few other characters of that period are still remembered by people in the locality and in Chambersburg. That building was subsequently removed, but the well on the grounds is still used.

Perhaps ten or twelve other houses, once occupied by employees, and the long frame stables (in which the mules used in the works were quartered), located between the site of the former Stevens house and the highway, have also been removed. The blacksmith shop, entirely remodeled, is now a local station for the electric railway between Chambersburg and Caledonia Park.

The iron interests of Thaddeus Stevens in this section recall the great but futile efforts of himself and group of friends, over eighty years ago, to extend the State-owned railroad, then connecting Philadelphia and Lancaster, with the Susquehanna navigation system at Columbia, through York, Gettysburg and Waynesboro, and across Maryland to the Potomac, which would have made an east-to-southwest route through these lands. There was keen rivalry between that project and the Cumberland Valley R.R., then in the process of formation. Stevens had official and political advantages, but a more natural and easier route, only a little longer, was from Harrisburg through Carlisle and Chambersburg, as finally built.

In 1838, Stevens, already a canal commissioner, became president of the State board, and used his great influence in favor of the Gettysburg route, against the report of the legislative committee favoring the Cumberland Valley, on account of easier country to build through and greater expected traffic. About $700,000 of State funds were spent on the project before work was suspended in 1839, and the Cumberland Valley line pushed to completion. When, much later, a railway was constructed beyond Gettysburg, it turned southwest at Seven Stars, east of Cashtown, leaving the former Stevens lands without transportation, exactly as they were decades before.

In a Great Forest Reserve

The Pennsylvania State Forest Reserve in this section contains approximately 65,000 acres, mostly on the western slopes of South Mountain. Though close to both sides of the road for three or four miles, a comparatively small part actually fronts on the highway, the nearer portions having been set aside for residences and improvements. At two points (about 1-mile east, and also about 1-mile west of the bridge at Caledonia), the road is upon State land.

This reserve is open for hunting, fishing and camping, the latter by permission of the State Forestry Reservation Commission, Harrisburg. Stringent rules about fires, destruction of timber or shrubbery, etc., are in force within its limits. The forests are principally of red, white and Scotch pine, Norway spruce, chestnut, white oak, rock oak, maples and a great deal of scrub oak.

Dr. Joseph T. Rothrock, of West Chester, Pa., formerly Commissioner of Forestry, and president emeritus of the Pennsylvania Forestry Association, suggests a side-trip to the State Tubercular Sanitarium, almost due south of Caledonia Park, and to the Forest Academy, some distance west; this can be made, if desired, without returning to Caledonia. Being personally unacquainted with the locality south of the main highway there, the author gladly makes room herewith for a condensation of Dr. Rothrock's directions:

> At Caledonia, avoid left-hand road on eastern (Gettysburg) side of bridge; cross to west (Chambersburg) side, and turn left at the corner where the old office building stands. Follow upstream, a very easy grade, on wide, usually good dirt road about 4-miles to an ice-pond, where road forks. Left leads to the Sanatorium (1600 feet elevation), which has 1,050 free beds for citizens of the State. Right descends through about three miles of attractive mountain scenery to the State Forest Academy, where we train young foresters.
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> In summer, from Caledonia to the Forest Academy is good dirt road. From the Academy back to the Sanitorium, it is a well-built road for heavy hauling, good all-year. Mont Alto proper, a mile beyond the Academy, is directly on the shortest route to Waynesboro and Hagerstown. A State road is building, or to be built, from Waynesboro to Mont Alto. Last season there was an almost continuous line of touring cars between Caledonia and the Forest Academy. Some continued on to Waynesboro; others went via Mont Alto to Chambersburg, and still others rejoined the Lincoln Highway at Fayetteville. This provides an alternate route between Waynesboro and Gettysburg, if one prefers it to the route over Blue Ridge Summit.
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> Going over the route via the Sanatorium, you observe to excellent advantage the State's forest and health activities, and pass through the portion of our forests best stocked with deer. On a recent trip, we saw, going and coming, seven wild deer at large. During the December hunting season, probably 75 deer were shot in the region traversed by this road. The route is already a favorite side-trip, and worthy of mention. From the Forest Academy to Fayetteville, the road (three miles), though never very good, is not very bad. The new road from Mont Alto to Waynesboro will connect the region from Gettysburg through Caledonia to Hagerstown by a new and very attractive thoroughfare.

In and About Black Gap

The highway emerges from the western end of the pass through South Mountain at Black Gap, a small village originally called Black's Gap, after Robert Black, an early settler, by whom the road which crosses the main highway at the store in the village was laid out in 1750. During the Civil

War, it was known as Greenwood, the temporary headquarters of Gen. Lee just before he went east over this route during the afternoon of July 1, 1863, to assume personal command of the Confederate forces at Gettysburg. Through here passed A. P. Hill's corps, soon followed by two divisions of Longstreet's corps. Considerably later, came Pickett's division, the last to get into the fight from this direction, marching to defeat and lasting fame. During this great movement Greenwood, as it was always referred to in the dispatches and records of that time, was a strategic point, like Cashtown, at the eastern approach to the pass.

Through here, also, marched Early's division of Ewell's corps on its way through Gettysburg and York to the Susquehanna river before the concentration of Confederate troops at Gettysburg. Coming up from the Potomac, this division did not continue all the way from Hagerstown northeast along the Cumberland valley to Chambersburg with Lee's main columns; but left that route in the vicinity of Marion station, about midway between Greencastle and Chambersburg, following a short-cut through here into the pass between Black Gap and Cashtown.

After the battle of Gettysburg, the greater part of Lee's army retreated through Fairfield and Waynesboro to Hagerstown. But some detachments started west through the South Mountain pass, turning nearly direct south at Greenwood (Black Gap), through a small valley, which may be seen over to the left, to Waynesboro, instead of taking the longer way back through Chambersburg, as the most of them had come. Artillery, supply wagons and hospital trains were driven across-fields from here toward the Maryland line at a number of places; stragglers continued into Chambersburg and even as far as McConnellsburg.

A short distance west of Black Gap, we pass through the old village of Fayetteville, named at the time of establishing the P. O. in 1826, after Gen. Lafayette, who had not long before finished his memorable visit to the United States. In 1768, Edward Crawford, a large land-owner of Fayetteville, and others, petitioned the County Court for a road to extend from Black's Gap to a point near Loudon, on the way to McConnellsburg. This was granted in 1772, and in the course of time became practically the route of the present highway between those points. The Crawford family has ever since been a prominent one in the locality.

Last Stretch into Chambersburg

At Fayetteville, the side-trip from Caledonia past the State Sanatorium and Forest Academy, outlined in earlier paragraphs, returns to this main line from the south. We cross the Waynesborough branch, Cumberland Valley R. R., at Fayetteville station; over to the right beyond this point, one may see Conococheague creek, making a long loop north before returning to our route again, just west of Chambersburg.

Stonehenge, soon passed on the right, formerly known as Staufferstown, from a family of that name, was a village of some importance in the olden days. One of the landmarks still remembered was the Staufferstown Tavern, since replaced by a private dwelling. When made a P. O., to avoid confusion and give distinctness, the well-known English name of Stonehenge was adopted.

At the eastern edge of Chambersburg where the trolley, followed from Caledonia, takes the center of the road, a hospital will be seen on the right. Almost directly opposite (left-hand side), stood during the Civil War, a grove, entirely removed since, called Shetter's woods, in which were Gen. Lee's headquarters the night before he went east to Gettysburg. At the prominent fork a little farther along, we continue straight ahead (leaving the trolley, which shortly returns to the main route), along Lincoln Highway East, Chambersburg, passing under the stone arch which carries the Cumberland Valley R.R. above the street, nearby the station and the large office building of that railroad, both on the right, and come to the square at the center of Chambersburg.

Visitors with some leisure will find this a very interesting place. On the right, at the corner where Lincoln Highway East is broken by the square, is the Franklin Co. Court House. In the northern part, on the way out toward Carlisle and Harrisburg, is Wilson College for Women.

The antiquarian may be interested to look at the site of Fort Chambers, at the confluence of Conococheague creek and Falling Spring, though nothing now remains to remind one of the old frontier defense and stronghold. Nearly seventy years ago, Madiera's edge-tool factory was one of the most celebrated of its kind in the United States; the walls of the building it occupied still stand near the Western Maryland depot, along the creek opposite the woolen mill, on part of the old fort property.

The Strategic Cumberland Valley

At Chambersburg this route completes its descent into the Cumberland valley, extending from the western slopes of South Mountain, near Caledonia, to the eastern sides of North and Cove mountains, a few miles farther west. Broadly speaking, it divides the scenic highlands characteristic of the section from Philadelphia here, from the mountainous region continuing, with incidental interruptions, the remaining distance to Pittsburgh. Though now approximately in the center of the State, we are only 620 feet above sea-level; but from now on, elevations will average higher to the Alleghany summits, beyond which the prevailing slopes will be toward the Ohio river.

The Cumberland valley is the Pennsylvania section of the great Appalachian valley, which extends from the Susquehanna at Harrisburg diagonally southwest through Maryland, eastern West Virginia and Virginia to Cumberland Gap, where southwestern Virginia corners on northeastern Tennessee. Though but a fraction of the width of the Susquehanna valley, recently crossed, it

has been of at least equal historic interest. In the early days of emigration, before east-and-west roadways were developed across the Alleghany ranges in Pennsylvania and Maryland, its southwesterly course made it of vast importance.

One result of the considerable early emigration which followed in that direction through the Cumberland-Shenandoah valley, was that Boone's Wilderness Road antedated both the National Road and the Philadelphia-Pittsburgh Pike; and Kentucky, largely settled over it, was admitted into the Union more than ten years before Ohio. In time, these two shorter routes from tidewater to the Ohio river passed the Wilderness Road in national importance. Instead of being followed any considerable distance by westbound travel, the Cumberland valley is now simply crossed, at Hagerstown, by the National Road, and here at Chambersburg by the Lincoln Highway, successor of the Philadelphia-Pittsburgh Pike.

This is one of the most fertile, best-kept sections of the State; beautiful, highly-cultivated farms are seen from the highway, and a much larger number of them are along the valley, reached by a side-trip either north or south from Chambersburg. Most of this region has a limestone foundation, and the soil is permeated with iron ores. In the valley the land is usually gently rolling; and the whole is almost literally walled in by the mountain ranges on both sides. It is a well-watered section, with small streams often visible from the highway.

An Old and Historic Settlement

Joseph and Benjamin Chambers, emigrants from Antrim County, Ireland, came into this section, then the western frontier, about 1730, and located at the point where Falling Spring discharges into Conococheague creek, about one square north of our route through Chambersburg. Joseph did not remain, but Benjamin did, and became the founder of what was known for many years as "Conococheague settlement," named after the stream, and that from an Indian word said to mean "Indeed a long way," which its winding character makes very appropriate.

Chambers, attracted to this section by vivid descriptions of a hunter, decided upon the location largely on account of the water power available here. A man of enterprise, he soon erected a hewed log house, covered with lapped shingles, fastened by nails; this is said to have been burned during his absence by a hunter for the sake of the nails, difficult to secure on the frontier in those days. By clearing new lands, building houses and taking advantage of the millsites, Chambers became the leader in that section of the Province.

What is known in Pennsylvania frontier history as Fort Chambers was erected here in 1756 as a protection against Indian raids from the west after Braddock's defeat in 1755. It stood just west of North Main St., midway between Market and King streets, the stockade enclosing the mouth of the spring. Built of stone, and the roof lined with lead (imported from England), to prevent its being set on fire by flaming Indian arrows, this was considered the safest fort in that part of the country.

In addition to the ordinary fire-arms of that time, it had a blunderbus and swivel, a combination which kept the Indians at respectful distance. Not long after the fort was built, Provincial authorities became apprehensive that the French and Indians might capture and turn these weapons against the other settlements. Whereupon a demand was made for them; but Chambers refused to surrender them, and was so well supported by his neighbors that they were allowed to be kept as long as needed. The fort was succeeded by a strawboard mill owned and operated by Dr. Samuel D. Culbertson & Sons; its site is now occupied by a woolen mill.

Photo taken March, 1920

DAVID EBY, CHAMBERSBURG, PA.

Born December 1, 1830; a wagoner over the "Old Turnpike," 1849-'53, and one of the few survivals of that period now living along it. In August 1908, Mr. Eby refreshed the memories of his youth by walking from Chambersburg to Pittsburgh, at an average of about 20 miles per day

Col. Chambers, whose title came from a command he held in the Provisional militia, was too old to enlist in the Revolutionary War, but three of his sons joined the Continental army at Boston. The old pioneer, however, lived to see the establishment of independence, and died February 17, 1788, about sixty years after he had crossed the ocean to make his home in far interior Pennsylvania. From that settlement has come

the Chambersburg of today, the name very appropriately commemorating the founder and the old fort erected by him.

In Stage-coach and Tavern Days

The location of Chambersburg, on both the Philadelphia-Pittsburgh Pike, and the main route through the Cumberland valley, made it an important stopping place for travel during the stage-coach era. Day's "Historical Collections of Pennsylvania" (Philadelphia 1843), gives the names of two taverns, both then located on the square, Culbertson's and the Washington. Subsequently Culbertson's, which stood on the southwest corner, the present site of the Presbyterian Church, and was a prominent meeting place for notables before the Civil War, became the Franklin, whose fate is mentioned in a later paragraph. The Washington of today is in a different location from its prototype of at least 75 years ago.

The small number of old taverns between Lancaster and Chambersburg is principally accounted for by the fact that before the Philadelphia-Pittsburgh route was improved practically throughout for stage-coach and freight-wagon traffic, this middle section was not used nearly as much as the eastern division. Consequently, there was less need for such accommodations as were provided between Philadelphia and Lancaster more adequately than on any other American highway from the Colonial period to the present day. Generally speaking, there may also have been less interest among the people along this section in preserving such taverns as existed at different times.

A more fundamental reason, however, was the fact that the 54 miles of the present main route between York, Gettysburg and Chambersburg were formed by connecting up, at a considerably later date, still older thoroughfares farther east and west. By the time this process had been completed, the earlier group of taverns at, and east of, Lancaster, had served six or seven decades of travelers. From McConnellsburg west, particularly in the mountains, we will notice several hotels dating back to stage-coach and freight-wagon days, but not as many or as well preserved as those on the first part of the route west of Philadelphia.

Maps made prior to 1800 show a well-defined road from Lancaster to Harrisburg, and southwest along the Cumberland valley through Carlisle to Shippensburg; thence west through Fannettsburg and Fort Lyttleton to Bedford (several miles north of the present route through Chambersburg and McConnellsburg). On some of them, Chambersburg is not shown at all; on others, its site is identified as "Col. Chambers." Later developments of east-and-west travel made it an important point.

Road Development in Chambersburg Section

On practically all of these old maps, the extension down the Cumberland valley to Hagerstown and the Potomac river can easily be traced; also the ancient trail from points farther west on the Potomac, particularly Fort Frederick, Maryland, crossing the Lincoln Highway at Fort Loudon, to which we shall shortly come, and continuing up the Path or Tuscarora valley to a connection with the pioneer route from Harrisburg through Carlisle, Shippensburg and Fort Loudon to Bedford. That made a long, roundabout way from the Potomac to Bedford, but avoided the steep ascent of Cove Mountain west of Fort Loudon, then relatively more formidable than now. Thus the earliest routes through both Gettysburg and Chambersburg were diagonally north-and-south instead of east-and-west.

Strange as it may seem today, the Chambersburg-McConnellsburg section of the present Lincoln Highway developed largely as part of a route from Baltimore, and later from Washington, to Pittsburgh through Westminister, Waynesboro, Mercerburg, McConnellsburg, Bedford and Greensburg. The travel between Philadelphia and Bedford might have been served indefinitely by the old route through Harrisburg, Carlisle and Shippensburg; but distance and geographical conditions prevented that from ever becoming an advantageous route between Baltimore and Pittsburgh. A few miles farther on we will note the point where the Baltimore road diverges from what has since become the main line.

