

## CHAPTER XXIII.

## INTERNAL IMPROVEMENTS—POPULATION.

Roads and Bridges—National Road—Navigation—Population of the County by Decades.

## ROADS.

IN all new and undeveloped sections of country the first step in the direction of public internal improvements is the opening of roads. The first attempt by white men to open or mark the route of a road within the territory now embraced in the county of Fayette was made by Col. Thomas Cresap, of Oldtown, Md., in the year 1750. He was employed by the Ohio Company to select and mark a route for their proposed traffic between their base of operations at Wills' Creek (Cumberland), Md., and their objective point at the site of the present city of Pittsburgh; and so, in execution of this mission, he set out from Wills' Creek in the year mentioned, with the old chief Nemacolin as a principal guide, and assisted by several other Indians, and proceeded northwestwardly over a route not materially different from that afterwards traversed by Washington and Braddock in their respective campaigns until he reached the west base of the Laurel Hill, in what is now Fayette County (at or near the place now known as Mount Braddock), from which point, instead of turning northeast towards the present site of Connellsville, as the later military road did, he proceeded on, to and down the valley of Redstone Creek to its mouth, where his work ended, for it was proposed at that point to abandon land carriage and take transportation down the Monongahela to its confluence with the Allegheny.

Col. Cresap, however, neither built nor opened any part of the proposed road, but merely selected its route, and indicated the same by blazing and marking trees, and occasionally rearing piles of stones as landmarks at prominent points. But in 1753 the Ohio Company sent out a party of pioneers, who "opened the road,"<sup>2</sup> though they made it little more than a bridle-path for the passage of pack-horses. A few months later (in January, 1754) Capt. William Trent, with a small company of men in the employ of the Ohio Company, marched over the road, and further improved it as they passed. At its western terminus, the mouth of Redstone Creek, they built the "Hanguard" store-house for the company (as before noticed), and then passed on down the river to commence building a fort for the company at the Forks of the Ohio.

In 1754, Washington with his little army, on the campaign which ended in the surrender of Fort Necessity on the 4th of July in that year, passed over the same road, and improved it so that it was passable for wagons and light pieces of artillery to the west

<sup>2</sup> Washington, in advocating this route in preference to the more northerly one through Bedford for the passage of Forbes' troops in 1758, said, "The Ohio Company in 1753, at a considerable expence, opened the road," etc.

side of Laurel Hill. "In 1754," he says, "the troops whom I had the honor to command greatly repaired it as far as Gist's plantation, and in 1755 it was widened and completed by Gen. Braddock to within six miles of Fort Du Quesne." The road, as "completed" by Braddock, extended from Gist's (Mount Braddock) northeastwardly to and across the Youghiogheny at Stewart's Crossings, a little below the present borough of New Haven; thence in the same general direction to Jacob's Creek, the northern boundary of this county, and on through Westmoreland to the Monongahela. Gen. Braddock made it in its entire length, practicable (though barely so) for the passage of his heavy wagons and artillery, and it was for more than four years afterwards the only road which could be called such within the territory now Fayette County.

In the fall of 1759 Col. James Burd erected the fort which bore his name, where the borough of Brownsville now is, and opened a good military road to it, commencing at Gist's plantation on Braddock's road, and thence running on the old route opened by the Ohio Company (and partly improved by Washington a few miles west of Gist's in 1754) four-fifths of the distance to the mouth of Redstone, after which it left the old route and bore more westwardly to the mouth of Dunlap's Creek. This road was for a number of years the main thoroughfare to the Monongahela River, though some travel came over "Dunlap's road," which was much inferior to the military road built by Burd, and, in fact, hardly more than a pack-horse path. It left Braddock's road at the summit of Laurel Hill, near the Big Rock, and extended to the Monongahela at the mouth of Dunlap's Creek.

A road which was of considerable importance in early years was that known as the "Turkey Foot road," or "Smith's<sup>1</sup> road," running from Shippensburg to Uniontown. The east part of this road was being constructed by Col. James Burd during Gen. Braddock's march to the Monongahela in 1755. It passed from Shippensburg through Raytown (Bedford) west, and was intended to pass by Turkey Foot and join Braddock's road in what is now Fayette County, for the purpose of facilitating the transportation of supplies to the army. It had been opened at great labor and expense to the top of the Allegheny Mountains, eighteen miles east of Turkey Foot, when the cowardly Pennsylvania Dutch wagoners came flying back from Braddock's field with the fearful tidings of the great disaster, and thereupon the construction parties engaged in building the road joined in the flight, and the work was abandoned. Nothing more was

<sup>1</sup> It received the name of "Smith's road" from the fact that James Smith, a lad of about sixteen years, while employed with the party that were building it on the Alleghenies in 1755, was captured by the Indians and carried a prisoner to Fort Du Quesne, where he saw the departure of the French and Indian force that defeated Braddock at Turtle Creek, and also witnessed the horrid scenes that were enacted on their return from the fatal field.

done upon it until after 1760, when its construction was resumed and the road completed to Turkey Foot, and was afterwards extended by a route passing a little south of Sugar-Loaf Mountain and by Dunbar's camp to Uniontown. From there it was opened to Jackson's or Grace Church, from which place it was identical with the old Brownsville road.

One of the earliest roads in this region (other than those already mentioned) was one prayed for in a petition presented to the court of Westmoreland County at the April term of 1773, viz.: "A publick road to begin at or near the mouth of Fish-Pot run, about five miles below the mouth of Ten-Mile Creek, on the west side of the Monongahela River (it being a convenient place for a ferry, as also a good direction for a road leading to the most western part of the settlement), thence the nearest and best way to the forks of Dunlap's path and Gen. Braddock's road on the top of Laurel Hill."

The viewers appointed on this road were John Moore, Thomas Scott, Henry Beeson, Thomas Brownfield, James McClean, and Philip Shute. This was the first petition for a road presented to the court of Westmoreland after the erection of that county. At the same time a petition was presented for a road from Washington's Spring to Sewickley.

"A Road from near Redstone Old Fort to Henry Beeson's Mill, and thence to intersect Braddock's Road near the forks of Dunlap's road and said road on the top of Laurel Hill," was petitioned for by inhabitants of Tyrone and Menallen townships at the April sessions of 1774. Richard Waller, Andrew Linn, Jr., William Calvin, Thomas Crooks, Henry Hart, and Joseph Grayble were appointed viewers. One reason given by the petitioners for desiring this road was that some of them were frequently obliged to carry their corn twenty miles to the mill of Henry Beeson at Union Town, "and in all probability, at some seasons of the year, will ever have to do so."

"A road from Thomas Gist's to Paul Froman's mill, near the Monongahela, and thence to his other mill on Chartiers' Creek," was petitioned for at the January sessions of 1774 of Westmoreland County Court, and was ordered laid out. This road led from Mount Braddock, northwest, by way of where Perryopolis and Fayette City now stand, to Froman's Mill, on Mingo Creek, Washington County. It was called "Froman's road."

A road "from Beeson's Town [Uniontown], in the Forks of Youghiogheny, to the Salt-Works [on Jacob's Creek], and then eastward to Bedford Town," and a road from Beeson's Town to Col. Cook's [Fayette City], were petitioned for in the sessions of January, 1783 and 1784, respectively.

At the first session of Lord Dunmore's (Augusta County, Va.) court, held at Pittsburgh, Feb. 22, 1775, a number of viewers were appointed, among whom were Capt. William Crawford and Van Swearingen, residents within the present territory of Fayette

County, to view a road petitioned for, "to run from Providence Mounce's [Mounts'] Mill, by Ausberger's Ferry, to Catfish Camp." Mounts' Mill was in what is now Connellsville township, and Catfish Camp was the same as the present town of Washington, Pa.