The old route west of Shippensburg, though unimproved, can still be traveled. For many years after tolls had been established on the Pike, droves of live-stock and considerable freight were taken that way to avoid the payment of charges on the newer line. About 22 miles east of Bedford the two alignments merge and continue as one most of the way across the main Alleghany ranges.

Probably the first sleeping car line in the United States was inaugurated during the winter of 1837-'38 between Chambersburg, Harrisburg and Philadelphia. The railroad was not yet built all the way through to Pittsburgh; so traffic from that city and the Central West came over the mountains by stage to Chambersburg, where it transferred to the Cumberland Valley R.R. and that part of the Pennsylvania system then in operation to complete the trip to Philadelphia, and vice versa. It is said that the original sleeping cars were in operation there until 1848, when they were superseded by through service over the main line between Pittsburgh and Philadelphia.

Quick Transport of Ammunition

During the Civil War, the Chambersburg-Hagerstown division of the Cumberland Valley R.R. carried large numbers of Federal troops and vast quantities of war munitions and supplies. Its location exposed it to all the hazards of cavalry and infantry, and on both Confederate invasions of this region much of its property was destroyed. The railroad officials estimated the direct losses from these attacks at not less than $125,000; and the indirect losses, due to frequent interruptions of traffic, were much greater.

On September 18, 1862, the day after the battle of Antietam, four B. & O. R.R. cars, in custody of the Ordnance Department, U. S. A., drawn by

locomotive "Judge Watts," left Bridgeport (on west bank of Susquehanna, opposite Harrisburg), at 10:44 A. M., arrived at Chambersburg 12 o'clock noon, and at Hagerstown 12:42 P. M., a distance of 74 miles, in 1 hour and 58 minutes, averaging a mile in 1 minute, 30 6-7 seconds, slightly more than 37 miles an hour. Deducting stops, including two of ten minutes each for cooling hot boxes, this special was run at least 45 miles an hour.

Upon arrival at Hagerstown, journal boxes of all four cars were ablaze. The ammunition, being sent from Baltimore to McClellan near Sharpsburg on the Potomac, made 158 miles by way of Harrisburg to Hagerstown in 4 hours and 31 minutes, or 36 9-10 miles per hour, elapsed time, probably the record for that period. Hagerstown was the southern terminal of this line until the extension to Winchester, Va., was opened in 1889.

When Lee's great army came north from Virginia at the beginning of the Gettysburg campaign, it was three or four days passing through Chambersburg and vicinity, the advance divisions headed toward Carlisle and Harrisburg and the later ones sent direct across South Mountain to Gettysburg, without tarrying long at any one place. On June 23, 1863, Gen. Ewell, commanding the Confederate advance, made his headquarters at the Franklin hotel (formerly Culbertson's), passing on to the north at the Mennonite church.

Soon after Ewell went east, Lee, Longstreet and A. P. Hill came up, and used the same hotel for their headquarters for short periods. On the 26th, they determined the movements of Confederate forces which brought them all to Gettysburg a few days later. That night (26th), Lee transferred his headquarters to Shetters woods, already referred to. A man still residing in Chambersburg remembers, as a boy, sitting on the fence by the roadside and watching Lee looking over maps and papers in those woods.

The Burning of Chambersburg

Chambersburg was burned, not in the Gettysburg campaign, nor by Stuart's cavalry, as often supposed, but more than a year afterward by Early's Confederate cavalry, which had eluded Sheridan in the Shenandoah, and after alarming Washington, made the last raid of the war into Pennsylvania. Gen. John McCausland, still living in West Virginia, by direction of Gen. Early, demanded $100,000 in gold or $500,000 in greenbacks, paid within a half hour. This amount was not forthcoming on such short notice, and the burning followed.

A stone boulder set diagonally across the southwest corner of the Square gives the dates of the founding of Chambersburg (1764), and of its burning (July 30, 1864), number of buildings destroyed, 537, value of real estate, $713,294.34, and personal property, $915,137.24. The Franklin Hotel, temporary Confederate headquarters in the summer of 1863, was swept away in the conflagration. Though the conflict was then nearing its end, the long-ranging southern cavalry was difficult to anticipate or overcome.

This was, in fact, the third Confederate visitation of Chambersburg, the first one having been in October, 1862, by Stuart's cavalry. During McClellan's inactivity after Antietam, Stuart rode entirely around the Army of the Potomac, reached Chambersburg and returned to Virginia with remarkably little loss, considering the damages inflicted. He had meanwhile baffled the Federal cavalry, helped to delay McClellan's advance, and gave more time to the Army of Northern Virginia.

Stuart was not in this vicinity during the Gettysburg campaign, having made his long ride from the Potomac to the Cumberland valley at Carlisle through York. He was killed at the Yellow Tavern, Va., in May, 1864, about five months before the last raid and burning of Chambersburg. Here the westbound tourist leaves behind the last traces of the Civil War.

Photo by Penna. State Highway Department

ARMY TRUCKS CROSSING THE ALLEGHANY MOUNTAINS DURING WINTER OF 1917-'18

The Lincoln Highway in Pennsylvania was kept open practically throughout that winter by army trucks en route to the seaboard for shipment to Europe. Some traveled light; others carried provisions or materials which the railroads were unable to transport. Since that time, none of the strategic highways between the East and Central West have ever been entirely closed

The Lincoln Highway in Pennsylvania

Chapter VI---From Chambersburg to Bedford, 55½ Miles

Via Fort Loudon, McConnellsburg and Everett, crossing Tuscarora Mountain, Sideling Hill and Rays Hill

From the west side of the square, Chambersburg, our route follows Lincoln Way West across Conococheague creek and the Western Maryland R.R. tracks. The first two miles are a gradual ascent, followed by a descent to Back creek, a tributary of the Conococheague. This stream, hardly noticed in crossing, is almost exactly halfway between Philadelphia and Pittsburgh.

West of the bridge here, begins a long, steady rise out of the Cumberland valley, fine views of which may be had by looking back. The first point of note is St. Thomas, about 7½ miles beyond Chambersburg, a small village, formerly Campbellstown. During his first raid into Pennsylvania October, 1862, the Confederate cavalry leader, Stuart, came up from the Potomac through Mercersburg, reached the Philadelphia-Pittsburgh Pike here, and followed it eastward to Chambersburg. On the right-hand side of the road, about ¾-mile west of St. Thomas, are three great weeping willows, probably the largest on this route across Pennsylvania.

One of the most interesting developments of Colonial times, was a chain of frontier forts (so-called, in reality a series of stockades and fortified cabins), erected between the Delaware and Susquehanna rivers, along the general line of the Kittatinny or North Mountain, and Tuscarora range, to the Potomac river, to protect the settlements in Pennsylvania and Maryland after Braddock's defeat in 1755. That chain, if in existence today, would be crossed by our present route in the vicinity of St. Thomas, as forts Lyttleton, Shirley and McCord were north of the turnpike, while forts Loudon, McDowell and Steel, in Pennsylvania, and forts Frederick and Cumberland, in Maryland, were southwest, on the way to the Potomac. None of these old defenses now remain, but we will pass within a mile and a half of Fort Loudon; and the next place on our route commemorates it.

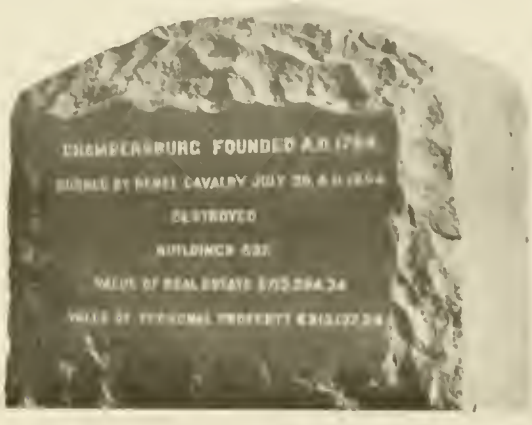


Photo by Mumper, Chambersburg

CLOSE VIEW OF MEMORIAL STONE, SOUTHWEST CORNER OF SQUARE, CHAMBERSBURG, PA.

Through Fort Loudon Village

On the left, a half mile beyond the three willows, a prominent road branches southwest. That, followed about four miles, would bring one to the site of McDowell's Mill, afterwards better known as Fort McDowell, on the west branch of the Conococheague, at the settlement now known as Bridgeport, but hardly worth a detour to see. Continuing straight ahead along the main highway, we notice, on the right in the nearing distance, a high peak known since Colonial times as Parnell's Knob, and so named on old maps of this section. Here the Kitattinny or North Mountain range, which has been practically continuous from the Delaware and Susquehanna rivers, terminates in a bold, exposed peak, rising about 1,200 feet above the roadway, distant only a trifle over a mile.

On the opposite (south) side, just west of where one passes Parnell's Knob, is a by-road leading down to the site of Fort Loudon, also on the Conococheague, within a mile or so of the through route. Many tourists make this side-trip, attention to which is called by a stone marker in the angle of the highway and the short road to the fort. This was not only the most important frontier defense in this region, but also on the circuitous route followed by the Forbes expedition against Fort DuQuesne in 1758. While that route used the general alignment of the present road, it made several deviations, notably in this section, where it took a northerly course from forts McDowell and Loudon to Fort Lyttleton, and thence west, avoiding the climb over Tuscarora or Cove Mountain, to which we are shortly to come.

The name of that old fort is more properly spelled Loudoun, after Lord Loudoun, commander-in-chief of the British forces during the early part of the old French war. Loudoun St., Winchester St.,Va., retains the original spelling; here and in the nearby village it has been shortened to Loudon. Continuing about a mile and a quarter past the side-road to the site of the fort, we cross an iron bridge over the west branch of the Conococheague, and come to an important fork, in which is set a large granite boulder, with a bronze tablet, in the form of a keystone, with this inscription;

FORT LOUDON

Erected by Colonel John Armstrong in the winter of 1756, by the order of the Province of Pennsylvania, was situated a mile southeast of this spot.

The fort was built for the protection of the frontiers against the Indians, and took the place of the Fort at McDowell's Mills, which was situated at Bridgeport. Fort Loudon was the scene of many thrilling events during the Indian raids in this region. During the expedition of General John Forbes in 1758, and that of Colonel Henry Bouquet in 1763-4. this fort was used as a rendezvous for troops and as a base of supplies. It was the scene of the exploits of Captain James Smith and his "Black Boys" in 1765. Before the building of the State Road to Pittsburgh, it was the point of departure of great trains of pack-horses loaded with goods for the West and South.

Erected by the Pennsylvania Historical Commission, the Enoch Brown Association and the citizens of this place, 1915.

This little village in the wilds of Franklin Co., Pa., almost literally surrounded by mountains, was the nearest important settlement to the old fort; hence the name. Through here, the celebrated Indian trail known in history as "Kittatanning Path," led from the Potomac and lower Conococheague settlements to the Allegheny river north of Pittsburgh, a fact perpetuated in the name of the Path Valley, through which the west branch of the Conococheague winds for several miles north of our route. Shortly after the Revolution, a son of Col. Chambers, founder of Chambersburg, erected a forge here to take advantage of the water power.

Before the improved road was constructed beyond here, wagon freight brought as far as Fort Loudon had to be transferred to pack-horses for the remaining distance to the Ohio. When the pack-horse trail was superseded by the improved section of the present route west of Tuscarora Mountain, this village became a prominent stopping place for stage-coach travel. During that era it was widely known for the manufacture of whips, like Westfield, Mass., today, though of course on a much smaller scale; and also had wagon and blacksmith shops. Thomas A. Scott, who in 1860 became vice-president of the Pennsylvania R.R., was during the Civil War in charge of railway operations for the Federal Government in the war zone, and afterwards president of the railroad company, was born in Fort Loudon December 28, 1824.

Keeping to the right of the small park, with the tablet flanked by cannon, we cross the Cumber-

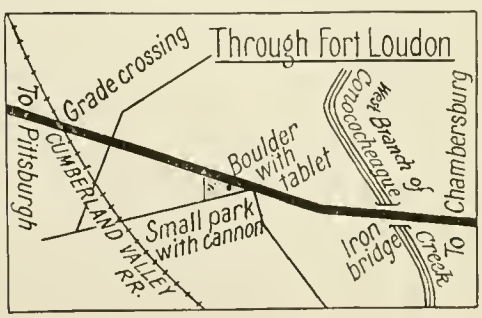


Photo by Forbes Granite Co., Chambersburg

HISTORIC MARKER, FORT LOUDON VILLAGE, PA.

As seen traveling from east to west along the Lincoln Highway. The lettering is reproduced in type in the left hand column

land Valley R.R. (southern Penna. branch), the last sign of steam transportation until we come along the Raystown branch, Juniata river near Everett, on the other side of the first mountains. By the highway over which we have come, the distance back to Chambersburg is only 13.4 miles, against 22.6 miles by the railroad, which takes a circuitous course to the south, with a spur to Mercersburg.

West of the railroad, our highway crosses the narrow Path or Tuscarora valley, almost as level as a floor. Looking back across same, and over the west branch of Conococheague creek, we see Jordan's Knob, similar to, but not as high as Parnell's Knob east of Fort Loudon village. This is a picturesque escarpment at the point where the southwestern edge of North Mountain turns or folds back into the Path valley, out of which we are about to climb by a steeper grade than any encountered heretofore on this trip.

Crossing Tuscarora Summit

Glancing ahead from this level stretch, the tourist will see Tuscarora or Cove Mountain looming up tremendously in the distance, and may wonder how difficult the crossing of it will be. Accidents are very rare. One only needs to be sure that the car is in good condition, especially the brakes, strictly observe the rules of the road,

and keep a sharp lookout for vehicles coming from the opposite direction, particularly under full headway, perhaps carelessly driven.

The ascent from the east is about four miles, with no turns or very sharp curves; the net rise in this distance is about 1,300 feet. A signboard at the top gives the elevation as 2,240 feet, but on the U. S. Geological Survey (Mercersburg quadrangle), it is shown as about 2,100. While several ranges farther west are higher, no grades for the distance are steeper than those on this mountain, due to the fact that there are fairly deep valleys on either side of it, whereas the others rise principally from plateaus considerably higher.

Though known as Tuscarora or Cove Mountain, the former is probably the true Indian and more correct name, derived from the Tuscarora tribe, the sixth nation of Iroquios, after whom the Tuscarora trail south and north through this section of Pennsylvania was called. The word "cove" is frequently used in the Alleghanies to describe some sheltered valley, to which a local name is given. McConnellsburg, the next town, is in what is known as the "Big Cove," surrounded by mountains.

People of older generations would frequently express their intention of going "over to the Cove;" in time this came to mean over Cove Mountain, from which the name was probably derived.

Along the crest of Tuscarora Mountain runs the boundary between Franklin and Fulton counties, extending to the Maryland line. The mountain gradually decreases in size farther southwest; and comes to an end just north of the Potomac at Hancock, Md. Splendid views are had from the roadway; and many more reward one searching for other points of vantage nearby.

Old buildings, some undoubtedly taverns or wagon-stands in stage-coach and freight-traffic days, are occasionally seen, usually with nothing to identify them. On the right (north) side at the summit are the ruins of what was probably a roadhouse within comparatively recent times.

Down Into and Through McConnellsburg

More care is required on the western slope than the eastern side; the grades average steeper, and there are several sharp curves, one nearly a "horseshoe." In less than three miles, we descend to 955 feet at the point where the highway from Baltimore or Washington through Waynesboro, Greencastle, Mercersburg and up through Cove Gap (Foltz) comes into this route, $\frac{1}{2}$-mile east of McConnellsburg. A signboard in the angle gives the name, Waynesboro, Greencastle and Mercersburg Turnpike; and indicates the way to the birthplace of James Buchanan, southeast $6\frac{1}{2}$ miles along that route.

This diagonal road from the left owes its importance to the improved thoroughfare from McConnellsburg through Bedford to Pittsburgh. Until about 1800, it was expected that the main highway from the Chesapeake-Potomac region to the head of the Ohio would be over the Baltimore-Cumberland Turnpike to Cumberland; thence by the route which subsequently became the National Road as far as the summit of Laurel Hill, a few miles east of Uniontown, and the Braddock Road the remaining distance. But Braddock's route between Laurel Hill and Turtle creek fell into disuse, and the National Road found its principal Ohio River terminus at Wheeling, somewhat to the disadvantage of Pittsburgh.

Thereupon part of the travel and commerce from Baltimore and Washington began to be diverted from nearly direct west through Maryland northwest into Pennsylvania, using the second half of the Philadelphia-Pittsburgh Pike to reach the confluence of the Monongahela and Alleghany rivers. This traffic merged with that from Philadelphia, Lancaster and York, to which was added most of the travel from or though Harrisburg and Carlisle to Pittsburgh or beyond. The increased number of taverns found, even today, on the next section of the route, is thus partly accounted for.

We come quickly into the main street of McConnellsburg, and continue straight through over a fairly level stretch, soon crossing Big Cove creek, eastern tributary of Licking creek, whose main stream will be crossed at Harrisonville, a few miles farther on. The elevation is now a trifle under 900 feet. Maps of this section are only approximately correct, as the next 22 miles have not been surveyed either by the Federal Government or the State.

Up to three or four years ago, there stood on the right-hand side, just beyond the bridge but before the side-road branching right, an old toll-house whose superstructure was built entirely across the highway. Nothing like it can now be found along the route; tourists having made the trip prior to 1916 may recall it. After the toll road had been purchased, the overhead part of the house was torn away; the dwelling part, moved back and remodeled, is now a private residence.

On the western outskirts of McConnellsburg, the highway takes a northwesterly direction, for a favorable approach to the next range. About a half mile west of the bridge, one comes to very sharp left and right curves, by which the route passes mostly around the foot of Little Scrub Ridge. Before beginning the moderate ascents here, it will be worth while to look back over the intervening lowland and the top of McConnellsburg to Tuscarora or Cove Mountain, crossed perhaps less than ten minutes before. The immense bulk of that range is now most impressive; and helps to explain why early travel preferred to follow the longer but easier way from Fort Louden north into the valley of the west branch of the Juniata, before turning west.

Passing over the moderate grade caused by the slight projection of Little Scrub Ridge across our route, we come to the eastern foot of Scrub Ridge. The ascent of this is short but rather steep; from the summit (1452 feet) interesting views unfold. Through openings in the tree-tops, McConnells-

burg, 3½ miles back, may still be seen in clear weather. Looking ahead, about twenty miles of the Licking Valley (from here to Sideling Hill) are within vision.

We descend the western slope of Scrub Ridge, and near the foot cross Patterson run, another tributary of Licking creek. In the next two miles we go over a minor ridge, with sharp curves on both sides, crossing the main stream of Licking creek, largest in the locality, at the eastern edge of Harrisonville. This waterway, from which the valley was named, and its branches, drain a considerable area; after flowing through southern Pennsylvania and across about the narrowest part of Maryland, it enters the Potomac west of Clear Spring on the National Road.

Originally Licking creek village, this place was renamed Harrisonville after Gen. William Henry Harrison, victor of Tippecanoe, during his term as president. It is a typical old-time mountain hamlet. The valley here has an elevation of only 782 feet, a trifle less than McConnellsburg; and is the lowest point on the highway until it descends the other side of the main Alleghany range.

Glimpses of Old Mountain taverns

On the right (north) side, 1 4-10 miles west of Harrisonville, is the Green Hill House, the first of several well-preserved taverns in this section. It is a frame building, erected probably in 1838, and afterwards covered with stucco. Until about six years ago this house was a toll-gate on the former toll road. It is now a dwelling owned by James A. Stewart, who conducts a road house, serving meals and providing accommodations for a few travelers, on a smaller scale than when it was a prominent overnight stop on the great Philadelphia-Pittsburgh highway.

On the right, 8-10 mile beyond the Green Hill House, is the stone building known for many years as Mann's Old Tavern, a large and once popular stopping-place for stage-coaches. It was built probably about 1838 or '40, to better accommodate travel passing over this stretch between Pittsburgh, Harrisburg, Philadelphia and Baltimore just before the railway era. The building, covered with stucco, is now the Saluvia, Fulton Co., P. O.

Asking a native why so many of these old taverns have been plastered on the outside, taking away much of their original character and making them similar in general appearance, the writer was informed that at one time the stucco was supposed to be more up-to-date, the purpose being to cover the rough stone work, and give an artificially finished effect. A passing judgment would be that the outside plaster is a serious detriment, especially when broken in spots or deteriorated with age. The new owner of one old house of this type had the stucco removed, and the original rough stone work dressed with new mortar, restoring the original character of the building and making it much more attractive.

The comparatively level stretch here is a wide depression between Scrub Ridge and Sideling Hill, the next range west. On the right (north) side, 1 3-10 miles beyond Saluvia P. O., is Reamer's, one of the oldest tavern properties remaining on this part of the route (erected about 1820). This is also a stone building, but not having been plastered, the original appearance has been better preserved. Reamer's was a tavern and stage-office; its location, at the eastern foot of Sideling Hill, was a convenient stop for old-time travel; and tradition says that it enjoyed good patronage.

To and Across Sideling Hill

Several mountain streams have their source near this section of the highway, flowing from it in opposite directions, north and east to the Juniata, or south and west to the Potomac. No westward-flowing waters are encountered until we cross the main Alleghany range, considerably farther along.

A WAYSIDE STOP, 1903

Paul C. Wolff, Secretary Pennsylvania Motor Federation and Automobile Club of Pittsburgh, in front of Reamer's old tavern, Bedford Co., Pennsylvania

Looking west, Sideling Hill looms up, huge and formidable, directly in our path. To gain the top it will be necessary to ascend about 1300 feet in the next three miles, with several sharp curves (caution advised). The distance is a trifle less, and the grade very similar to that up Tuscarora or Cove Mountain; it begins from a somewhat more elevated base, and the summit is about as much higher.

The name is said to have been taken from the comment of either Indians or pioneer settlers about this being a "side-long" hill; that exact lettering is found at times in the old records, "Sideling" being a comparatively modern rendering. Extensive and beautiful views from the slopes, and especially from the top, include large areas of wild land and primeval forest, too far from transportation facilities to have suffered from extensive lumbering. Here, more than on Cove Mountain, opening eastward into the warmer Cumberland valley, we observe changes in the flora of the route. Diversified vegetation of

lower altitudes becomes rarer; and cone-bearing trees are more conspicuous. Forests of chestnut, pine, locust, hemlock, oak, walnut and patches of tamarack, in the swampy places, extend as far as the eye can see.

Travelers over the National Road will recall encountering on the eastern slope of Sideling Hill a few miles west of Hancock, Md., the steepest grades between Hagerstown and Cumberland. The more southerly route was cut in the general direction of the Potomac, though at times miles from it, by Indians employed by Col. Thomas Cresap of Oldtown, Maryland, for the Ohio Company, some years before the old French war.

Law Enforcement on the Old Frontier

After the battle of Bushy Run, north of Greensburg, where Pontiac's Rebellion was broken in Pennsylvania in 1763, trade with the western

Photo by F. E. McCreary, Bedford

FORK OF TWO MOUNTAIN HIGHWAYS

Looking east from the eastern foot of Ray's Hill. The unimproved road on the left follows the old trail past the site of Fort Littleton, some miles north of our route, to Shippensburg, Carlisle and Harrisburg. On the right is the Lincoln Highway, winding along an intermediate small ridge toward Sideling Hill, in the farther background, invisible because the view is cut off. In the angle is the Mountain Home Hotel, successor to MacIlvaine's of the stage-coach era

Indians was temporarily forbidden by the Province. Notwithstanding this, in the spring of 1765, several loads of goods, including tomahawks, scalping knives and ammunition, were sent by unscrupulous traders as far as Conococheague creek in wagons, and loaded on pack-horses for the remainder of the journey across the mountains.

Fearing that these goods, in the hands of Indians, might be turned against the settlements, about fifty armed men met the caravan near the present site of Mercersburg, and endeavored to stop it by persuasion. They were unsuccessful, and the pack-horse train continued its slow way across Tuscarora Mountain to Sideling Hill. Thereupon William Duffield selected ten frontiersmen most accustomed to the ways of Indian fighting, blacked and painted them and pushed ahead by a roundabout route to an ambush along the trail on this hill.

When the expedition came along, it was attacked by these few men; the traders were glad to escape with their lives and a little personal property, leaving most of their stock to be burned on the spot. Considerable legal trouble and some conflict of authority followed; but the prohibition against trading with the Indians was more easily enforced afterward. It is not known just where the ambush took place, but probably nearby the present route.

We descend Sideling Hill by a downgrade of two miles, but with fewer curves than on the longer eastern slopes. Looking over to the right when nearing the foot, the tourist may see the old road from the Cumberland valley at Shippensburg through Fannettsburg, Burnt Cabins and Fort Lyttleton, coming into this route, the two coinciding for the remaining distance to Everett and Bedford.

This is a shorter way to Carlisle and Harrisburg than through Chambersburg and up the Cumberland valley; and avoids the steep grades of Tuscarora Mountain and Sideling Hill. But it has never been improved, and is used principally to reach a few intermediate settlements. Many years ago drovers would often go that way to avoid the Pike tolls to Chambersburg.

Facing the main road at the intersection is the Mountain Home Hotel, a 3-story building of modern appearance. Its exterior boarding covers logs which formed the principal structure of MacIlvaine's well-known and popular tavern of stage-coach days. For the best view of it and the diverging roads, one traveling west should turn around and look east, the way the accompanying photograph was taken.

It will be noticed that the unimproved road goes almost directly up the hill in the background, while the Lincoln Highway takes the grade in an easier way. This is part of the trunk line of telegraph poles across the State, the greater number of wires following the unimproved shorter route eastward.

Over Ray's Hill into the Juniata Valley

Now begins a short, rather steep ascent of the eastern slope of Ray's Hill, reaching the top at an elevation of 1955 feet. Along the crest, nearly north and south, runs the boundary between Fulton and Bedford counties. A fine view of the western slope of Sideling Hill may be had back in a northeasterly direction across the intervening depression from the summit of Ray's Hill.

Ray, whose name is met frequently in the history of this section, was a settler in the vicinity of Bedford about 1751; that place was at first called after him. This last range before reaching the Juniata was probably named the same way. Passing over the crest of Ray's Hill, there is a gradual descent into the Juniata valley, the broad outlines of which now begin to unfold.

In 2 8-10 miles from the summit to the village of Breezewood, the drop is a trifle less than 600 feet. Considerable re-alignments have been made on the highway in this vicinity, to secure a shorter line and easier grades. From an elevation of 1364 at Breezewood, the descent continues rapidly to 982 at the Juniata, only 1 8-10 miles farther west.

The waterway crossed here is the Raystown branch, whose main stream is considerably to the north, more in the section traversed by the William Penn Highway. Before this Chambersburg-Bedford-Pittsburgh route was cut through and made passable as a whole, there was considerable exploration, travel and primitive commerce up the Susquehanna river past the site of Harrisburg into the Juniata, whose long circuitous course avoided the several mountain ranges east of here. Making a sharp southerly bend from the main stream near the present Huntingdon, the Raystown branch followed a well-defined valley down to this section.

Old Trail and Modern Highway Coincide

Often in looking over old records, one finds a reference to "the lands near the head of the Juniata, along the path that leads to the Ohio." What the casual reader may consider a convenient but indefinite figure of speech is, in fact, a most interesting phrase of accurate description. Here the headwaters of the Juniata cross and continue for miles along part of the old trading path to the West, transformed into a modern highway.

How little the alignment of this portion has changed in more than 160 years is best evidenced by the fact that from here through Everett into Bedford the tourist of today could follow the map made for the Forbes expedition of 1758 about as easily as a modern survey. The old distances are also remarkably correct. In 1754 George Croghan, a famous Indian trader and scout living on the west side of the Susquehanna not far from the present Harrisburg, made a report to the Colonial authorities of Pennsylvania on the distances from his location to the Ohio, which he had traveled several times.

"From Juniata Creek at ye Crossings to Raystown" (now Bedford), Croghan gave as 14 miles, half a mile less than odometer measurements between the same points. Nothing could be more expressive or appropriate than the name, "Juniata Crossings," as known to the Forbes expedition, to the drivers of stage-coaches and freight-wagons during the busy days of the old highway, and so called to this day. Next to the Susquehanna at Columbia, it is the widest stream on this trip.

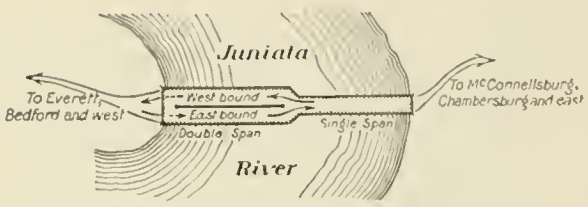
Evolution of a Famous Crossing

For many years, the only means of crossing here was by primitive ferry, replaced in time by a famous "chain bridge." The date of its erection is uncertain, but it stood for many years some distance below the present one. In place of cables, as in modern suspension bridges, large chains spanned the river; on one side these were anchored to great rocks, and on the other to a stone pier, part of which still remains. The

From original in Historical Society of Pennsylvania, Philadelphia

PART OF MAP MADE FOR THE FORBES EXPEDITION (1758)

Compare this old map with the corresponding section of recent detailed maps, across pages 48-49. What the topographer of 1758 indicated as "Col. Burd's Road" became the start of the "Old Glade Road" (branching south from the main highway just beyond Wolfsburg, west of Bedford, page 48). Everett was not then laid out



From sketch by F. H. Blackburn, Bedford

UNUSUAL SHAPE OF COVERED BRIDGE ACROSS RAYSTOWN BRANCH, JUNIATA RIVER, AT JUNIATA CROSSINGS

original road at the "lower crossing" may yet be distinctly traced, and marks of wheels deeply cut into solid rock are still visible evidence of the heavy wagon traffic which once passed over this route.

The older part of the present long covered bridge, 185 feet total span, was erected by the Bedford & Chambersburg Turnpike Co., when the first improved road was put through in 1814-15, though it may not have been entirely completed until 1818. Originally it was a double wooden structure throughout, built of very heavy timbers, as noticed by the tourist. About 1884 or '85, the eastern end, being most exposed to the current, was destroyed by ice or flood; and replaced by a single wooden section in 1885.

This was about midway between the time when wagon traffic disappeared from the road, and the coming of the automobile. As a result, this bridge remains today a relic of two former eras in transportation, the eastern end only half as wide as the older western end. The narrowing takes place in the middle of the stream, where the light is not good; and as in the absence of a foot-bridge, pedestrians are obliged to use it, caution is necessary, especially in traveling eastward.

McGraw's Old Tavern

On the right side of the road, just beyond the western portal of the covered bridge, is one of the oldest, most interesting taverns standing along the route. Some place of accommodation for travelers has been located on that site continuously since 1795. It is said that Hugh Dennison, one of a family of early settlers, erected the present building in 1818, soon after the completion of the through Pike.

It is a large three-story structure, of native stone, situated upon the north bank of the river, near its bend westward, amid wild, romantic scenery. At the height of the stage-coach era, it was one of the most famous hostelries on the route. George McGraw was landlord here in the 40s, and probably later. In time the place became widely known as "McGraw's;" or in the lingo of the old drivers, "McGraw's at the Crossings," linking the names of the hotel and locality together in a single descriptive phrase.

Tradition says that this landlord kept a good house, very popular and well patronized; a very few still remember it under that management. McGraw was also the owner of a large farm, and extensively engaged in stock-raising. He died in Bedford Co. about 1877. Like nearly all old taverns, this was finally left without patronage, and the great majority of modern travelers pass by without stop. Judging from appearances, it might easily be turned into a modern hotel.

Along the Juniata to Everett

Continuing westward, the motorist follows a nearly level road along the north side of the stream past well-kept and highly productive farms. At times the river is bordered by majestic trees whose shadows spread upon the limpid waters. In some places the valley is comparatively wide; then it contracts to little more than a "narrows" for the stream with the road crowded in. The very name, "Juniata," has a rythmical sound; and one is tempted to plan a subsequent trip along the main stream by the William Penn Highway to see more of it.