A road from the foot of Laurel Hill, by William Teagarden's ferry (on the Monongahela), to the mouth of Wheeling Creek (Virginia), was ordered by the same Virginia court, on the 17th of May, 1775. The starting-point of this road, at the foot of Laurel Hill, is not designated, but it was of course in what is now Fayette County, as the place where it was to cross the Monongahela was not far above Brownsville. The first road viewed and laid out by order of the court of Fayette County, in December, 1783, was that from Uniontown to the mouth of Grassy Run, on Cheat River, this being part of a road which had been petitioned for to the Westmoreland County Court (before the erection of Fayette), to run from Stewart's Crossings (Connellsville), through Uniontown, to the Cheat. It was ordered to be opened, cut, cleared, and bridged, thirty-three feet wide.

A petition was presented to the same court for "a road from Union Town to the Broadford on the River Youghiogeni," and another "for a Road from the mouth of Whitely's Creek, on the River Monongahela, to David Johns' Mill, and thence to Daniel McPeck's." The court at the June sessions of 1784 ordered this road to be opened, cut, cleared, and bridged, thirty-three feet wide. This was known as the Sandy Creek Road.

At the September sessions of 1784 there was presented to the court:

"The Petition of Sundry of the Inhabitants of Fayette County and others, showing to the Court that as the intercourse from Redstone Old Fort along the River side is now very considerable upon account of the number of Boats for Passengers which are almost continually building in different parts along the river side, and as there is now a very good grist- and saw-mill at the mouth of big Redstone, and no Waggon road as yet laid off from Redstone Old Fort to the Mill, nor from thence to the mouth of little Redstone and to Colonel Edward Cook's. As the Petitioners conceive that a good road in that direction would be of general public utility to inhabitants, and likewise of great convenience to Strangers, the Petitioners therefore pray the Court to appoint six men to view the said Road, and if necessary to lay out the same from Redstone Old Fort to the mouth of big Redstone, from thence to the mouth or near the mouth of little Redstone, and from thence to Colonel Edward Cook's. Whereupon it is considered by the Court, and ordered, that Basil Brown, Senior, Samuel Jackson, William Forsythe, William Goe, John Stephens, and Andrew Linn, Junior, do view the ground over which, by the prayer of the Petitioners, the said Road is desired to pass, and if they or any of them see it necessary, that they lay out a road according to the prayer of the said Petition, the nearest and best way the ground will admit of, and with the least injury to the settlements thereabouts, and make report of their proceedings therein by courses and Distances to the next Court."

At the next following December sessions the viewers

made their report on this road, and it was ordered laid out. Among the numerous other roads petitioned for in the early years (many of which, however, were never opened) the court records show the following:

1784.—Road from Miller's Ferry, on the Monongahela River, to the Widow Moore's, on Sandy Creek, to join the Maryland road.

"Road from Josiah Crawford's Ferry, on the Monongahela River, to Uniontown." This road ran to Samuel Douglass' mill and to Dunlap's Creek at Amos Hough's mill, intersecting the road from James Crawford's Ferry to Uniontown.

1787.—"Road from Moorecraft's Ferry, on the river Youghioganie, to Cornelius Woodruff's on Chestnut Ridge—granted."

"Road from the Monongahela River, opposite to the mouth of Pike's Run, to join the road from Swearingen's Ferry to Uniontown."

"Road from Redstone Old Fort to the southern line of the State."

1788.—"Road from Friends' Meeting-House to Redstone."

"Road from Zachariah Connell's (Connellsville) to Isaac Meason's, on Jacob's Creek."

1789.—"Road from Isaac Jackson's to Stewart's Crossing and Connell's Ferry."

"Road from Union Town to Robert McClean's Ferry on Monongahela River."

"Road from the ferry of Thomas McGibbins, just below the old Redstone Fort on the Monongahela River, to Septimus Cadwallader's Grist- and Saw-Mill, and from there to intersect the road from the Friends' Meeting-House to the ferry aforesaid, near the mouth of Joseph Graybill's Lane."

"Road from Brownsville, by Samuel Jackson's Mill, in a direction to Gebhart's Mill on Jacob's Creek."

1790.—"Petition for a private road from Griffin's Mill to the great road from Jonathan Rees' Mill to Hyde's Ferry, at or near the house of Enoch Abrahams."

1791.—"Road from Jacob's Creek Iron-Works to John Van Meter's Ferry."

1793.—"Road from the ferry on the Monongahela River, at Frederick Town, to the road from James Crawford's Ferry to Uniontown."

1794.—"Road from Kinsey Virgin's Ferry towards Brownsville."

"Road from Davidson's Ferry, on the Monongahela River, to the Union Town Road."

"Road from the County line to Alliance Furnace."

"Road from Meason's Iron-Works to the mouth of Big Redstone."

"Road from Krepps' Ferry to the bridge at the mouth of Dunlap's Creek."

"Road from Joseph Neal's Ferry, on the Monongahela River, to the Sandy Creek road—granted."

"Road from Jasper Elting's, at the foot of Chestnut Ridge, to Mr. Smilie's fording."

1796.—“Road from Redstone Old Fort, by McFarland's Ford, on Cheat River, to Morgantown.”

It would of course be impracticable, if not well-nigh impossible, to give an account of the multitude of roads which have been opened from time to time in later years, but mention of some of the most important ones will be found in the histories of the several townships.

#### BRIDGES.

In the records of the county commissioners, entries are found at various times having reference to the building of bridges over the different streams in the county as follows:

Jan. 7, 1796.—Samuel Jackson received £50, being the last payment on a bridge constructed by him over Redstone Creek.

March 12, 1801.—The commissioners addressed a letter to the commissioners of Westmoreland County on the subject of a proposed iron bridge across Jacob's Creek.

April 9, 1801.—Letter received from the commissioners of Westmoreland, requesting a meeting of the two boards, with Col. Isaac Meason, on the bank of Jacob's Creek, on the next following Tuesday, “to consult and complete contract relative to James Finley, Esq., undertaking to erect an Iron Bridge over Jacob's Creek, and it is agreed that John Fulton and Andrew Oliphant proceed to business.”

April 14, 1801.—The commissioners of Fayette and Westmoreland Counties met and completed contract with James Finley to build a bridge supported with iron at or near Isaac Meason's, over Jacob's Creek, for the sum of six hundred dollars, one-half to be paid out of the treasury of Fayette, and one-half out of the treasury of Westmoreland. The bridge to be “a patent Iron chain suspension” structure of seventy feet span, and to be completed ready for use on or before Dec. 15, 1801. This bridge over Jacob's Creek, on the turnpike road between Connellsville and Mount Pleasant, was the first iron suspension bridge erected in the State of Pennsylvania. The plan on which it was built was invented and patented by Judge James Finley, of Fayette County. Another bridge of this kind was built a few years later over Dunlap's Creek, at Bridgeport. The plan, however, proved defective and the bridges unsafe, the one last named falling under the weight of a team and ordinary wagon-load, after having been in use less than ten years.

Oct. 9, 1801.—The commissioners made a contract with David Barnes, of Connellsville, “to build a frame bridge over Indian Creek, to be completed against the first of July next, he to receive \$324.99, in three equal payments.” This bridge was completed and accepted by the commissioners July 5, 1802.

Oct. 27, 1801.—Commissioners met at Bridgeport to view the bridge over Dunlap's Creek at that place, and having done so, authorized Isaac Rogers, Sep-

timus Cadwallader, and Andrew Porter to repair the bridge at a cost not exceeding \$300. An account of the several bridges over Dunlap's Creek between Brownsville and Bridgeport will be given in the history of the former borough.