For a long time these were the frontier lands of the Province; and suffered great depredations. After Braddock's defeat, Indians in league with the French swept the Pennsylvania and Maryland frontiers; and practically destroyed all the settlements in this region, forcing survivors to flee to or east of the Cumberland valley. The success of the Forbes expedition in 1758 helped to hold these raids in check, but tranquility was not restored for many years. Gradually it was settled again; and now it is as peaceful a locality as one would care to see, inhabited from all appearances by prosperous and contented people, many of them descendants of the pioneers.

Several old stone buildings are noticed along

Photo by F. F. McCreary, Bedford

OLD COVERED BRIDGE AT "JUNIATA CROSSINGS"

View looking east, showing double roadway at western end, and glimpse of single portal at the farther end. See accompanying diagram. The sign "Juniata Crossings" is in front of McGraw's old hotel (on left-hand side, just out of the picture). For view of the entire bridge, see illustration top page 15.

Photo by F. E. McCreary, Bedford

ALONG THE LINCOLN HIGHWAY ABOUT TWO MILES EAST OF BEDFORD, PA.

In the foreground, Raystown branch, Juniata River, crossed 1 6-10 miles east of Bedford by iron bridge seen in extreme left-hand side of picture. In the center is Evitts Mountain, cut here by the river but rising to greater heights a short distance south. On the extreme right, the highway is seen crossing lesser hills on the way to Everett

the roadside on the 6½ miles from Juniata Crossings to Everett. Some of these were undoubtedly taverns or wagon-stands in the busy days of the turnpike; but none are as large or occupy such a commending site as "McGraw's." 2½ miles west of the Crossings, the road makes a sharp right turn at the water's edge; just beyond on the south (left) side, is an abandoned stone building which probably once served as a toll-house, its former usefulness gone, and not easily adapted for other purposes.

The stream shortly takes a southward detour, considerably below our route, but soon makes a graceful loop back. We follow the main road past the Everett cemetery, on the left, into the principal street of Everett. Located between Juniata Crossings and Bedford, this place is of much less historical importance than either of them; in the olden days it was known as "Bloody Run," from some sanguinary happening on the frontier. A writer about stage-coach days mentions three taverns in Everett. It is now a substantial and attractive place of about 2000 population.

We continue out W. Main St., between rows of silver leaf maples, past a short covered bridge on the left a half a mile beyond the town. On the south side of the river here is an industrial community adjacent to Everett, known as Earlston, in which are the iron furnaces owned by Hon. Joseph E. Thropp, former representative in Congress from this district, who is said to be the largest individual manufacturer of pig iron in the United States, all other iron works being controlled by corporations or partnerships. "Earlston" is Mr. Thropp's middle name.

He is a great-grandson of Sir James Wood, once the largest coal and iron factor in Great Britain, owning some 32 collieries and large iron works. Mr. Thropp also has large furnaces at Saxton, about 20 miles northeast (farther down the Raystown branch of the Juniata), coal mines and coke ovens on his 5,000 acres of coal lands.

Between two Great Coal Basins

Over to the right about this point, one will see the Huntingdon & Broad Top Mountain R.R., coming into our route at Mount Dallas station, 1 3-10 miles from Everett—the first steam transportation since Fort Loudon, 35 miles back. It connects with the Juniata division, Pennsylvania R.R., extending down to Cumberland, Maryland, providing a northward outlet for the Cumberland coal region.

Broad Top Mountain, from which this railroad was named, is a range or chain of low peaks, with a level or flat top, in eastern Bedford Co., some miles north of our route. That section is traversed by the Kelley, Barnet and Fulton coal seams, probably with a small percentage of the celebrated Pittsburgh seam extending that far east. In 1852, less than two years after the main line of the Pennsylvania R.R. had been built west through Huntingdon, a road to the Broad Tops was chartered, and part of it opened the same year; it was continued to Mount Dallas in 1867 and to the Maryland line in 1872.

This section of the Lincoln Highway runs about midway between the Broad Top, Pennsylvania, and Cumberland, Maryland, coal basins. Looking up some local history, the writer found a news item (April, 1805) stating that a coal mine had been found along the Juniata about 25 miles southwest of Huntingdon, which would be in about the section traversed by this route. It said that two laborers with a cart and pair of oxen could dig and carry to the river 120 bushels a day; and that the price at the river bank was eight cents a bushel.

The "Hartley Farm"

We continue under the high railroad trestle by which tracks leading from the furnaces are connected with the Pennsylvania R.R., and come to Mount Dallas station, in the low pass where Tussey Mountain is cut through by this branch of the Juniata. Probably the place was named from Hon. George M. Dallas, diplomat and vice-president of the United States during the administration of James K. Polk, 1845-'49. Just beyond is a farm, which for several generations belonged to the Hartley family, but is now owned by Mr. Thropp.

Upon it, "Light Horse Harry" Lee camped with about 6,000 troops accompanying President Washington en route to suppress the "Whiskey Insurrection" in Western Pennsylvania (1794). At Fort Bedford, about 6 miles farther west, the first president was met by commissioners representing the insurgents; and the hostile movement was soon overcome by this show of Federal military force. On his return, Washington stayed overnight in the stone and frame farmhouse here; during the evening he played backgammon with Mrs. Hartley, grandmother of Mrs. Bretz, who will leave the backgammon board, dice and checkers used on that occasion to the present owner of the farm.

In this house, Alexander Hamilton and his daughter once stayed; it was also visited by Vice-President Dallas and other distinguished guests. Mr. Thropp plans to erect a bronze tablet on the wall in front of the farmhouse, giving the points of historical interest in connection with the place. Two deeds to this farm (about 1753) one signed by Robert Morris, afterwards financier of the Revolution, and the other by Benjamin Franklin, show that these two great men were imbued with the spirit of seeking what was then the frontier (the eastern foothills of the Alleghanies) about a century before Horace Greeley advised young men to "Go West." It is understood that these deeds and perhaps other papers of historical value are to be preserved under glass and placed for convenient inspection.

Last Stretch into Bedford

Beyond Mount Dallas, the stream makes another considerable bend to the south, the highway keeping straight ahead through a rolling section. Along this stretch, about 4 miles east of Bedford, still stands a large willow, in the trunk of which a pipe was once inserted to tap the water flowing from a spring underneath. Years ago, motorists often stopped for a drink of refreshing water; but it has gone dry.

After gradually returning to our route, the Raystown branch of the Juniata is crossed (1 6-10 miles east of Bedford) by a 150-foot iron bridge. Its predecessor was known as "Bedford Bridge" to distinguish it from the Juniata Crossings, about 13 miles east. Originally the stream was spanned here by a covered wood bridge erected by the Bedford & Chambersburg Turnpike Co., about 1814-'15. That was burned, probably by an incendiary, about 20 years ago, and replaced by the present iron structure erected by the county.

This crossing is at a very picturesque spot, where the river has cut its way through a low pass of Evitts Mountain, leaving a series of low cliffs by the roadside. A short distance north, the Juniata is joined, in an almost perfect triangle, by the waters of Dunning creek, which drains a considerable area above the route. At the farther end of the bridge, the road crosses the Juniata Division, Pennsylvania R.R., and turns right in front of a stone toll-house, one of the best-preserved along the entire route but abandoned. After a short straightaway, now along the south side of the river, the highway becomes E. Pitt St., leading to the center of Bedford.

Photo by Paul C. Wolff, Pittsburgh

OLD TOLL-HOUSE 1 6-10-M. EAST OF BEDFORD, PA., LOOKING EAST

Type of stone building found in the central and western parts of the State. Here the highway makes two sharp turns to cross the Raystown branch, Juniata River, a portion of the iron bridge being shown on the left

The Lincoln Highway in Pennsylvania

Chapter VII---From Bedford to Greensburg—67 Miles

Across the main Alleghany Range and Laurel Hill to Ligonier, thence through the low pass of Chestnut Ridge, generally downgrade, toward the Ohio

Bedford was one of the earliest permanent settlements in the Alleghany region of colonial Pennsylvania. The pioneer road through that locality (after the pack-horse trail, successor to the Indian path), was the one which the provincial authorities attempted to cut early in 1755 to connect the Cumberland valley with the highway which the Braddock expedition was then making from the head of Potomac navigation, now Cumberland, Md., to the "Forks of the Ohio." This is known in history as the "Burd Road," after Col. James Burd, under whose direction the work was prosecuted the greater part of the way; and the principal object was to furnish Braddock's army with supplies from the eastern counties of Pennsylvania, through the Cumberland valley, already connected by road with Philadelphia and Lancaster via Harris' Ferry.

It was expected that a junction between the Braddock and Burd roads would be made at or near the historic "Turkey Foot," where the Casselman river and Laurel Hill creek flow into the Youghiogheny river, the site of Confluence, Pa. But unexpected delays and great difficulties encountered on the Burd Road, especially in securing enough woodchoppers, and keeping them at work while the section was exposed to Indian raids, and finally Braddock's defeat at the battle of Monongahela (July, 1755), led to the abandonment of the project. The first few miles west of Bedford were, however, constructed according to the crude practice of that period, and three years later formed so much of the Forbes Road.

The latter was laid out under Forbes' instructions, largely by Col. Henry Bouquet, against the advice of Washington, who argued strongly in favor of forming a connection with the Braddock Road, and following that the balance of the way. Being a Virginian, with a better knowledge of the Potomac country, and convinced that the most natural and easiest route to the Ohio was from that direction, influenced his opinion, though the success of the Forbes expedition and subsequent history proved it to have been mistaken.

In ill health, and under the stress of a great undertaking, the Scotch general made severe comments upon Washington's ideas of the two routes, and even questioned his motives. But once Forbes had decided to cut through and follow a new, shorter line of travel, he had no more loyal or capable subordinate officer than the young Virginian; and, had he lived long afterward, might have left a somewhat different opinion.

Location of an Important Frontier Fort

The first known settlement here was made about 1751, by one Ray, whose name was for awhile given to the place, and is still retained by the nearby stream, and the mountain range just east of Juniata Crossings. Fort Bedford was located along the south side of the Raystown branch of the Juniata, almost immediately alongside our route through Bedford. It was constructed probably in 1757, as one of the frontier defenses after Braddock's defeat; during the Forbes expedition of 1758 it was the principal headquarters east of the Alleghany summit for troops, military stores and supplies on the way to the Ohio.

Among the distinguished officers here were

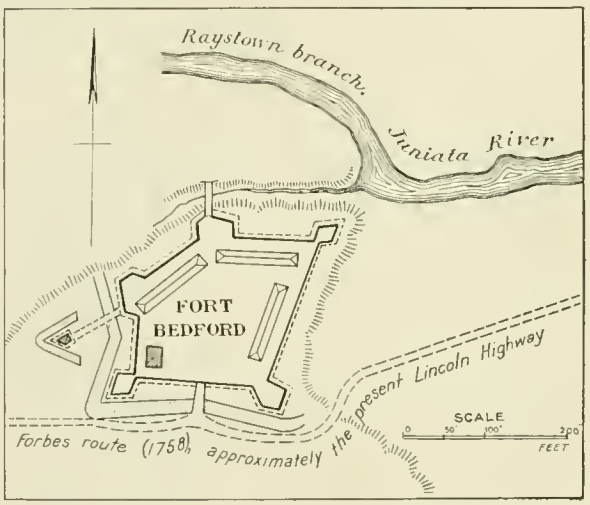


Diagram showing location, form and general appearance of Fort Bedford, Bedford, Pa. The dotted line represents very nearly the route now followed by the motor tourist past the site

Forbes, Washington, Bouquet, Armstrong and Burd; it was also the main rendezvous for an army of about 7,000 men. The fort was surrounded by quarters for officers and barracks for the soldiers. It embraced altogether about 7,000 square yards, and besides its 5 bastions, for the use of swivel guns, it had a gallery with loop holes extending from the central bastion on the north front to the water's edge, commanding the banks of the stream. The main gate was on the south side; and, parallel with the southern rampart, was Forbes Road, now W. Pitt St., part of the modern highway.

The site was admirable; and the method of construction made the stockades formidable for that

Photo by F. E. McCreary, Bedford

VIEW EASTWARD THROUGH SCHELLSBURG, PA.

Hotel on left, built 1747, once called "Nine Mile Tavern" (located 9 miles west of Fort Bedford). Kept by present family nearly 100 years; still open to the public

Photo by Penna. State Highway Department

SECTION OF LINCOLN HIGHWAY NEAR HARRISONVILLE, FULTON CO., PA

Photo by F. E. McCreary, Bedford

OLD LOG HOUSE, BEDFORD SPRINGS

On right-hand side, running south from Bedford; said to have been erected in 1797. Across the road from it stands what was formerly a grist mill; but now, with addition, used for business purposes. This log house, once the residence of the miller, is a well-preserved specimen of building now becoming rare.

Photo by F. E. McCreary, Bedford

ABANDONED TAVERN ("SHOT FACTORY")

View (left) is east, downgrade toward Schellsburg; the curve here was made to secure a favorable grade up the main Alleghany range, part of which is shown in right background

period. Its principal framework consisted of unseasoned oak or other strong logs, not easily set on fire and difficult to cut through. These logs, about 18 feet long and pointed at the top, were placed alongside in an upright position. Their sides were hewn flat, and after being placed close together, were fastened at the top by horizontal pieces of timber, spiked or pinned on the inside, making the whole interior firm and strong.

Platforms were constructed all around the inner side of the enclosure, perhaps 4 or 5 feet from the ground. Upon these, in case of attack, the garrison stood and fired through loop holes made at convenient heights above the platforms. Port holes were cut on either side of the bastions for the swivel guns. Fort Bedford was also protected on the south and west sides by a moat about 8 feet deep and 10 feet wide at the bottom, gradually widening to about 15 feet at the top.

On the north side, the stream afforded the necessary protection, while the contour of the ground furnished a natural defense on the east side. The great mass of earth taken from the moats was thrown outward, and graded to an easy slope, up which any attacking force would be obliged to approach against fire from within the stockades.

Notwithstanding the great value of this fort to the Forbes expedition, it was afterward neglected by the provincial authorities, and only a small garrison was retained there. Some use was made of it by Col. Bouquet's expedition against the Indians in 1763. Before the Revolution it became a ruin, never to be rebuilt; nothing whatever now remains of it, and even the site still lacks a suitable marker.

A trifle less than 2 miles south of Bedford, en route to Cumberland, are the celebrated Bedford Springs, a popular resort for many years. Numbers of tourists make the short side-trip to the Bedford Springs Hotel there.

Several old dwellings or stores on the main street look as if they might have been taverns or wagon-stands in the olden days; but have been superseded by newer establishments. On the right-hand side of Pitt St., just west of the business center, is an old stone building known locally as "Washington's Headquarters;" but the tradition is elusive, to say the least. The monument to the memory of soldiers of Bedford Co. who lost their lives in the War of 1861-'65 is at the intersection of Penn and Juliana streets, one square south of the through highway.

First Section West of Bedford

We continue straight out W. Pitt St., soon bearing right to pass around the upper edge of Wills Mountain, which trends southwesterly into Maryland. About 30 air-line miles south it is cut almost in two by Wills creek, forming the famous "Narrows," just west of Cumberland. Near Wolfsburg, 2½ miles out, the highway passes through a covered bridge spanning the Raystown branch which, with the Juniata division of the Pennsylvania R.R., takes a southwesterly course, west of Wills Mountain; nothing more is seen of either on this trip.

A short two miles west of the covered bridge, a prominent left-hand road starts southwest through Mann's Choice into southern Somerset Co. This is part of the Burd or "Old Glade Road," originally intended to connect these upper waters of the Juniata with the Youghiogheny, and through that with the greater Monongahela. Old records give it as branching from the direct line between 4 and 5 miles west of Raystown; the odometer shows 4 1-10 miles from the center of Bedford.

In the southeast corner, within a few feet of the branching of these roads, is a large and substantial stone building, the more interesting from its location. Stopping to inquire, the writer was informed that it was erected more than 90 years ago; and was long known as "Stookey's" or the Stookey Hotel. Like most survivors of the stage-coach days, this is a private residence. It is an excellent example of old-time country stonework, partly hidden by porches in front and on the sides, all comparatively modern.

Taking final leave of the Juniata, the highway ascends a moderate grade and makes a corresponding descent into the narrow Quaker valley at Schellsburg. This little place, just under ten miles west of Bedford, was a convenient point for changing relays of horses on stage-coaches. Two miles beyond the village, our route goes through the last covered bridge on this route, over the Shawnee branch, Raystown branch of the Juniata, the last tributary of that stream.

Old Tavern Site in Mountain Wilds

Just beyond the covered bridge begins a long but only moderately steep grade up the eastern slope of the main Alleghany range, in the course of which there are several sharp curves. On the left, at the sharpest one of all, is a conspicuously high stone building commonly known as the "shot factory," the name arising, it is claimed, from its use at one time as a place from which to drop shot in making bullets; but that is highly improbable.

The building was an old tavern, a product of the turnpike era (1820 or later), erected on that spot somewhat to take advantage of a fine spring of cold water nearby. Its unusual height probably led someone to give it the name of "shot factory," which is even on the U. S. Geological survey map of that section. Though abandoned for many years, its well-built walls are standing in remarkably good condition.

In his recollections of 60 years (1908), David Eby, of Chambersburg, a wagoner over this route, 1849-'53, refers to this as "the high stone building," and also mentions the "short turn" and the "hard pull" which westbound stage-coaches and freight-wagons were obliged to make in passing it. This the observer of the present time can readily confirm by a glance at the illustration in the lower right-hand corner, page 86.

Across the Main Alleghany Plateau

6-10 mile beyond is "Grand View," a point of

osbervation over an extensive area of Bedford and Sumerset counties, mostly on the western side of the Alleghany range. Guard rails protect traffic from approaching too near the edge. Tourists are advised to park their cars somewhat back and walk to the ledge overlooking this vast panorama of mountain and forest. A sign erected by the Pennsylvania State Highway Department calls attention to the "finest view between Philadelphia and Pittsburgh."

Just beyond "Grand View" is the highest elevation on the route, 2,908 feet, at the Bedford Co.-Somerset Co. line, running along the crest. This is more the top of a high, fairly broad plateau than a conventional "summit." Deep valleys, glens or ravines cut the landscape in curious fashion, some forming beds for small mountain streams flowing in different directions. At times the dense forests almost encroach upon the highway.

The altitude places the crests of this plateau in the equivalent of the Canadian zone. Clouds from distant regions meet and mingle their rains upon these highlands; and across them two well-defined systems of winds blow, generally from opposite directions. The fact that the Alleghany mountain ranges are comparatively low, allows moisture from the Atlantic slope to pass easily over them into the Ohio and Mississippi valleys; this largely accounts for the fertility of our central West, whereas the higher mountains farther west keep back the moisture of the Pacific, and help make the semi-arid regions there. Here we pass from the domain of streams flowing east or south into a region drained principally toward the north and west.

A Somerset County Coal Region

The descent of the western slope of the main Alleghany range is even more gradual than the grade on the eastern face, only 480 feet in somewhat less than 6 miles, to the mountain village of Buckstown. Continuing straight through, the highway traverses a sparsely-settled country, with occasional fine views, making a gradual descent to Stony creek at Kantner P. O. This stream is a tributary of the Conemaugh, and the latter of the Kiskiminitis river, flowing into the Allegheny at Freeport, about 25 miles northeast of Pittsburgh.

The principal camping site of the Forbes expedition between Bedford and Ligonier, was on Stony creek in this vicinity; but nothing remains to mark its location. Stoystown, an old village, about a mile west of the stream, was laid out by a Revolutionary soldier named Stoy. Between this point and Laurel Hill, the next range, is an upland plateau traversed by several small streams.

A few old buildings, which were probably taverns, wagon-stands or toll-houses in the busy days of the turnpike, are noticed along the roadside; but none of much distinctive character. Most of the settlements here have been made since coal has been extensively mined in this part of Somerset county. The principal transportation is furnished by the Johnstown division of the B. & O. R.R., connecting the Pittsburgh division at Rockwood, between Cumberland and Connellsville, with the main line of the Pennsylvania at Johnstown. Now, as 100 years ago, the highway

Photo by F. F. McCreary, Bedford

OLD STONE BUILDING, 4½ MILES WEST OF BEDFORD

The road in front is the Lincoln Highway. At extreme right, passing other side of house, the "Old Glade Road" starts southwest

Photo by F. E.McCreory, Bedford

SCHELLSBURG, BEDFORD CO., PA.

The view is nearly direct west, across the narrow Quaker Valley, in which the village (elevation 1,259 feet) is situated. At the mountain summit, in extreme background, just left of the center of the picture, the highway is carried through a rift in the forest, which still encloses it on both sides.

is the only means of east-and-west transportation through this section.

From the hamlet of Jennertown, an important connecting route leads north to Johnstown, the best way from points along this section to that city. South from the same 4-corners starts the newly-improved link from the Lincoln Highway here through Somerset and Meyersdale to the National Road about 3 miles east of Grantsville, Md., providing a good and often very useful connection between these two trunk lines through contiguous sections of Pennsylvania and Maryland.

To and Over "Laurel Hill"

Shortly after leaving Jennertown, begins a fairly long ascent of the eastern slope of Laurel Hill, with several curves, which should be taken with care. The summit, 2,684 feet, is the highest point on the remaining distance to Pittsburgh; trending slightly from northeast to southwest along this ridge is the dividing line between

Photo by F. E. McCreary, Bedford

APPROACHING "GRAND VIEW," SUMMIT ALLEGHANY MOUNTAINS

A characteristic "side-hill" road, which makes a long curve to distribute the grade over a greater distance. The celebrated view is off to the left of the picture from the point where the highway is seen to reach the crest

Photo by F. E. McCreary, Bedford

ASCENDING THE MAIN ALLEGHANY RANGE

View taken near the east front of the mountain, looking northwest. This illustration shows the general character of the Alleghany ranges—huge soil and rock masses, of comparatively low altitude, and without individual summits, like the White Mountains, Adirondacks and Catskills. From a distance they appear oval-shaped, or even rounded

Somerset and Westmoreland counties. This section is very wild and sparsely settled; the atmosphere is unusually clear and exhilarating.

The name, "Laurel Hill" applied to this range since early colonial days, and frequently mentioned as such in Washington's diary and public and personal correspondence, is derived from the abundance and beauty of the Rhododendron or Laurel which grows on the hillsides, in the valleys and along the mountain streams of this region, unsurpassed, if equaled, elsewhere. A smaller variety, the Calico Bush, is a shrub about 4 or 5 feet high, with thick, smooth evergreen leaves, lance-shaped and 2 to 3 inches long. In June its flowers appear in great clusters on the ends of the branches, very delicate and much used for decorative purposes. The stems are often made into rustic chairs and benches. A grove of this shrub adds greatly to the attractiveness of a well-kept lawn.

Photo by F. E. McCreary, Bedford

CURVE AT SUMMIT OF ALLEGHANY MOUNTAIN

To the right of the picture—beyond the protecting wall, a portion of which may be seen—is "Grand View," overlooking the western slope of the main Alleghany range. While often sharp, these curves are usually wide; and the road slopes a trifle to the inside as an additional factor of safety

Through here is found the large variety of Laurel (Rhododendron maximum), growing from 8 to 15 feet high; its evergreen leaves are from 5 to 7 inches long, broadly lanced shape, of leathery texture and glossy. The flowers appearing in August, are from 1 to 2 inches in diameter, of whitish or rose color, spotted inside, and grow in large clusters. A thicket of great Laurel affords protection to game animals and birds from the rigor of winter, and helps to conceal them in summer.

This hardy and beautiful shrubbery is unsurpassed as a border plant along the stream of a country estate. In heavy masses, it clothes these extensive highlands in primeval beauty. Other flowers and foliage add to the variety of the landscape. Especially in the fall, after a frost, almost any color of the rainbow can be seen as one looks over these noble, historic mountains.

On the crest of this range, somewhat more than 30 air-line miles southwest of where it is crossed here by the Lincoln Highway, Washington, in command of a small advance of the "Virginia Regiment," with which he undertook to reach Fort DuQuesne, encountered the French outpost under Jumonville, and fired the first shots in the Old French War. He soon afterwards retreated to Fort Necessity, and was obliged to surrender to superior numbers of French and Indians, on July 4, 1754. The section traversed by Washington's expedition, and by the greater Braddock campaign of 1755, is crossed by the National

Road a few miles east of Uniontown. A number of flat, smooth rocks, from 60 to 90 feet long, and varying widths, are noticed on this hill, as nowhere else along the entire route. David Eby, the old wagoner, states that in the olden days horses often slipped, fell and were injured in the effort to draw heavy loads over these rocks. The modern roadbuilder has made them harmless to a carefully driven motor car.

Through Laughlintown into Ligonier

We descend the western slope of Laurel Hill, part of the way along a deep, heavily-wooded ravine, with occasional glimpses of the small stream at the bottom of it. This is the last steep grade (westbound) in the mountains, and the last of all except for the descent from East McKeesport to Turtle creek, when almost into Pittsburgh. Soon the village of Laughlintown appears in the extensive view ahead.

About ⅛-mile north of the main route, and reached by turning right on the side-road about a mile east of Laughlintown, is the old Washington Furnace, which anyone interested in such things will find a short side-trip to this very quaint structure (compared with modern plants) worth while. Originally about 60-feet high, it has fallen away through age and neglect until only about 30 feet of the stack remain; its limestone foundation and a portion of the brick bosh are, however, intact. Entirely deserted, the typical furnace village which once clustered around the grass-grown knoll, has passed into oblivion.

It was built in 1809 by a settler, Johnson McClurg, who in 1818 sold it to another settler, Wurtz Rodgers. About 1822, it passed by sheriff's sale to a corporation headed by Bell Bros., then considered the leading manufacturers of iron ore products, owning plants of this type at Connellsville. In 1857 it was sold to L. C. Hall, who closed down in 1860; owing partly to meagre transportation facilities, it has not since been operated.

Photo by George H. Croft, Uniontown

MOUNTAIN LAUREL

A cluster of blossoms, tinted with golden flecks or yellow spots on the upper petals; all the more striking as seen against the more sombre shades of the leaves

The charge used in this old-style furnace was a mixture of charcoal, limestone, bog ore and kidney ore; charcoal was also used for heating the charge, coke being little known at that time. Its product, in the form of ingots, was hauled in wagons to Pittsburgh. Subsequently, domestic appliances, such as stoves, were made there and sold to residents of the locality. The section around this furnace and Loyalhanna creek, one of the most beautiful along the highway, is used in sum-

Photo by Ross Campbell

BIRD'S-EYE VIEW OVER LAUGHLINTOWN, WESTMORELAND CO., PENNA.

Looking west from the western slope of Laurel Hill. The highlands in the foreground are between Laurel Hill (in the background, out of the photograph), and Chestnut Ridge, in the distance. Faint outlines of Ligonier may be seen in the extreme left, just this side of Chestnut Ridge

mer by hundreds of people for camping and picnic grounds.

About 4-miles west of the summit of Laurel Hill and 3-miles east of Ligonier, we come into Laughlintown. Over the ground now occupied by this picturesque little mountain village, Col. Ward passed, September 6, 1758, leading the first detachment of soldiers in the Forbes expedition toward Fort DuQuesne. It is said that Robert Laughlin was one of them, and settled here after that war.

The place was laid out by him June 7, 1797, and originally called East Liberty; upon the establishment of the P. O., the present name was adopted. At one time it was 1 of only 4 post offices in Westmoreland Co., the other 3 being Greensburg, Mount Pleasant and West Newton, the latter two on the southern route from Somerset to Pittsburgh.

About a mile south of Laughlintown, the first charcoal furnace in the county was built more than 100 years ago, and charcoal was extensively produced until the industry became unprofitable. Considerable amounts of ore, making the best of iron, may still be found in this region; but not in sufficient quantities to compete with northwestern ores now brought down the Great Lakes.

On the south side of the highway, at the center of the village, is the home of Mr. Charles L. Armor, erected about 1799, for hotel purposes; it was called in stage-coach and tavern days the "Mariner's Compass," or locally, the "Compass Inn." Robert Armor, grandfather of the present owner, came to Laughlintown in 1814. Inside the old tavern (kept as a hotel until 1862), is a collection of interesting relics, mainly domestic antiques, gathered in the vicinity or in the nearby Ligonier valley. Tourists desiring to do so may stop and inspect them.

On June 7, 1897, the village celebrated its centennial, with interesting ceremonies, on which occasion there were many visitors from outside to one resident. The parade included old-time wagons, pack-horse trains reproduced, valley rangers, elderly citizens in carriages, etc. Some taking part in this pageant could recall most of the history of the place.

Ahead and to the left, the tourist now sees outlines of the beautiful Ligonier valley, through the greater part of which flows Loyalhanna creek, whose general course is followed into the town. Directly in front, where the straightaway of the route is broken by the square, is a large bronze marker on a granite block, erected by the Pennsylvania Society, Sons of the Revolution, unveiled July 4, 1915. The lettering on this tablet, a concise summary of the historical points of the locality, reads as follows:

FORT LIGONIER

The first English fort west of the Alleghany Mountains was built five hundred feet southeast of this spot in 1758, by order of Gen. John Forbes, and named in honor of Lord John Ligonier.

Here General Forbes, with the aid of Colonels George Washington, Henry Bouquet and John Armstrong, assembled an army of 7,850 men, constructed the Forbes Road, marched against Fort DuQuesne, and compelled the evacuation of the fort, November 25, 1758, thereby overthrowing French and establishing English supremacy in this region.

Here Col. Bouquet re-organized the expedition for the relief of Fort Pitt; and while on the march, at a point twenty-seven miles west of this, fought the battle of Bushy Run, August 5 and 6, 1763, defeating the Indians under Chief Guyasthua in "one of the best-contested actions ever fought between white men and Indians."

The fort was about one street south of our route from the 4-corners next east of the square, just before westbound travel comes to the business center and historical tablet; and can be found by a very short detour. Here was not only a very important military rendezvous of the Forbes expedition, but also the most westerly frontier defense along this route to the Ohio. The locality is now without special interest, and unattractive except for picturesque views along Loyalhanna creek, whose high bluffs gave the fort a very advantageous location.

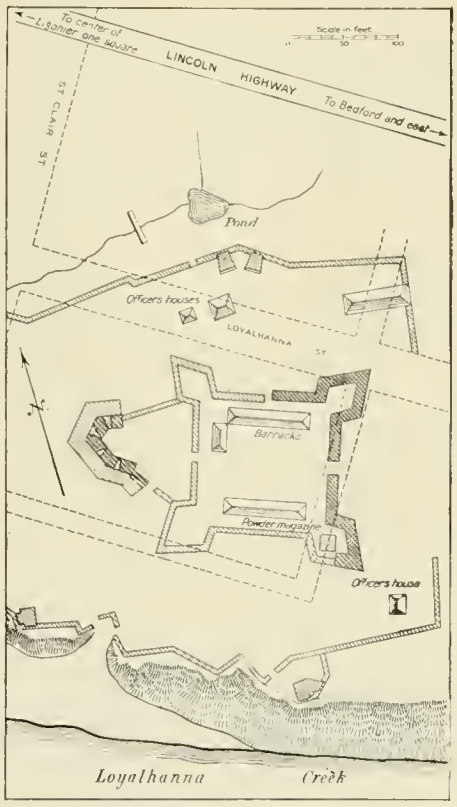
No marker has been erected on the site; but the one with the inscription quoted, at the nearest point to it on the through highway, is seen by thousands who would not make the side-trip to the stream. The diagram will give a good idea of the military post there (1758-'63). It was never again of importance, though the town which grew up around it has become the chief center for the locality.

Two military expeditions passed through here in colonial days, that of Forbes, which took Fort DuQuesne, and Bouquet's against the Indians, nearly 5 years after the French had abandoned the Ohio country. Bouquet was an officer under Forbes, but the expedition with which his name is more personally connected took place in 1763, during Pontiac's Rebellion.

The reference in the second paragraph on the tablet to the Forbes Road having been constructed from Ligonier westward is correct in the sense that from this fort the cutting was through the primeval wilderness, whereas east of here, primitive roads already existed from the Susquehanna and Potomac. Forbes' route was from Carlisle, in the Cumberland valley, to Pittsburgh; as far as Ligonier it used what had already been laid out; but from here on it was constructed for that expedition.