July 3, 1802.—Commissioners contracted with Timothy Smith to build a bridge over Dunlap's Creek, near the house of Nathaniel Breeding, for \$123.50.

Feb. 3, 1803.—“Agreeable to an Order from the Court of Quarter Sessions, the commissioners proceeded to Sandy Creek to sell and contract for the building of a bridge over the said creek, agreeable to notice given in the Newspaper of the County.” The sale was made to Enos West, the lowest bidder, at \$249. The bridge was accepted by the commissioners Jan. 5, 1804.

Nov. 11, 1808.—Completed bridge over Georges Creek, near New Geneva, accepted by commissioners.

Dec. 8, 1808.—Commissioners contracted with Jesse Forsythe for building a bridge over Redstone Creek at \$1200. Completed in August, 1809.

Aug. 6, 1833.—Commissioners agreed with George Marietta to build a new wooden bridge over Jacob's Creek, in place of the old Finley chain suspension bridge, for \$267. The iron of the old bridge sold to Nathaniel Mitchell for \$90.

April 3, 1834.—Commissioners contracted with George Marietta for building a bridge over Redstone Creek, at the crossing of the State road leading to Pittsburgh. Contract price, \$375.

1838.<sup>1</sup>—Bridge over Mounts' Creek, on road leading from Connellsville to Pittsburgh.

1839.—Bridge over Dunbar Creek, on road from Connellsville to Laurel Furnace.

1839.—Bridge over Big Redstone Creek, on road from Brownsville to Cookstown.

1839.—Bridge over Big Redstone, at Sharpless' Paper-Mill.

1840.—Over Downer's Creek, at or near Cookstown.

1840.—Over Dunlap's Creek, at Merrittstown (re-building).

1841.—Over Dunlap's Creek, on road leading from Brownsville to Morgantown road.

1842.—Over branch of Redstone Creek, “where the great road leading from Uniontown to Pittsburgh crosses, at Mitchell's Tilt-Hammer.”

1846.—Over Jacob's Creek, road from Uniontown to Greensburg.

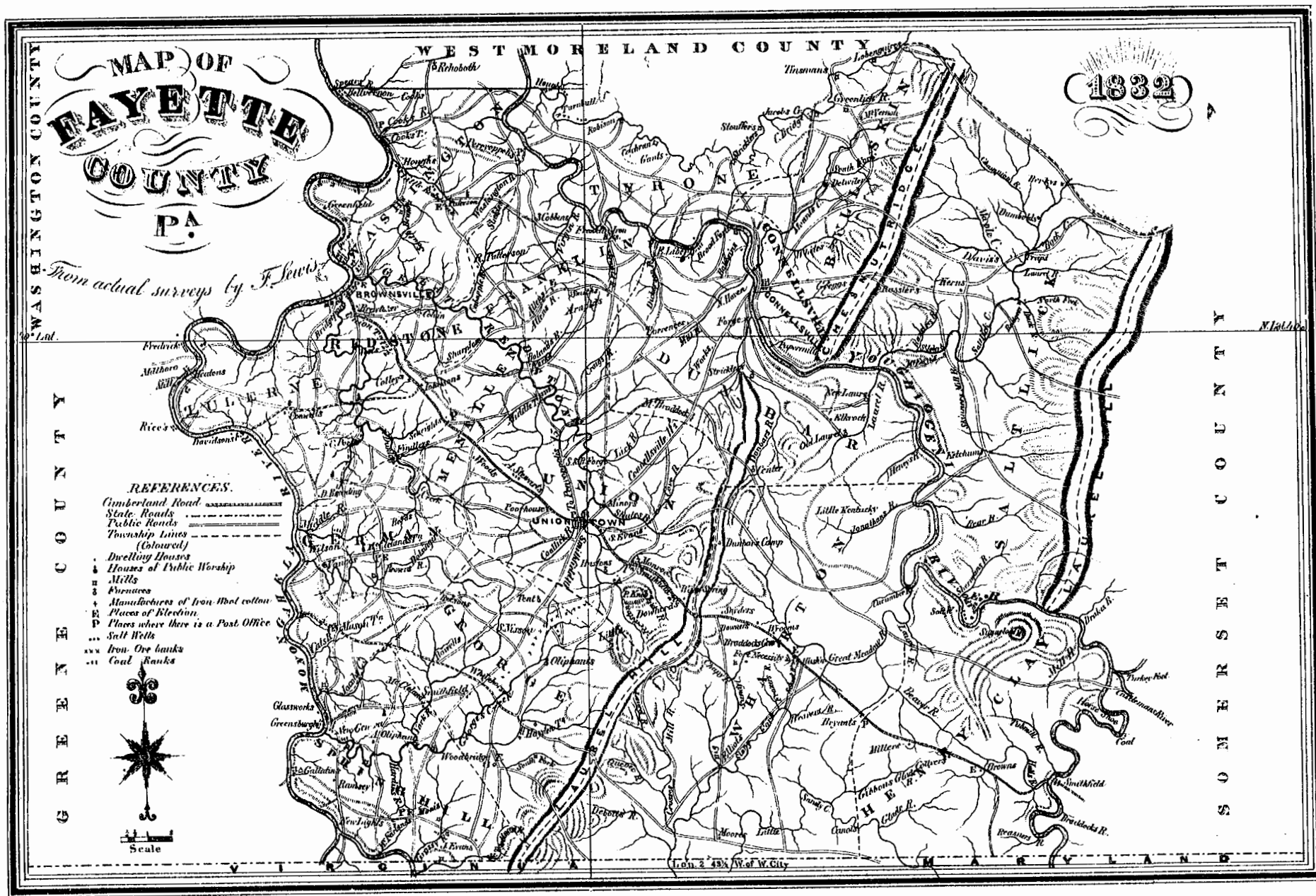
1848.—Over Jacob's Creek, on road from Detwiler's Mill to Mount Pleasant.

1850.—Over Jennings' Run, on Pittsburgh State road (Union and Menallen townships).

1850.—Over Redstone Creek, near James M. Lynn's mill (Redstone and Jefferson townships).

1850.—Over Jacob's Creek, at Tyrone Mills.

<sup>1</sup> The list of bridges built in Fayette County in the different years from 1838 to 1881 has been gathered from the commissioners' records by Thomas Hazen, Esq., a member of the present (1881) board.



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1850.—Over Mounts' Creek, on Connellsville and Pittsburgh road.

1851.—Over Georges Creek, at Crow's Mill.

1851.—Over Jacob's Creek, near Stouffer's Mill (in conjunction with Westmoreland County).

1851.—Over Brown's Run, at Cookstown.

1851.—Over York's Run, on road from Geneva to Uniontown (Nicholson township).

1851.—Over Redstone Creek, at Cook's Mill, lower ford (Redstone and Franklin townships).

1851.—Over Indian Creek, road from Connellsville to Somerset (in Springfield township).

1852.—Over Dickerson's Creek (Dunbar and Franklin townships), road leading to Connellsville.

1852.—Over Georges Creek, at Long's Fulling-Mill, on Morgantown road.

1852.—Over Dunlap's Creek, near Finley's Mill (Luzerne and Menallen townships), road from Davidson's Ferry to National road.

1852.—Over Georges Creek (Nicholson and Spring Hill townships), road from Virginia line to Brownsville.

1852.—Over Redstone Creek, near Clement's Mill (North Union).

1852.—Over Dunbar Creek, near Spear's Mill (Dunbar township).

1852.—Over Redstone Creek, lower ford, Jonathan Sharpless' mill.

1852.—Over Brown's Run, at James Williams' (German township).

1852.—Over Robinson's Run (Dunbar), one-half mile west of New Haven.

1852.—Over Indian Creek (Springfield township), where Clay pike crosses.

1852.—Over Georges Creek (Georges township), road leading from Smithfield to Morgantown.

1853.—Over Sandy Creek, at Elliott's Mills.

1853.—Over Dunlap's Creek, "at Young's Saw-Mill or one mile up" (Redstone and Luzerne).

1853.—Over Little Redstone (Fayette City), "near saw-mill dam of William E. Frazier."

1854.—Over Youghiogheny River, at Ohio Pile (Stewart township).

1855.—Over Meadow Run, "where Turkeyfoot road crosses said road, in township of Wharton."

1855.—Over Little Redstone Creek, on State road, near line between Jefferson and Washington townships.

1856.—Over Rowe's Run, near Redstone Creek (Redstone township).

1857.—Over Georges Creek (Georges township), on road from Smithfield by way of Spring Hill to Morgantown.

1858.—Over Dunlap's Creek, near Elijah Van Kirk's (Redstone and Luzerne).

1859.—Over Crabapple Run, at Redstone Creek (Franklin and Jefferson townships).

1859.—Over Trump's Run, on road from Connellsville to Indian Creek (Connellsville township).

1861.—Over Rush's Run (Luzerne township), on road from Brownsville to Fredericktown.

1861.—Over Jacob's Creek, near John M. Stouffer's, on road from Broad Ford into Westmoreland County.

1862.—Over Youghiogheny River, at Ohio Pile (bridge of 1854 rebuilt).

1863.—Over Indian Creek, on road from Springfield to Somerset.

1863.—Over Jacob's Creek, on public highway leading to Mount Pleasant.

1864.—Over Redstone Creek, at Work's Mill<sup>1</sup> (Menallen and Franklin).

1868.—Over Redstone Creek, at Cook's Mill,<sup>2</sup> upper ford (Franklin and Redstone townships).

1869.—Over Little Sandy Creek (Wharton township), road from Haydentown to Somerfield, on farm of R. P. McClellan.

1869.—Over Perkins' Run (Springfield township), on road from Springfield to Petersburg.

1871.—Over Redstone Creek, Fayette Street, in borough of Uniontown.

1871.—Over Big Meadow Run, on road from Ohio Pile to Farmington (Stewart and Wharton townships).

1871.—Over Cisely's Run, Fayette City Borough, south of town.

1871.—Over Dunlap's Creek, one-half mile below Merrittstown (Redstone and Luzerne).

1871.—Over Meadow Run, near S. Rush's (Wharton township).

1874.—Over Jacob's Creek, between Ray's Ford and Cunningham's Ford (by Tyrone township and Westmoreland County jointly).

1874.—Over Jacob's Creek (Bullskin township), where the road to Mount Pleasant crosses, at Walker's Ford (one-half expense agreed to be paid by citizens of Westmoreland County).

1875.—Over Redstone Creek, at Cook's Mill (lower ford). A rebuilding of the bridge of 1851, which had been carried away by flood.

1875.—Over Redstone Creek, upper ford. Rebuilding of the bridge built in 1868, and carried away by flood.

1875.—Over Cook's Run (Washington township), between mill-dam and stable of N. Brightwell.

1875.—Over Galley's Run, at Broadford (Connellsville and Tyrone).

1875.—Over Little Sandy Creek, east of Shinbone (Wharton township).

1875.—Over Cox's Run (Luzerne township).

1875.—Over Little Redstone Creek, at Armell's Mill, one mile south of Fayette City.

1876.—Over Redstone Creek, at Linn's Mill (Redstone and Jefferson).

1877.—Over Redstone Creek, at Parkhill's Mill (bridge rebuilt).

<sup>1</sup> Carried away by flood in 1876.

<sup>2</sup> Carried away by flood, and rebuilt in 1875.

1877.—Over Jacob's Creek, above Everson to Scott-dale.

1877.—Over Redstone Creek, in Uniontown Borough, on "read leading to Hogsett's."

1877.—Over Redstone Creek, at Vance's Mill (re-building).

1879.—Over Mounts' Creek, at steel-works, Connellsville Borough, bridge rebuilt.

1880.—Over Redstone Creek, near residence of Isaac Lynn.

1880.—Over Mounts' Creek, at brick-works (Bull-skin township).

1881.—Over Brown's Run, on line of Georges and German townships.

#### THE NATIONAL, OR CUMBERLAND ROAD.

The first and the most earnest, as he was also the most illustrious of all the advocates of a great national highway to cross the Alleghenies and connect the remote settlements of the Ohio Valley with the country east of the mountains, was Gen. George Washington. One of the first objects to which he gave his attention after his retirement from the command of the Revolutionary armies was a careful examination of the country between the Potomac and the Monongahela, to note the advantages offered and the obstacles to be surmounted in the great public enterprise which he had in view. Even at that early time he had in contemplation the possibility of a canal, to form a water-carriage between the Potomac and Youghiogheny Rivers, but as such an enterprise would involve a heavy expense (the extent of which he probably but faintly realized) a good substitute would be a substantially built road, the opening of which he believed to be necessary to bind together the eastern and western sections of the States which his sword had made free and independent.<sup>1</sup>

It was in the year 1784 that Washington made his exploring-trip from the Potomac to the Ohio. From Cumberland to the Laurel Hill, he passed through a region with which he had been made familiar thirty years before, by marching through it in his own campaign of 1754, and with Gen. Braddock in 1755. Arriving at the Youghiogheny, he embarked in a canoe with an Indian pilot, and passed down that river to Ohio Pile Falls, where he landed, and thence rode across the country to the Monongahela, and up the valley of

that stream into Virginia. It is related of him that in September of the year named he was on one occasion seated in a hunter's cabin near the Virginia line, examining maps and asking questions of a number of frontiersmen who stood around him, relative to the passes of the mountains and the adaptability of the country for the construction of the road which he had in mind, when a young man of foreign appearance, who was among the bystanders, volunteered an opinion indicating a certain route which he believed to be the best for the purpose. At this interruption Washington regarded the speaker with surprise, and with something of the imperious look of the commander-in-chief, but made no reply, and continued his examination. Upon its completion the general saw that the opinion expressed by the unknown speaker was undoubtedly well founded, and turning to him said, in a polite but decided way, "You are right, young man; the route you have indicated is the correct one." The young stranger proved to be Albert Gallatin, afterwards Secretary of the Treasury of the United States, and one of the principal promoters of the construction of the great National road to the Ohio. It was here that Washington first formed his acquaintance, and the friendship thus begun continued uninterrupted during the lifetime of the chief.

From the upper Monongahela, Washington passed through the county of Washington to the Ohio River. Four years later he was elected President of the United States, and during the eight years of his administration he continued a steadfast and earnest advocate of the project of a great highway, to be constructed by the government, across the Alleghenies, for the purpose of binding more firmly together the eastern and western sections of the United States.