HOME OF GEN. ARTHUR ST. CLAIR

Among distinguished officers in the French and Indian and Revolutionary wars, only one was ever a resident of this section; here his name is frequently met, even today. Arthur St. Clair, descendant of a prominent old family of Scots, came to America in 1758, serving first under



Re-drawn from "Frontier Forts of Pennsylvania"

DIAGRAM SHOWING FORM AND LOCATION OF FORT LIGONIER, BETWEEN LOYALHANNA CREEK AND PRESENT MAIN ROUTE (INDICATED BY PARALLEL DOTTED LINES AT TOP)

Wolfe in Canada, afterwards becoming agent for the western lands of the Penn family. Thus he became interested in the Ligonier valley, and held some local offices.

During the Revolution, St. Clair served the cause of the colonies with ability and distinction. In 1788 he was appointed first governor of the Northwest Territory, whose capital was then at Chillicothe, now Ohio. For several years he was engaged largely in subduing the Indians on the frontiers, usually with success, though defeated at the Miami villages (battle of the Wabash), in 1791.

Resigning the governorship early in 1802, because of differences with President Jefferson, St. Clair returned to western Pennsylvania and made his home at the "Hermitage," north of Ligonier. During the last years, he lived in poverty, and finally received a small pension from the State. Giving up the "Hermitage," he moved to the top of Chestnut Ridge, where his death occurred August 31, 1818, in his 85th year.

Keeping right, around the north side of the square, Ligonier, the tourist resumes the straightaway of the through route; and passes, on the left, the attractive station of the Ligonier Valley R.R., which connects with the Pennsylvania system main line at Latrobe. For the next few miles, the highway, Loyalhanna creek and this local railroad are close together in a very picturesque gorge.

To and Through Chestnut Ridge

This range, which rises in height and increases in size farther south (making several steep grades on the National Road east of Uniontown, and becoming Cheat Mountain in West Virginia), is here so low that most of the highway through the gorge is nearly level. Woodlands border it on both sides; and great rocks, left by glacial action, may be seen. Several miles north, this range is cut through by the Pennsylvania R.R. at the famous "Pack Saddle," the name an inheritance from the days of the pack-horse.

On the left-hand side, nearly opposite the iron bridge leading across Loyalhanna creek into Kingston, is a large old stone building once a tavern, erected before the place was settled. In stage-coach and freight-wagon days, it was known as Johnston's. Across the stream is a paper mill. Emerging from the western end of the gorge, our route leaves the picturesque creek followed from east of Ligonier, and turns southwest, up a winding grade into Youngstown.

Westbound travel has now crossed the mountains into a rolling highland region, whose general slope is west. Irregular, rounded hills take the place of well-defined ridges. Changes in the character of the country are evident on every hand, and the vegetation of lower altitudes reappears. From now on there are frequent glimpses of coke plants and coal-mining operations. Latrobe, the largest nearby place, is about 3-miles north of the highway a short distance west of Youngstown.

Over to the left, somewhat more than 3-miles beyond that village, is St. Xavier Academy, for girls and young ladies, located in about 250 acres of fields, gardens and recreation grounds. Inside

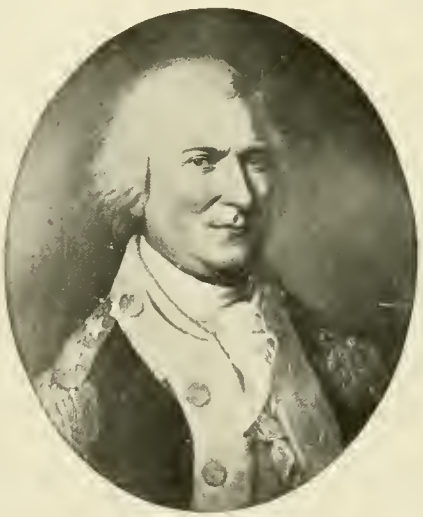


Photo by Bradford, Phila., from painting

GEN. ARTHUR ST. CLAIR

Citizen, warrior and administrator; personally identified for many years with the Ligonier Valley section of this route

Photograph by Bradford, from painting at Historical Society of Pennsylvania, Phila.

BRIG.-GEN. HENRY BOUQUET

One of the principal officers under Gen. Forbes in the campaign of 1758 against Fort DuQuesne; and in chief command of the expedition which culminated at the Battle of Bushy Run, northeast of this route at Irwin, August, 1763

stone gates on the left, close by the highway, is the park or grove, almost filled with old trees. Only the tops of the buildings can be seen. This academy, established about 70 years, is said to be the oldest of its kind in the State. On the opposite (north) side, somewhat farther away, St. Vincent's College may also be seen.

We are now drawing closer to the main line of the Pennsylvania R.R., and occasionally hear the shrill whistle of speeding locomotives. Along this section are a few old buildings, some former taverns or wagon-stands, mostly turned into dwellings; now and then something suggests the familiar lines and structure of a former toll-house. The sight of a log cabin, reminder of pioneer days, is still not uncommon.

On the left, before the highway loses its identity in E. Pittsburgh St., Greensburg, we pass St. Clair Cemetery, named after Gen. Arthur St. Clair. However, the remains of the general and his wife are in the small old cemetery located about a block north of the main route a very short distance east of the business center (see map top page 49).

That one may be quickly reached by keeping to the right (westbound), after passing under the S. W. branch, Penna. R.R. just south of the main line. For several years St. Clair's final resting place was unmarked; but in 1832, the Masonic fraternity erected a monument, with the following inscription:

South Side

The earthly remains of Major-General Arthur St. Clair are deposited beneath this humble monument which is erected to supply the place of a nobler one, due from his country.

North Side

This stone is erected over the remains of their departed brother, by members of the Masonic Society resident in this vicinity.

Beneath this monument also lies Phoebe Bayard, wife of General St. Clair. She died September 18, 1818.

In the course of time, the old monument disintegrated; and was replaced by a new one, dedicated August 15, 1913, with appropriate ceremonies. The sides of the new one, like the old monument, correspond exactly with the 4 points of the compass. A new inscription on the east panel reads as follows:

This monument erected in 1913 by members of the Masonic Fraternity resident in this vicinity, replaces, and is a duplicate of a sandstone monument which was erected in 1832, the inscription on this panel alone excepted.

Greensburg and Vicinity

The old Forbes Road crossed this section at varying distances above the Lincoln Highway, through Hannastown, and past what has been known since 1763 as the Bushy Run battlefield. A contemporary writer once referred to Hannastown (about 5-miles directly north of Greensburg), as the "first collection of huts on the Pennsylvania Road (highway only, at that time) between Bedford and Pittsburgh, dignified by the name of a town." When Westmoreland Co. was set off from Bedford Co. in 1773, that place was made the county seat. St. Clair, first clerk of the court, soon resigned to re-enter military service.

Here in almost a primeval wilderness, men from the Redstone, Georges Creek, Youghiogheny, Monongahela and other trans-Alleghany regions met to arrange their larger affairs, and dispense justice according to the legal forms of the period on the frontier. At Hannastown, in the midst of what is still sometimes referred to as "Old Westmoreland," the first courts west of the Alleghanies were held. In the wooden Court there, the famous "Resolves" of 1776 were passed, and every movement for independence was very popular throughout this sparsely-settled but intensely patriotic district.

At the opening of the Revolution, Hannastown was the most important place west of the mountains except Pittsburgh and Ligonier. It was pillaged and burned by the Indians in July, 1782, and was never rebuilt. Greensburg, settled shortly afterward, and incorporated in 1799, became the county seat, and has ever since been the principal town in the district, growing from a village of about 800 in 1840 to the present borough of more than 15,000. Its first prosperity, due to the old Pike, was increased by the railroad; and multiplied later by the extensive development of coal, coke and oil in the surrounding territory.

The Lincoln Highway in Pennsylvania

Chapter VIII---Greensburg to Pittsburgh—31½ Miles

Through Irwin, East McKeesport, Turtle Creek, East Pittsburgh and Wilkinsburg; with alternate through Braddock

Passing the Court House on the right, immediately west of the intersection of N. Main and S. Main streets, the route continues out W. Pittsburgh St., entering the last stretch of open country before the busy suburbs east of Pittsburgh. At Grapeville, about 4½ miles beyond Greensburg, we pass the connecting road to Jeannette, a manufacturing town on the main line of the Pennsylvania R.R., a short two miles north.

Bushy Run battlefield, the turning point of Pontiac's War in 1763, is about 2½ miles farther above the railroad at Jeannette; and may be reached that way. Tourists particularly interested in the locality should inquire at either Jeannette or Irwin, depending upon the direction of the trip. The map top page 49 shows its general location.

For some time, the Bushy Run Memorial Association has been planning a suitable memorial to Col. Henry Bouquet on these grounds. A bill appropriating $75,000 for the purpose passed both houses of the Pennsylvania legislature in 1919, and was signed by the governor. The memorial thus provided for will make the locality better known generally, while the completion of the new road up from Irwin, mentioned later, will greatly increase tourist travel to it.

The highway now passes through somewhat rough and broken country, with an increasing number of derricks characteristic of a gas-and-oil section. Over to the right, about ¼-mile north of our route, a short distance after passing through Adamsburg (some 3-miles east of Irwin), is the Brush Creek Church, a brick structure erected in 1814 near the site of an old log church, one of the first houses of worship west of the Alleghanies. Its records, in beautiful German script, well preserved, show dates of confirmation and accessions to the congregation over a long early period.

Beyond Adamsburg is Straw Pump, once the location of a tavern and blacksmith shop. The settlement was named from the fact that the "pump" along the roadside, made out of a very large log, was covered with straw during the winter to prevent freezing.

In the fields on the left, just before the trolley comes in from the right, is the site of Fort Walthour, a stockade or block-house erected as a place of refuge and defense during the Indian wars. This region, being easily accessible from the west, suffered severely during the seasons of 1781-'82, especially just before the destruction of Hannastown. The site has been identified with certainty, but nothing can now be seen of it.

On the right-hand side, about a mile east of the center of Irwin, is a large, substantial stone house, originally built in 1794, at least in part, by Col. John Irwin. Though probably the oldest dwelling standing along this route west of the mountains, it is well preserved, and occupied now by the Misses Scull, great grand-daughters of John Scull, a son-in-law of Col. John Irwin, and one of the early editors and proprietors of the Pittsburgh *Gazette*, the first newspaper beyond the Alleghanies.

Briefs About Irwin and Vicinity

Irwin borough, entered by a long, easy downgrade, is of more recent date than the highway. In the summer of 1852, the main line of the Pennsylvania R.R., a short distance over to the right, was constructed through here; in the fall of that year, lots were laid out by John Irwin, nephew of Col. John Irwin, the place taking its name from that family.

Most of this region is underlaid by a great bituminous coal formation known as the Pittsburgh seam. Beds from 3 to 9 feet thick could once have been opened almost anywhere; and "outcrops" are still noticed. Soon after the railroad was built through, the first mining here was from a "cart pit," in which Thomas A. Scott, afterwards president of the Pennsylvania, was a partner.

From that small beginning, the predominant

Photo by A. P. Cameron, Irwin

IRWIN HOMESTEAD, IRWIN, PA.

Former tavern property at intersection of Lincoln Highway and Main St.

Photo by J. K. Locock

BUSHY RUN BATTLEFIELD, WHERE PONTIAC'S REBELLION (1763) WAS CHECKED IN PENNSYLVANIA

Northeast of the Lincoln Highway at Irwin, Pa.; for general location see map top page 49. This historic field is about to receive the care and attention its importance deserves. Rolling hills, often traversed by ravines, and partially forest-covered landscapes, are characteristic of the country along this section of the route.

industry of the section has been developed. Practically all coal in the immediate vicinity of Irwin has been mined, and the field of operations widened, particularly by the Westmoreland Coal Co. (Philadelphia), by opening new operations east and west along the railroad, and farther back in the country. There are no other large industries; Irwin is becoming more a residence community. Being within commuting distance, it is the home of many employes of the Westinghouse plants at Wilmerding and East Pittsburgh, and other industries between here and the "Smoky City."

Upon completion of the road from Irwin north, this will be the principal point from which to leave the through route for Bushy Run battlefield. It will make a very interesting and the most natural connection to that locality, returning to the Lincoln Highway here.

At the corner of Main St., where the trolley branches north, is an old brick house, originally a tavern; afterwards the home of John Irwin, founder of the borough. It is now occupied by Mrs. Lydia Altman, a great-granddaughter; and may be identified, in addition to its general appearance, by vines covering most of the ends, and a large part of the front.

This is a much later building than the home of Col. John Irwin, passed about a mile farther east, already mentioned. The veranda and front steps are modern. Double chimneys at each end, characteristic of old-time taverns, are outward evidence of the huge fireplaces for heating the large rooms on the ground floor.

Leaving Irwin, the highway crosses a Pennsylvania R.R. branch extending from the main line here to Cumberland-Pittsburgh division, B. & O., at the Youghiogheny river. Cross with care; during parts of the day it is considerably used by coal trains.

First Stretch West of Irwin

A short mile beyond this crossing, we pass through Jacksonville, laid out by Humphrey Fullerton, whose ancestors acquired the land in the early days; and probably named after Andrew Jackson. On the right here is an old stone building, formerly as now, a tavern, but not particularly interesting or historic. Also on the north side of the highway, a short distance beyond Jacksonville, is the brick residence of Mr. J. L. Ridinger. In 1812, this was owned and the business conducted by William Hyndman, to whom a license was granted by Gov. Snyder, according to the custom of that time, to keep public house and sell liquors.

It was a well patronized tavern during the stagecoach and freight-wagon era, which continued about 40 years. The stone barn, a good example of early construction, is still in an excellent state of preservation. This is the last property of its kind seen by the westbound traveler on this route, all of those west of here being too greatly altered to be recognized, or entirely removed.

At Circleville, the next place, the houses were originally in the form of a partial circle; hence the name. Here William Larimer was born, October 24, 1809, probably in the reconstructed dwelling (old log house, weather-boarded, giving a modern appearance), now owned and occupied by the McFarlane heirs, at the forks of the road, Circleville.

After engaging in railroad construction in western Pennsylvania, Larimer removed to the far west of that time, entering business and politics. He erected the first house in Denver, and after-

ward became U. S. Commissioner and Judge of Probate. During the war of 1861-'65 he served the Union cause, civil and military, west of the Missouri. Larimer St., Denver, Larimer Co., Colorado, and a station on the main line of the Pennsylvania R.R., north of Circleville, commemorate his name. He died in 1875 near Leavenworth, Kansas.

Two Crossings of the Braddock Road

The present location of the Lincoln Highway was crossed twice at Circleville by the Braddock expedition of 1755 against Fort DuQuesne. It is generally understood that the road branching south from this point, passing through Madison to West Newton on the Youghiogheny, follows closely the route taken by Braddock's army after making this short loop.

Braddock's scouts undoubtedly made a mistake in going so far north, instead of following some more direct line from Mount Pleasant nearer the Monongahela. In fact, the steepness of the hills between this locality and the "Forks of the Ohio" led him to turn southwest by way of Long run and Crooked run, without again touching the line of this route. All traces of both the Braddock and Forbes roads through this section have disappeared.

Both had the same destination, the French fort at the junction of the Allegheny and Monongahela. The Braddock Road crossed the latter at the present McKeesport; and after following along the south side for about 4-miles, recrossed near the mouth of Turtle creek, probably to avoid the high ridge just ahead on our shorter, later route. Forbes' army did not cross the Monongahela, but descended from the high ridge east of Turtle creek by a route probably not far from the present through highway. By a study of the topography, the general line of both routes may be determined with reasonable accuracy.

A short distance beyond Circleville, we run out of Westmoreland Co. into Allegheny Co., the first town in which is East McKeesport, a place of about 2,500 population. The city of McKeesport, nearly 20 times as large, is about 4-miles southwest of the through highway at this point, an old and strategic situation on the north side of the Youghiogheny river at its junction with the greater Monongahela, shown on map page 104.