During the administration of President Adams (in 1797) the proposition for a road across the Alleghenies, to be built by the government, was brought up in Congress, but no action was taken. Again, in 1801, the subject was brought to the attention of Congress in President Jefferson's first message to that body. Some discussion ensued, but without result at that time. On the 30th of April, 1802, an act of Congress was passed admitting Ohio into the Union as a sovereign State; and by the provisions of that act a one-twentieth part of the net proceeds of sales of public lands in the new State, was set apart to be applied to the construction of roads from the Atlantic sea-board over the Alleghenies to and across the Ohio. This was the beginning of the legislation which resulted in the construction of the National road west from Cumberland.<sup>2</sup>

<sup>1</sup> The Hon. Andrew Stewart, of Fayette County, in a speech delivered by him at the village of Confluence, Somerset Co., on the occasion of the opening of the railroad from Pittsburgh to Cumberland in 1871, said that there had come into his hands a box of papers, among which were many original reports, letters, and other manuscript in the handwriting of Washington, who had himself given the box referred to to Gen. John Mason, of Georgetown, D. C., and that he (Mr. Stewart) had found upon examination of these letters and communications—many of them addressed to the Legislatures of Maryland and Virginia, as well as to members of Congress and others—that Washington had constantly advocated the building of substantial roads across the mountains to the Ohio Valley as the only means of keeping the East and the West united, and that without them, in the opinion of the writer, for many reasons, separation was inevitable.

<sup>2</sup> On the 5th of March, 1804, the General Assembly of Pennsylvania passed an act providing for the incorporation of the "Union and Cumberland Turnpike Road Company," appointing Ephraim Douglass, Alexander McClean, Nathaniel Breeding, Isaac Meason, Jacob Beeson, Jacob Bowman, Samuel Jackson, James W. Nicholson, Joseph Torrence, Charles Porter, John Cunningham, Samuel Trevor, and John Gibson, of Fayette County; John Heaton, John Minor, Hugh Barclay, and John Badolet, of Greene County; Neal Gillespie, Zephaniah Bell, Thomas



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On the 30th of December, 1805, the Senate of the United States passed a bill entitled "An Act to regulate the laying out and making a Road from Cumberland, in the State of Maryland, to the State of Ohio." It was then debated and passed in the House of Representatives, and became a law March 29, 1806. The commissioners appointed by the President under this act to lay out the proposed road from Cumberland to the Ohio River were Col. Eli Williams and Thomas Moore, of Maryland, and Joseph Kerr, of Ohio, who proceeded to examine the country through which it was to pass, and without having fixed upon that part of the route west of the Monongahela, made their first report, which was presented to Congress, with the message of President Jefferson, Jan. 31, 1807. In a special message to Congress, Feb. 19, 1808, referring to the report of the commissioners, he said, "I have approved of the route therein proposed for the said road as far as Brownsville, with a single deviation, since located, which carries it through Uniontown. From thence, the course to the Ohio and the point within the legal limits at which it shall strike that river is still to be decided."

In 1811, Congress passed "An Act in addition to the act to regulate the laying out and making a road from Cumberland, in the State of Maryland, to the State of Ohio," by which it was provided, "That the sum of fifty thousand dollars be, and is hereby, appropriated in making said road between Cumberland, in the State of Maryland, and Brownsville, in the State of Pennsylvania, commencing at Cumberland, which sum of fifty thousand dollars shall

Acheson, James Kerr, and Joseph Pentecost, of Washington County, and Thomas Spencer, Abraham Morrison, James Mitchell, and John McClean, of Somerset County, commissioners to receive subscriptions to the capital stock of the said company, which was to be incorporated under the act for the purpose of "making an artificial road from the western side of Laurel Hill, near Union-town, to the State line, in a direction towards Cumberland, in the State of Maryland."

It was provided and declared by the act, "That the President, Managers, and Company shall have a right to cause a road to be laid out [on the route indicated] sixty feet wide, and at least twenty feet thereof to be made an artificial road bedded with wood, stone, gravel, or any other hard substance well compacted together, and of sufficient depth to secure a solid foundation to the same, in such manner as to secure, as near as the materials will admit of, a firm and even surface, rising towards the middle by a gradual arch, and so nearly level in its progress that it shall in no place rise or fall more than will form an angle of five and a half degrees with a horizontal line, and shall forever hereafter maintain and keep the same in good and perfect order and repair from the town of Union to the State line aforesaid."

The company was empowered to erect toll-gates and collect toll on the road, the work to be commenced within six years, and completed within ten years from the date of the act, under penalty of forfeiture of its franchises, and the State to have the right of taking the road at any time after 1830 by reimbursing to the company the cost of its construction.

It is apparent that the projected turnpike was to be an eastern thoroughfare, not only for the people of Fayette and Somerset Counties, through which it was to pass, but also for the inhabitants of Washington and Greene Counties, and was eventually to be extended west of the Monongahela. But the act of Congress passed soon afterwards providing for the construction of the National road caused the abandonment of the project for constructing the Union and Cumberland turnpike.

be replaced out of the fund reserved for laying out and making roads to the State of Ohio, by virtue of the seventh section of an act passed on the 30th of April, 1802."

The first contracts, in sections, for the first ten miles from Cumberland bear date April 16th and May 8, 1811. These were finished in the fall of 1812. The next letting was of eleven miles more, to Tomlinson's, in August, 1812, which were nearly completed in 1814. From Tomlinson's to Smithfield, eighteen miles were let in August, 1813, but not finished until 1817, owing to the scarcity of laborers during the war, war prices, and the fear of failure of some of the contractors. The next letting was of about six and a half miles west of Smithfield, in September, 1815, in sections, to John Hagan, Doherty, McGlaughlin and Bradley, William Aull, and Evans and Ramsay. In February, 1817, about five miles more were let [carrying the road to Braddock's Grave] to Ramsay and McGravey, John Boyle, D. McGlaughlin and Bradley, and Charles McKinney. And in May, 1817, it was let about nine miles farther, to Uniontown, to Hagan and McCann, Mordecai and James Cochran (large and popular contractors), Thompson McKean, and Thomas and Matthew Blakeley.

It has already been noticed in President Jefferson's special message to Congress on the 19th of February, 1808, that he had approved and adopted the route recommended by the commissioners from Cumberland to Brownsville, on the Monongahela, with the exception of a part of it in Fayette County, which the commissioners had laid out in such a manner as to leave Uniontown in an isolated position away from the line of the road. This action of the commissioners caused no little consternation at the county-seat, for it was believed that the town would be ruined if the great Cumberland road should be laid out to pass at a distance from it. But the matter was taken in hand by Gen. Ephraim Douglass and others of the most influential citizens of the place, who represented the case to President Jefferson so effectively that he changed the route to pass through Uniontown, as indicated in his message. Thus the route was established as far west as Brownsville, but westward from that point to the Ohio it was left undetermined. There was great rivalry and jealousy existing between the several eligible points on the Ohio, for it was believed that wherever the road should strike the eastern shore of that river there would spring up a flourishing city. The people of the inland towns lying between Brownsville and the Ohio (especially those of the town of Washington<sup>1</sup>) were exceedingly

<sup>1</sup> When it became known by the publication of President Jefferson's message (above referred to) that the route of the National road had been fixed between Cumberland and Brownsville, but not west of the latter point, the people of Washington took measures (as those of Uniontown had previously done) to secure the location of the route of the road through their town. David Acheson, Esq., who had been elected to the State Legislature in 1795 on the Republican ticket with Albert Gallatin to Congress, and who in that capacity represented Washington County



anxious lest the road should be finally located at a distance from them. The question of the location of the road between the Monongahela and the Ohio was a very delicate and difficult one for the commissioners to decide, and in their report to President Jefferson they left it open, with the remark that "in this is to be consulted the wishes of that populous section of Ohio and the connections with roads leading to St. Louis under the act of 1806." Afterwards (in the same year) they made, by direction of the President, an examination of the route from Brownsville by way of the town of Washington to Wheeling; but no final location of that part of the route was made then, nor until several years later. When James Madison became President of the United States he confirmed the action of his predecessor, Jefferson, in reference to the location of the road from Cumberland to Brownsville, and in 1815, soon after the declaration of peace with Great Britain, he directed the commissioners, Williams, Moore, and Kerr, to proceed with the examination and survey of the route between the Monongahela and Ohio Rivers. This was done under their direction in the fall of that year and in the winter of 1815-16, by their engineer, Caspar Wever, of Weverton, Md. Two principal routes were surveyed, one through the borough of Washington,

at different times during the administrations of Washington and Jefferson, wrote to Gallatin (who was then Secretary of the Treasury, and always on terms of intimate friendship with Mr. Acheson), soliciting his influence and co-operation in favor of the location of the road through the town of Washington to Wheeling. To this letter and request of Mr. Acheson, Gallatin replied as follows:

"NEW YORK, Sept. 1st, 1808

"DAVID ACHESON, ESQ.,

"WASHINGTON, PA.

"DEAR SIR: On receipt of yr letter respecting the western road, I immediately transmitted it to the President at Monticello. I was under the impression that he had previously directed the Commissioners to examine both routes, & to report to him.—It seems however that it had not then been yet done. But on the 6th ult. he wrote to them 'to make an examination of the best route through Washington to Wheeling & also to Short Creek or any other point on the river offering a more advantageous route towards Chillicothe & Cincinnati, & to report to him the material facts with their opinions for consideration.'

"That it is the sincere wish of the President to obtain all the necessary information in order that the road should pursue the route which will be of the greatest public utility no doubt can exist. So far as relates to myself, after having with much difficulty obtained the creation of a fund for opening a great western road & the act pointing out its general direction, it is sufficiently evident from the spot on the Monongahela which the road strikes that if there was any subsequent interference on my part it was not of a selfish nature. But the fact is that in the execution of the law I thought myself an improper person, from the situation of my property, to take the direction which would naturally have been placed in my hands, & requested the President to undertake the general superintendence himself.

"Accept the assurance of friendly remembrance & of my sincere wishes for your welfare & happiness.

"Your obedt. servt.,

"ALBERT GALLATIN."

From this letter it appears that the action of the commissioners, prior to the correspondence between Mr. Acheson and Mr. Gallatin, was unfavorable to the claims of Washington, and that President Jefferson on receipt of Mr. Acheson's letter had promptly interfered in order to have the route surveyed which was finally adopted, his specific instructions to the commissioners favoring Washington as an intermediate point, and Wheeling thus became the point of intersection with the Ohio River.

and the other through the south part of Washington County, leaving the town of Washington several miles to the northward. The topography of the country rendered the last-named route the more favorable of the two, and it was so regarded by the engineer and the commissioners; but the influence of Washington Borough again prevailed (as it had done seven years before in causing President Jefferson to order an examination of the route by way of the town), and President Madison, after carefully considering the commissioners' report on the survey, decided in favor of the northern route by way of Washington. His decision was communicated to the commissioners in a letter written by Mr. Dallas, under direction of the Secretary of the Treasury, as follows:

"TREASURY DEPARTMENT, June 2, 1816.

"GENTLEMEN,—The President has confirmed the road surveyed and returned by you,—1st, so far as it runs from Cumberland through Uniontown to Brownsville, in Pennsylvania, with certain deviations which have been made by Mr. Shriver, the superintendent, and approved by the President; and 2d, so far as it runs from the 113th mile on your survey to Wheeling, on the river Ohio. He has also determined that the route of the road shall run from Brownsville through Washington and Alexandria to intersect the course of your survey at the 113th mile, continuing thence to Wheeling. I am therefore instructed by the President to request that you will proceed, as soon as you conveniently can, with the assistance authorized by law, to explore, lay out, and report for his consideration, upon the principles of the act of the 29th of March, 1806, the course for the road from Brownsville to the 113th mile, as above stated, and also the course of the deviations from the original route proposed by the commissioners which have been made or are contemplated to be made between Cumberland and Uniontown. It is the President's object to obtain a return of the entire course of the road to constitute a record, and to perpetuate the claim of the United States to the ground over which it runs. To avoid delay the attendance of any two or more of you is deemed sufficient for the present object. You will be so good as to give notice to Mr. Shriver, the superintendent, of the time of your entering upon the survey, and he will be instructed to give you all the information and assistance in his power. As Mr. Parker Campbell and Mr. [Thomas H.] Baird, of Washington, have made proposals to construct the road from Brownsville to Washington, I wish you also to notify them of your commencement and progress in the survey.

"I am, very respectfully,

"Gentlemen,

"Your obedient servant,

"A. J. DALLAS.

"To Messrs. Eli Williams,  
Thomas Moore, } *Commissioners.*  
Joseph Kerr, }

The one hundred and thirteenth mile of the commissioners' survey (meaning the route laid through the southern part of Washington County, and not that passing by Washington Borough) was near the Virginia line, west of the village of West Alexander<sup>1</sup> (mentioned in the above letter as "Alexandria"). Thus, by the decision of President Madison, as communicated by Mr. Dallas to the commissioners, the entire route of the road from Cumberland to the Ohio was fixed as to prominent points, and only lacked the final survey of that part lying between Brownsville and the point indicated west of West Alexander. This final survey was made under direction of the commissioners, immediately after receipt of their instructions to that effect, and being returned to the President, was by him approved and adopted.

The route of the road was divided for construction into an eastern and a western division, the former (which was to be first completed) extending from Cumberland through Uniontown to a point about one mile east of Brownsville, and the western division extending from that point through the town of Washington to the Ohio at Wheeling. The superintendent appointed for the eastern division was David Shriver, of Cumberland, Md. The western division was in June, 1816, placed in charge of Col. Eli Williams, one of the commissioners, who acted as "agent of the United States" for that division until the appointment of Josias Thompson (previously engineer of the division) as superintendent, in May, 1817.

The contract for building the road from Cumberland to Uniontown was awarded, as has been mentioned, to a number of contractors, by whom the work was prosecuted with extraordinary energy. With regard to the rapid building of the road by these contractors, A. L. Littell, Esq., a former resident of Fayette County, but now of Cleveland, Ohio, writes: "I was there to see it located, and the stakes stuck down the mountain, across the old commons south of Woodstock [afterwards Monroe], and so on west, before there was a shovelful of earth displaced, and also to see that great contractor, Mordecai Cochran, its builder, with his immortal Irish brigade, a thousand strong, with their carts, wheel-barrows, picks, shovels, and blasting-tools, grading those commons and climbing the long mountain-side up to Point Lookout, like a well-trained army, and leaving behind them as they went a roadway good enough for an emperor to travel over." The firm of Kincaid & Co. (composed of James Kincaid, James Beck, Gabriel Evans, John Kennedy, and John Miller, the last two named being residents of Uniontown) afterwards contracted with Superintendent Shriver for the construction of the road from Uniontown to the western end of the eastern division, and also for masonry at the Mononga-

hela (which was sub-let to George Dawson), and between that river and the town of Washington.

Through Washington County, from a point two miles west of the Monongahela and extending thence to the Virginia line, the construction of the roadway was contracted to Messrs. Thomas McGiffin, Thomas H. Baird, and Parker Campbell, of the borough of Washington; the contract for that part extending from a point two miles east of Washington westward to the State line being awarded to them in March, 1817, by Col. Williams, as agent for the United States, and the part extending eastward from the eastern end of their first contract to within two miles of the Monongahela being let to them in 1819, by David Shriver, who had superseded Josias Thompson as superintendent of the western division. A part of McGiffin, Baird, and Campbell's contract, viz., all that part east of the town of Hillsborough, in Washington County, was turned over by them to William and John H. Ewing, who were thereupon considered as distinct, original contractors with the government.