First Chance to View the Monongahela

Six-tenths of a mile after crossing the trolley in East McKeesport begins one of the longest and steepest single descents by this route across the State, a drop of nearly 350 feet in 1 7-10 miles. If the day is clear, one will be well repaid for stopping at the top of this grade and walking a short distance, through the fields on the left, for a view of the Monongahela river and valley, only a fraction of a mile south from this last high elevation on the trip.

Though railways have been constructed along both sides of it, the aggregate traffic on this river is probably greater now than ever before. But its character has greatly changed. Quite frequently in the past, a freight-carrying boat, and occasionally a passenger packet, could be seen making its slow way along the stream. That was the principal means of reaching Pittsburgh from points east of Brownsville on the National Pike before the completion of the next section of that road from Brownsville to the Ohio river at Wheeling.

Passengers and most light freight have been shifted to the railways. Now the stranger is likely to see one or more long lines of barges, towed by stern-wheeled steamer, conveying thousands of tons of bituminous coal, mostly from interior West Virginia, to Pittsburgh or farther west. When loaded, these are so low in the water that only their black tops and outer edges are visible, and they often stretch out to surprising length. While water transportation of coal is termed

Photo by A. P. Cameron, Irwin

THE RIDINGER HOMESTEAD

About 1-mile west of Irwin; once a popular stage-coach tavern

"towing," the coal barges are really pushed by the steamboat, not drawn, a practice characteristic of western rivers.

While there are more extensive views in the mountains, not one has the variety observed from this point. Looking down into the valley of Turtle creek, to which we soon descend, one may see Wilmerding, and perhaps identify the Westinghouse Air Brake factory there. More nearly north is Turtle Creek borough, joined on its left by East Pittsburgh, whose most conspicuous feature is the immense plant of the Westinghouse Electric & Mfg. Co.

A trifle more to the left is the junction of Turtle creek with the Monongahela; and on the north side of the latter, only a little farther away, is Braddock, specially mentioned in later paragraphs. In the lengthening distance, generally west, are Rankin, Homestead (across the Monongahela), Wilkinsburg and other outlying districts of Pittsburgh, while the location of that city may be clear-

ly approximated by the heavier smoke over it still farther beyond them. Nearly south from this lookout, one may identify DuQuesne (across the Monongahela), and possibly make out McKeesport.

Even a quick survey of this remarkable composite scene is not likely to be forgotten. The most advantageous locations through this region have been occupied, in times past, by various industries; and multiplied populations have made their homes and conducted their business affairs amidst difficulties, topographical and otherwise. Under favorable conditions for observation, the visitor is better able to appreciate Andrew Carnegie's frequent reference to the Pittsburgh district as the "Workshop of the World;" and is impressed with the constructive genius which accomplishes great things in this rough, smoky and noisy environment.

Down Into and Through Turtle Creek

The descent from west of East McKeesport to Turtle creek borough should be made with care, on account of the steep grades; heavier traffic will also be met from here all the way into Pittsburgh. In the descent, the road leads somewhat nearer Wilmerding; and outlines of the Air Brake plant, by far the greatest in the world, become clearer. The main street of Wilmerding, appropriately named Air Brake Ave., leads into our route on the other side of the railroad.

At the foot of the long grade, a sharp right turn is made to cross a bridge over the main line, Pennsylvania R.R. (for the first time since Leaman Place, some miles east of Lancaster), and Turtle creek— the stream), descending a short grade on the farther side. Immediately turning left, one follows the trolley through the center of Turtle Creek borough, a comparatively new place, in one of the most historic localities between the mountains and Pittsburgh. The name of the creek, dating back more than 170 years, undoubtedly came from abundant fish and reptile life there in early times.

Nothing more will be seen of the stream, whereby we miss a point of great former interest, its junction with the Monongahela about a mile south. One of the early trading posts and storehouses of the Ohio Company was located there; also the residence of John Frazier, Indian trader, with whom Washington and Gist stopped on their way to warn the French from the Allegheny region in November, 1753. In fact, the place continued to be known as "Frazier's" until the location here of great industries began to change its character, and gradually obliterated both old landmarks and traces of former roads.

Washington mentions it in his diaries of 1769-'70-'71; an entry for November 23, 1770, refers to "dining at the widow Mier's, on Turtle creek." The home of this widow, subsequently known as Myers, was a 2-story stone house, with loopholes around the eaves for lookout in times of danger. It stood on the hillside at or near the corner of Sycamore St. and Monroeville Ave.

Tourists over this route some years ago may recall how the old Pike climbs the hill to the north of Turtle creek, passing above East Pittsburgh. Since completion of Ardmore Boulevard, it has been to a large extent abandoned, traffic following the easy grade of Ardmore Boulevard from East Pittsburgh to Wilkinsburg.

Vicinity of Braddock's Field

Six-tenths of a mile beyond the turn over the railroad at Turtle Creek station, we come along the west front of the Westinghouse Electric & Mfg. Co., at East Pittsburgh, the greatest works of their kind under one roof. Here (unless using the alternate route through Braddock, mapped and outlined on page 104), a right turn is made into Electric Ave., a narrow, often congested thoroughfare, developed within recent years as a connecting link into Ardmore Boulevard, subsequently mentioned.

Running west along Electric Ave., we soon pass as near as the main through highway goes to the locality where Braddock's army was defeated July 9, 1755. That was on the north side of the Monongahela, some distance west of Turtle creek (stream), in the present Braddock. For many years afterward it was about as wild and uninhabited as in Braddock's day; and in August, 1795, was the gathering place for about 7,000 insurgents in the "Whiskey Insurrection," subsequently put down by the vigorous action and tact of President Washington.

The greater part of the ground is now covered by the Edgar Thomson plant, Carnegie Steel Co. While changes have almost eliminated the deep ravine in which the principal attack by the French and Indians upon the British and colonial forces took place, the general topography of the locality makes that engagement, and the military movements before and after, much clearer than can be conveyed by written descriptions alone.

At the Braddock plant, Carnegie Steel Co., now one of the principal units of the U. S. Steel Corporation, Charles M. Schwab, working at 18 years of age for $6.00 a week, attracted the attention of Capt. W. R. Jones, one of the late Andrew Carnegie superintendents, and soon that of the great ironmaster himself.

Beyond Braddock, on the opposite side of the Monongahela (thus somewhat farther from our route, but shown on the map page 104), are the Homestead works, Carnegie Steel Co. (U. S. Steel Corporation), scene of the great strike which lasted from July into November, 1892. In that forerunner of the great conflicts since between capital and labor, the late Henry Clay Frick, then partner of Andrew Carnegie and manager of that plant, was shot by the anarchist, Alexander Berkman, who by a singular coincidence, was deported by the government in 1919, at almost the exact hour of Mr. Frick's death.

At one time, several hundred Pinkerton men were brought from Pittsburgh up the river on barges to protect the steel works and the non-union men; but were attacked by the old employees, and after several casualties were forced to capitulate. Intense excitement was caused throughout the country by this long-drawn-out

and bitter conflict. Mr. Frick recovered, afterwards relinquishing his partnership with Mr. Carnegie, becoming head of the H. C. Frick Coke Co., the predominant factor in that industry, and a power in finance.

East Pittsburgh to and Through Wilkinsburg

Leaving East Pittsburgh, the tourist runs out of the industrial zone (which continues along the river practically all way into the city), and enters an extensive resident district. 3½ miles from the Westinghouse plant, the trolley turns left; but Ardmore Boulevard leads straight ahead. On the right, in a reverse fork just beyond where the trolley leaves, is a small statue of Lincoln, the only memorial of the President after whom the highway has been named, seen since Gettysburg.

A half mile farther on, we cross Wood St., at the center of Wilkinsburg, a large residence suburb of Pittsburgh. Just west of Wood St., the main thoroughfare, now Penn Ave., passes under 4 viaducts carrying the main line of the Pennsylvania R.R. overhead. Before the construction of these viaducts, a few years ago, this was the most dangerous set of grade crossings on this route, if not in the State.

Not far beyond, the tourist runs out of Wilkinsburg borough into the "East End," a term applied to the entire residential section east of Shadyside (from the city line to within about 3 or 3½ miles of the Court House in downtown Pittsburgh). Fine homes become more frequent on both sides of the avenue; and many more are within a few blocks of the route.

On the right-hand (north) side, between Dallas and Linden avenues, is a tablet, erected in 1914 by the Pennsylvania Society, Colonial Dames of America, to mark the Forbes Road—the only one on the entire route. This is attached to an old oak stump just within the railing enclosing the lawn of a private residence; when the accompanying view was taken, a flag of 13 stars waved over it from a small staff mounted on top.

Marching toward Fort DuQuesne, Forbes' army crossed the present Penn Ave. where this marker has been placed. There is a tradition that Washington, an officer in that expedition, rested for awhile under the tree subsequently known as "Washington's Oak." No sign of that old road now remains; though Forbes St., Pittsburgh, about midway between our route and the Monongahela, was named after that general, no part of it was on his line of march in 1758. The name was probably given arbitrarily, like other streets called after men active in the early settlement of western Pennsylvania; and was not cut all the way through, probably until after the 40's.

"Automobile Row" and Motor Organization Headquarters

We now cross 5th Ave., the first downtown street extending several miles east; this intersection (Penn and 5th avenues), is locally called "Point Breeze." Farther along, East Liberty station, Pennsylvania R.R. is passed on the right; this station serves a large residential district, and all through trains stop there. Just west of it, we cross a bridge over the railroad, and run along Penn Ave. 3-10 mile to the intersection of Whitfield St. There (leaving Penn Ave., which continues downtown by an inferior route) a left turn is made, past the Y. M. C. A. on right, to end of Whitfield St., turning right into Baum St.

The Automobile Club of Pittsburgh, whose offices include the headquarters of the Pennsylvania Motor Federation, are in the building on the northeast corner of Baum and Beatty streets, immediately opposite Motor Square Garden. Members of clubs in other localities are welcome to call there for touring or other information. The business district about here, with Penn Ave. from Highland to Shady as the center, is known as East Liberty, to which the name of the railroad station, a short distance back, corresponds.

For more than a mile, this section of Baum St. or Boulevard, is the "Automobile Row" of Pittsburgh; even a run through without stop impresses the stranger with the number and variety of motor car agencies, many occupying large and costly buildings. We continue across Negley Ave., and then Liberty Ave., the second downtown avenue extending a considerable distance east of the business section. Just beyond Liberty Ave., Baum Boulevard crosses a low stone bridge over the depressed tracks of the Pennsylvania R.R., and then the Atherton Ave. bridge over the Pittsburgh Junction R.R.

Short Side-trip to Schenley Park

Though now only about 3-miles from the end of this trip, unless the tourist plans to spend some additional time in and around Pittsburgh, a short detour to see portions of Schenley Park, the Carnegie Institute and the University of Pittsburgh, is recommended. [Whether this is done, or the direct route followed all the way in, the map, "Into and out of Pittsburgh," page 102, will be found a useful reference.]

Where Baum Boulevard comes to an end at Craig St. (and a right turn continues the regular route downtown), turn left and follow Craig St. a half mile to the cathedral, corner of Fifth Ave. Turn right on Fifth Ave., and continue ahead 3 squares, passing the Masonic Temple and Pittsburgh Athletic Association (on left). Now turn left on Bigelow Boulevard, crossing Forbes St., direct into Schenley Park. The Carnegie Institute buildings are in plain sight to the left (opposite the end of Bellefield Ave., one of the streets crossed in running from the Cathedral, at Craig St. and Fifth Ave., to Bigelow Boulevard, just before entering the park).

A few basic facts about this great educational foundation must suffice here. The Institute, founded by the late Andrew Carnegie in 1896, received from him thirty million dollars for construction, equipment and endowment. It comprises the Museum, Fine Arts department, Music Hall, Library School, Library System (central library and eight branch libraries), and the great Institute of Technology, with an enrollment of about 4,000 students. The main building is a

PITTSBURGH IN 1853-'54

From "Pen and Pencil from Philadelphia to Pittsburgh," issued shortly after the completion of the Pennsylvania R R. through to Pittsburgh. The view is from the south side of the Monongahela River In the left center is the junction of the Monongahela with the Allegheny to form the Ohio. Small steamboats were then plentiful in both streams

Photo from President's office, Carnegie Institute

CARNEGIE INSTITUTE OF TECHNOLOGY

Comprising the Margaret Morrison Carnegie School for Women, the School of Applied Science, the School of Applied Design and the School of Applied Industries

Photo from President's office, Carnegie Institute

CARNEGIE INSTITUTE OF PITTSBURGH

This building contains the following departments of the Carnegie Institute: Central Library, Museum, Department of Fine Arts and Music Hall

Photo by Department of Public Works, City of Pittsburgh

THE "POINT," PITTSBURGH, AS IT APPEARS TODAY

On the left, the view of it cut off by the railing, is the Monongahela River, flowing under the old "Point Bridge," part of whose supporting cables and their anchorages of masonry may be seen. Directly ahead, just beyond the street car, the Ohio River is formed by the junction of the Monongahela with the Allegheny. The large, comparatively new bridge in the right background is the "Manchester Bridge" over the Allegheny, a short distance from the head of the Ohio. About 300 feet to the right of the roadway at this point, and thus shut out of the view, is the block-house, the only old landmark now preserved in the immediate locality

structure of classical type whose general dimensions are 400x600 feet.

The Institute of Technology is primarily concerned with technical education, carrying out, as it were, the aims of Benjamin Franklin, on a plan far beyond the conceptions or facilities of his time. Its work is grouped into four main divisions: (1) courses in engineering for men; (2) courses in the fine and applied arts for both men and women; (3) industrial courses for men, and (4) courses for women which combine training for the home and for a profession. Each of the four separate schools has its own building, faculty and students; each provides both day and evening instruction. These are as follows:

1. School of Applied Science, the engineering college.
2. School of Applied Design, the art school.
3. School of Applied Industries, the industrial school.
4. Margaret Morrison Carnegie School, the college for women.

The lasting impression from even passing glimpses of this great practical philanthropy is more than worth the brief time required to see these outward evidences of it. A drive through the main area of Schenley Park will increase the interest of the visitor. Inside the park, which is traversed by well-kept drives, are several historical and other landmarks, and some notable monuments.

One may run west a short distance from the Carnegie Institute along Forbes St. to a choice of short cross-streets leading to the grounds of the University of Pittsburgh, affording excellent views of it. Founded in 1787, this is the oldest institution of learning, except the University of Nashville, Tenn., west of the Alleghanies. Besides the college, there are schools of education, economics, engineering, mines, chemistry, medicine, law, dentistry, pharmacy and the graduate school.

The close proximity of this old university, which is to receive a large bequest from Mr. Frick's will, to the much younger, heavily endowed Carnegie Institute, makes the locality one of possibly unequalled educational prominence. Turning right, along the south side of the University grounds into the Bigelow Boulevard, one is headed back toward the through route, left at Baum Boulevard and Craig St.

First Views of the Three Rivers

Following Bigelow Boulevard (northward), the tourist comes back into the direct route at the angle of Craig St., 2-10-mile north of the point where it was left, at the end of Baum Boulevard, for the side-trip to the Carnegie Institute and the University of Pittsburgh. [That small piece of Craig St. is the only part of the through route not covered when the detour recommended is made]. Craig St. and this section of Bigelow Boulevard meet, as the map shows, like the blades of a pair of shears, nearly closed.

Almost immediately the boulevard curves around to the left, unfolding a series of most interesting views. North and west, considerably below, is the Allegheny river, along whose banks are a number of industries, though none as large as some of those beside the Monongahela south and southeast of here. Apparently every available space in those industrial localities has been taken for residential purposes, literally "bunches" of homes being visible from these points of vantage.

This scenic roadway, leading down a rather steep grade, was known until a few years ago as the Grant Boulevard. After the death of E. M. Bigelow, who as Director of Public Works, City of Pittsburgh, was largely instrumental in building that thoroughfare, it was renamed "Bigelow Boulevard" in his memory.

Part of its right-of-way was cut through solid rock. Somewhat more than half-way down, the boulevard passes under an "incline" by which traffic is lifted from the river-front to nearby thoroughfares, over grades that could not be surmounted by ordinary means.