The eastern portion of the road, on which work was first commenced, was pushed so vigorously that it was open for travel, with scarcely a break, westward to the Youghiogheny River in the summer of 1817. On the 1st of August in 1818 the first stage-coach from Cumberland, carrying the United States mail for the West, left that place by the National road, and passing over the completed part of the eastern division to Fayette County, Pa., and also over other completed parts of the western division, between the town of Washington and the Virginia line, arrived in due time at Wheeling, on the Ohio. In the Uniontown newspaper, the *Genius of Liberty*, of August 8, 1818, it was announced that "the stages have commenced running from Frederick Town, Md., to Wheeling, in Virginia, following the course of the National road westward of Cumberland. This great road, truly an honor to the United States, will be finished from Cumberland to this place in a few months, and from Brownsville to Wheeling, it is expected, in the course of next summer, leaving only a distance of twelve miles between Uniontown and Brownsville."

In the fall of the same year the road was announced as completed to Uniontown, though some of the heavy masonry east of the town was not at that time finished. For some reason which is not wholly apparent, the work had not been contracted for from Uniontown to the west end of the eastern division (a point one mile and ninety-six rods east from the Monongahela at Brownsville), though the section extending from this latter point to another point about two miles west of the Monongahela (including a large amount of heavy work on the approaches to the river,<sup>2</sup> particularly on

<sup>1</sup> The one hundred and thirteenth mile of the route, which was afterwards surveyed, and over which the National road was actually built, is about two miles east of West Alexander, the route through Washington Borough being considerably longer than the other.

<sup>2</sup> The government did not bridge the Monongahela for the passage of the National road. The bridge which was built across that river, years after the completion of the road, for the accommodation of the immense travel which it brought, was built by an incorporated company, mention of which will be found in the history of the borough of Bridgeport.

the east side of it) had been let by Col. Eli Williams, as agent for the United States, in March, 1817, the same time when he contracted with McGiffin, Baird, and Campbell for the work west from Washington. On the 15th of May, 1819, David Shriver, superintendent, advertised for proposals to build the road west from Uniontown to the vicinity of Washington, excepting the short section on both sides of the Monongahela. The work from Uniontown to the west end of the eastern division was let by him to Kincaid & Co., while McGiffin, Baird, and Campbell, as before mentioned, took the work in Washington County, extending from the river section westward to their previous contract.

These contracts were the last to be let on the road between Cumberland and the Ohio. The work was commenced without delay, and vigorously prosecuted during the remainder of 1819 and the spring and summer of 1820, the road being finished and made ready for use in its entire length in the fall of the latter year. An announcement of the fact, dated Dec. 19, 1820, is found in the Uniontown *Genius of Liberty* of that time, as follows: "The commissioner appointed by the government of the United States, Thomas McGiffin, Esq., has been engaged for a week or two past in examining the United States turnpike, made under contract with government by James Kincaid & Co., between this place and Washington, who has approved of it, and ordered the same to be given up by the contractors for public use. The National turnpike is now completed and in the use of the public from Cumberland, in the State of Maryland, to Wheeling, in the State of Virginia, a distance of about one hundred and thirty miles."

The National road to the Ohio, when completed, had cost the United States government nearly one million seven hundred thousand dollars, and it was one of the best and most substantial turnpike roads ever built in this country. Its width, grades, and the manner of its construction are shown by the specifications of the work required from the contractors, among which were included the following, viz.: "The natural surface of the ground to be cleared of trees and other wooden growth, and also of logs and brush, the whole width of sixty-six feet, the bed of the road to be made even thirty-two feet in width, the trees and stumps to be grubbed out, the graduation not to exceed five degrees in elevation and depression, and to be straight from point to point, as laid off and directed by the superintendent of the work. Twenty feet in width of the graduated part to be covered with stone, eighteen inches in depth at the centre, tapering to twelve inches at the edges, which are to be supported by good and solid shoulders of earth or curbstone, the upper six inches of stone to be broken so as to pass through a ring of three inches in diameter, and the lower stratum of stone to be broken so as to pass through a seven-inch ring. The stone part to be well covered with gravel, and rolled with an iron-

faced roller four feet in length and made to bear three tons' weight. The acclivity and declivity of the banks at the side of the road not to exceed thirty degrees."

It was to be expected that the opening of such an excellent road—a main thoroughfare between the East and the West, easy, direct, and free to the use of any and all, without cost or charge—would attract to it an immense amount of travel; but all the expectations which could have been previously entertained of the vast volume of travel and traffic which would pass over the National road between the Ohio and the Potomac were trebly verified by the result. There were the stage-coaches, carrying the mail and passengers, loaded to their utmost capacity from the first, and constantly increasing in number from that time until the opening of the railroads banished them forever. By these conveyances, all the prominent public men of the West, and many of those from the South,—Presidents-elect from Tennessee, Ohio, and Louisiana, on their way to inauguration; Presidents in office, passing to and fro between the city of Washington and their Southwestern homes; ex-Presidents, on their way to the shades of private life; Senators, members of Congress, and numberless officials of lesser grade, all making the National road their highway to and from the national capital. Then there were the long, almost interminable lines of Conestoga wagons, laden on their eastward trips with flour, whisky, bacon, and other produce, and returning west with loads of iron, salt, and every kind of merchandise, their numbers being swelled on the return to the West by the addition of equally numerous trains of the same kind of wagons, freighted with the families and household effects of emigrants from the East, bound to new homes beyond the Ohio. Besides these, the road was crowded with various other descriptions and kinds of wagons, laden and unladen, with horsemen and private carriages innumerable. "But the passengers on foot outnumbered and out-ate them all. The long lines of hogs, cattle, sheep, and horses working their way on the hoof by the month to an Eastern market was almost endless and countless. They were gathered in from the Wabash, the Scioto, the Muskingum, and the Ohio Valleys, and the men, all tired and dry and hungry, had to be cared for at a great cost, for it was like feeding an army every day and night."

To furnish food and other accommodations for all this vast throng of travelers, brute and human, a great number of public-houses were needed, and these sprang up immediately along the road. The stage-houses, for the entertainment of passengers by the coaches, were located in Washington, Uniontown, Brownsville, and other towns on the route, and at stated points between the villages where these were distant from each other. Then there were houses which did scarcely any business other than the selling of whisky to thirsty wayfarers. And there were along the route numerous taverns which made no

specialty, other than to give fair and decent entertainment for man and beast. These had no patronage either from the stage passengers or wagoners upon the road. The latter with the drovers always clustered together at houses having capacious wagon-yards, and kept especially for that class of customers. The number of public-houses of all kinds which the National road brought into existence was fully equal to one for each two miles of its entire length from Cumberland to the Ohio. It was said that in the mountain portion of the route the average was one to every mile, but in the part west of the Laurel Hill they were less frequent. The keepers of these houses, like the wagoners and the drivers of stages, and, in fact, like the greater part of the people living along the route, looked upon the Cumberland Road as being among the chiefest of earthly blessings, and would have regarded with affright the idea that it would ever be abandoned or superseded by other avenues and modes of travel.

It was a general belief that the substantially built National road, with its firm foundation of packed stone, would remain smooth and serviceable for at least a quarter of a century, while some thought it would last for double that length of time, but the result proved the fallacy of this belief. In five years from the time of its opening the ceaseless beating of hoofs and the never-ending roll and crunch of heavy wheels had worn out its solid bed, so that in many places it was almost impassable. This was particularly the case in the vicinity of the Monongahela River, and also in the mountain region of the route, where much of the roadbed had been formed of soft sandstone. An appropriation was made by Congress, and extensive repairs were made on the road, putting the worst parts of it in good condition. But it was of short duration.<sup>1</sup> From that time frequent appropriations were called for, and continually repairs on the road were necessary.