Photo by Thomas R. Hartley, Pittsburgh

TABLET ON LINCOLN HIGHWAY LEADING INTO PITTSBURGH, MARKING A LOCATION ON THE FORBES ROAD (1758)

The long downgrade of this boulevard affords a most interesting view of the number and variety of bridges spanning the Allegheny. It may be worth while to stop in a carefully selected spot for a better view of them than can be had even when moving slowly. Looking as far as possible northeast, in fairly clear weather, one may see faint outlines of several bridges stretched across from the outlying north side of the greater city to the string of suburbs on the west side beyond the present city limits.

Perhaps the farthest one easily identified is the great structure by which the Pennsylvania lines west of Pittsburgh are carried over. To the left (west) of that are four highway bridges across the Allegheny before its waters reach the "Point," the view of which is shut off in part by the great Union Bridge, the lowest down of all, and the buildings of the city now at our feet. To the south and southwest are some extremely limited views of the Monongahela.

At the Head of the Ohio River: Fort DuQuense; Fort Pitt; Pittsburgh

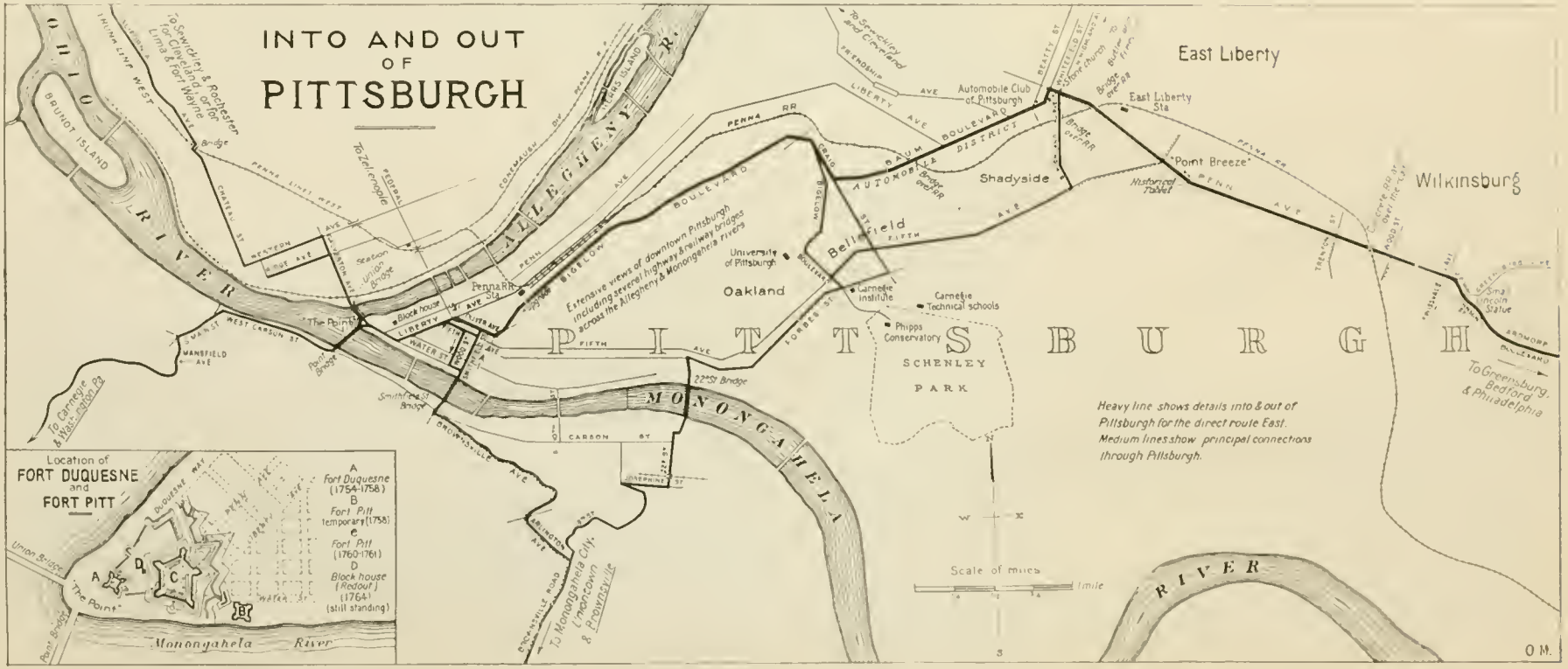
The "Point," shown on this map, was the most strategic plot of ground in Colonial days west of the Alleghany Mountains. Somewhere in the tongue of lowland, between two historic and important streams uniting a few yards west, the explorer Celeron, in his expedition of 1749, buried a leaden plate, claiming all the territory drained by the Ohio (*La Belle Riviere*) for Louis XV of France. During the next decade, French and English forces clashed at and for a long radius around this gateway to the West.

English supremacy in the interior from the old French war to the Revolution, was due largely to the success of the Forbes expedition of 1758, which traversed much of the ground over which the Philadelphia-Pittsburgh Pike was afterwards built, though the complete victory, with a large share of the American continent as a prize, was not achieved until Gen. Wolfe's legions scaled the Heights of Abraham at Quebec in 1759 and overcame the French under Marquis de Montcalm. Though abandoned at last without a struggle, Fort DuQuesne was, next to Quebec, the most important station in what was intended to be "New France," the last sign of which was extinguished by the Louisiana Purchase in 1803.

Raising the former level of the ground, to make thoroughfares to the two adjacent bridges, and the erection of railings on each side, have entirely changed the original aspect of the "Point;" and the few landmarks seen by the traveler are of comparatively recent date. Driving or walking all the way down, one looks out upon the actual confluence of the Allegheny and Monongahela to form the Ohio. The enlarged channel here is the head of first-class navigation to Cincinnati, Louisville, Cairo and New Orleans.

In Colonial and Revolutionary times, the territory through which the Ohio flows was a land of mystery and romance. Emigration, settlement, travel, industry and commerce have totally changed its character; and multiplied its old-time importance.

On its banks were the terminals of all through highways from the Atlantic seaboard to the central West until within the past 75 years. Standing on this historic "Point," in reflective mood, even within a few blocks of modern Pittsburgh's business center, it is not difficult to hear the rumble of stage-coaches and freight-wagons on the old highway coming in from the east, and the echoes of old-time steamboats near the head of the great river leading farther west, stirring vivid impressions, even in the minds of this generation, of the two principal forms of transportation which met here in the early decades of the last century.



Through the Business Center

Near the foot of the grade, Bigelow Boulevard passes the Pennsylvania R.R. station, on the right; and the tourist begins to encounter miscellaneous downtown traffic. Continue with the main travel through Gazette Square, named after Pittsburgh's oldest newspaper, to Grant St. and Oliver Ave. (a short distance ahead). A short jog to the left, and a right turn into Oliver Ave., leads between the William Penn Hotel, on the right, and Union Arcade, on the left, about the beginning of the central business section and the most congested streets.

The usual way through the business district is along Oliver Ave., crossing Smithfield St. (Oliver Building on right), to its end at Liberty Ave. Going through without stop to the Lincoln Highway west of Pittsburgh, or to Cleveland and Great Lakes points generally, one would turn left from Oliver Ave. into Liberty Ave. and continue along same to cross the Allegheny river at the "Point."

That, however, is beyond the scope of our present subject, which ends here, after traversing the historic old thoroughfare from the Delaware river at Philadelphia to the Ohio. The through route west of Pittsburgh belongs to a considerably later period; and needs to be treated, as will probably be done in due time, from somewhat different angles.

The "Block-House," Relic of Indian Wars

The visitor in downtown Pittsburgh will find it convenient, as well as interesting, to look up the block-house, the only remaining landmark of colonial days at the "Forks of the Ohio." To reach it, after turning left from Oliver Ave. into Liberty Ave., continue on Liberty Ave. to its end at Water St., facing the Monongahela. Turn right on Water St. (river on left), and follow it past an alley to the next right-hand street, Penn Ave., on which there are car tracks. Turning right on Penn Ave., one will see, on the left just beyond, the entrance to the block-house, reached by footway.

Both Fort DuQuesne, the French post, and Fort Pitt, its English successor, were somewhat nearer the actual "Point," as the insert diagram in the lower left-hand corner of the map page 102 will show; all traces of them have long since been removed. This block-house, or redoubt, was erected in 1764 by Col. Henry Bouquet, after that capable officer had relieved Fort Pitt from the Indians who had secured possession during Pontiac's rebellion, the previous year.

The building is 15x16 feet, 22 feet in height, and 20 feet from the floor to the eaves of the roof. It was built of heavy logs, which still remain, though the old-fashioned clapboards with which it is covered were a part of the considerable "restoration" necessary to adopt it to present uses. In 1894, Mrs. Mary E. Schenley deeded it to the Pittsburgh Chapter, Daughters of the American Revolution, who now maintain it as a museum of colonial and Revolutionary relics.

At the time of Col. Bouquet's expedition to relieve Fort Pitt in 1763, that fort had not been destroyed or seriously injured by the attack of the Indians. According to the map of Pittsburgh made in 1795, the southern end of Fort Pitt touched Liberty St., and extended across the present location of Penn Ave., about one-fourth of it being north of Penn Ave. This block-house was built outside of and just north of the fort proper; in no way intended as a substitute for the fort or place of refuge for the settlers, the small size precluding its use for such purposes.

Washington's diary of his visit to this section in 1770, several years after the block-house was built, states that there were then about 20 log houses "ranged in streets along the Monongahela," and mostly inhabited by Indian traders. Western Pennsylvania was still exposed to the dangers of Indian raids, which accounts for the port-holes—used both for observation and to repel attacks—shown in the illustration,.

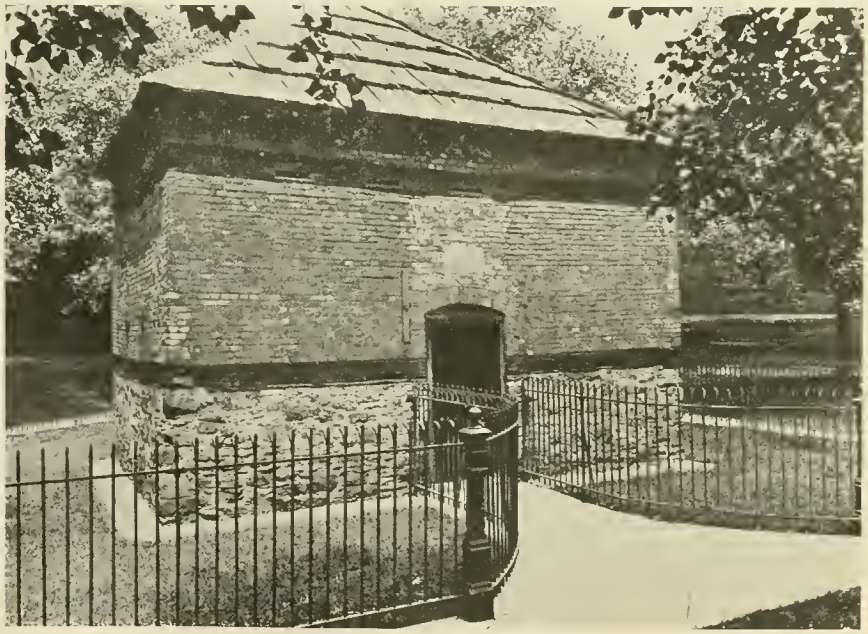
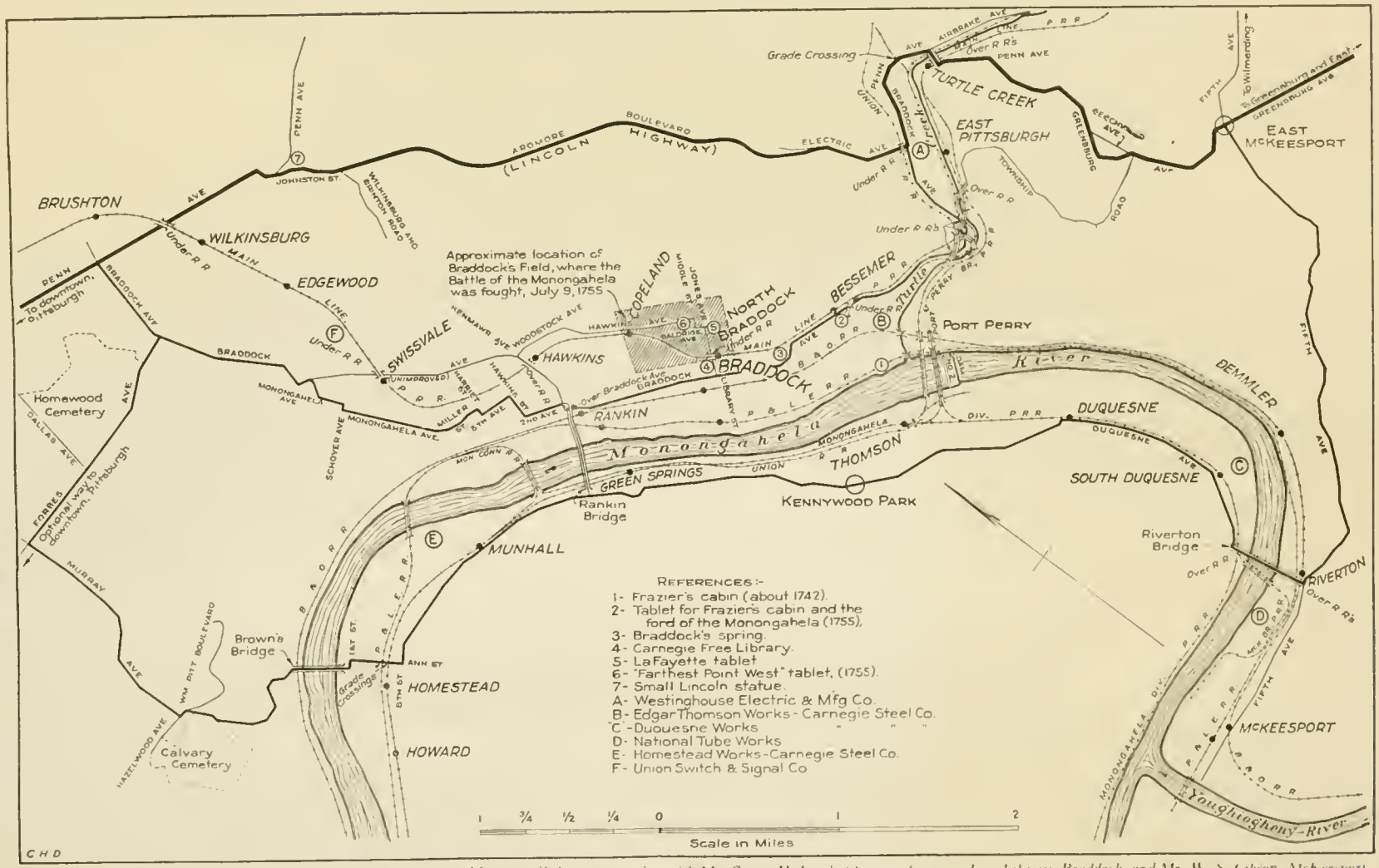


Photo by Department of Public Works, City of Pittsburgh

"BLOCK-HOUSE," NEAR THE "POINT," PITTSBURGH



Map compiled in co-operation with Mr. George H. Lamb, librarian Carnegie Free Library, Braddock, and Mr. W. S. Gibson, McKeesport

OPTIONAL ROUTE: EAST PITTSBURGH TO WILKINSBURG THROUGH BRADDOCK

Westbound tourists approaching Pittsburgh over the Lincoln Highway have the option, as shown in detail on this map, of continuing south from the Westinghouse Works at East Pittsburgh, along the general course of Turtle Creek, soon turning west, passing through North Braddock, Braddock, Rankin and Swissvale, re-entering the direct route, usually by Braddock Ave., between Wilkinsburg and the East End of Pittsburgh. The roads this way are paved throughout, but are not as good as the direct route (Ardmore Boulevard), and there are several turns; but those interested to use this option will see the steel mills and other large industries, pass over or nearby the ground where the Braddock expedition met its defeat in 1755, may view the tablets erected in memory of historical events in this locality, and visit, if desired, the Carnegie Free Library, the oldest Carnegie Library in America.