It became evident that the road would be a perpetual and ever-increasing expense to the United States, without producing any income to pay for repairs. It had been built for the purpose of satisfying Ohio and the West generally, and thus preventing that section from fostering projects of secession from the Union. But that danger was now past, and the National road had become a heavy burden upon the government. In 1829, Gen. Jackson was inaugurated

President of the United States, and the principles of the Democratic party became the rule of public policy. The States Rights doctrine of that party demanded the transfer of the National road from the general government to the States through which its route was laid. It was proposed that the road from Cumberland to Wheeling be surrendered to the States of Pennsylvania, Maryland, and Virginia. The people of the sections contiguous to the road were in dread that the United States would abandon the making of repairs and suffer the road to fall into disuse, but if turned over to the States its continuance and preservation would be assured, because, while the United States could not erect toll-gates and collect tolls upon the road, the States *would* have the power to do so, and thus secure a revenue from the road, to keep it in preservation and repair. Pennsylvania, Maryland, and Virginia would accept the road from the United States on certain conditions, among which was this, that Congress should first make an appropriation sufficient in amount to put it in good condition by macadamizing the roadway in nearly its entire length, from Cumberland to the Ohio.

In 1831 the Assembly of Pennsylvania passed "an act for the preservation and repair of the Cumberland road," approved April 4th in that year, reciting in its preamble that "Whereas, that part of the Cumberland road lying within the State of Pennsylvania is in many parts in bad condition for want of repairs, and as doubts have been entertained whether the United States have authority to erect toll-gates on said road and collect toll, and as a large proportion of the people of this commonwealth are interested in said road and its constant continuance and preservation; Therefore" [it proceeded to declare and enact] "that as soon as the consent of the government of the United States shall have been obtained, as hereinafter provided, William F. Coplan, David Downer, of Fayette County, Stephen Hill, Benjamin Anderson, of Washington County, and Thomas Endsley, of Smithfield, Somerset Co., shall be and they are hereby appointed commissioners . . . to build toll-houses and erect toll-gates at suitable distances on so much of the Cumberland road as lies within the State of Pennsylvania. . . . That this act shall not have any force or effect until the Congress of the United States shall assent to the same, and until so much of the said road as passes through the State of Pennsylvania be first put in a good state of repair, and appropriation made by Congress for erecting toll-houses and toll-gates thereon, to be expended under the authority of the commissioners appointed by this act." Acts similar to this in effect, with regard to the acceptance of the National road, were passed by the Legislatures of Maryland and Virginia, respectively on the 23d of January and 7th of February, 1832.

These acts of Pennsylvania, Maryland, and Virginia caused a decision by the government in July, 1832, to repair the road effectually from end to end,

<sup>1</sup> "In February of 1826 it was estimated that the sum of \$278,988 would be sufficient to repair the whole road on the McAdam plan, and in May, 1827, a period of sixteen months, the superstratum or cover of reduced stone had been worn and washed away to an extent almost incredible, and proved that too great a reliance was placed upon the layer of large stone, as there were not many of them of as good a quality as was first supposed. To have effected the repair in 1827, as was contemplated in 1826, would have required an additional sum of \$50,000, making \$328,988 necessary to repair the road upon the best information to be obtained at that period. The utter destruction of the road was foreseen at that time unless measures were taken to repair it thoroughly, it being then in a most wretched condition."—*Report of Richard Delaplaine, captain U. S. Engineers, laid before Congress in December, 1833.*

and then to cede it to the three States, after which the repairs were to be met by the tolls collected upon it. "The system adopted," said Capt. Richard Delafield, the engineer who had charge of the work of repair, "was that extensively used in England, and known by the name of its inventor, McAdam. The condition of the road at this period made very extensive repairs necessary, commencing from the grade, there being neither side drains, ditches, nor culverts for draining the water, presenting no better condition for the basis of repairs on the McAdam system than what is called a 'rough grade,' with the large bridges. Rather than make a partial repair by distributing the sum appropriated over the whole line of one hundred and thirty-two miles, the parts through the mountains, being in the worst condition, and from the face of the country most difficult to travel, were first commenced. The supposition of finding good stone in the bed of the road wherewith to make macadamized metal proved fallacious: not a perch was found through the whole mountain district, the bed being composed of soft sandstone. This when broken to four-ounce pieces and used for a covering is in the course of three months reduced to sand and washed away by the heavy rains from the road into the ditches and drains, making it worse than useless to depend upon any of the varieties of sandstone. Under these circumstances but one course was left, and that was to procure the only suitable material the country produced,—limestone. The natural position of this stone is under the sandstone, and found only in the lowest valleys, often in the beds of creeks covered with several feet of earth, and distant from the line of the road. Through the mountain it is found in few positions. The expense of repairing the road with a good material, and the only one of this character found in the country, is far greater than anticipated before these facts were known. Another heavy item in the expense of repair is the condition of the masonry; this having been exposed for a long time to the weather without coping to throw off the rain and snow, is in a dilapidated condition, requiring a considerable portion to be renewed. Under these circumstances the cost of putting the road in such a condition as will justify toll being exacted is so far beyond that at first anticipated as to make it proper to draw the particular attention of Congress to the estimate for the year, based upon the facts herein stated. It will be perceived that the sum asked for the service of the year is to finish all that part lying between Cumberland and the Monongahela River and the Virginia line, and to finish the sixteen miles in Virginia, making the sum required to repair the whole road on the McAdam plan not less than \$645,000, of which the resources of that region of country will advantageously admit of \$300,000 being expended during the year."

The above is from Capt. Delafield's report, submitted in December, 1833, having reference to the

general repairs of the Cumberland road, commenced in 1832, and continued, under his supervision (assisted by Capt.—afterwards General—George W. Cass), to the 30th of September, 1833. The further appropriation which he recommends "for the service of the year" has reference to 1834. Congress took favorable action on the recommendation of the engineer, and made the required appropriation by an act passed in June of that year. The parts of that act relative to the appropriation for repairs on the National road in Pennsylvania, Maryland, and Virginia, and to the cession of the road to those States when the proposed repairs should be completed, are here given, viz.:

"SECTION 3. That for the entire completion of repairs of the Cumberland road east of the Ohio River, and other needful improvements on said road, to carry into effect the provisions of an act of the General Assembly of Pennsylvania, entitled 'An act for the preservation of the Cumberland road,' passed the fourth day of April, 1831, and of an act of the General Assembly of the State of Maryland, entitled 'An act for the preservation and repair of that part of the United States road within the limits of the State of Maryland,' passed the 23d day of January, 1832, also an act of the General Assembly of Virginia, entitled 'An act concerning the Cumberland road,' passed February the 7th, 1832, the sum of three hundred thousand dollars be and the same is hereby appropriated, to be paid out of any money in the treasury not otherwise appropriated, to be expended under the direction of the Secretary of War, the money to be drawn out of the treasury in such sums and at such times as may be required for the performance of the work.

"SECTION 4. That as soon as the sum by this act appropriated, or so much thereof as is necessary, shall be expended in the repair of said road, agreeably to the provisions of this act, the same shall be surrendered to the States respectively through which said road passes, and the United States shall not thereafter be subject to any expense for repairing said road."

Capt. Delafield, in his report,—or, as it is termed, "Memoir on the Progress of the Repairs of the Cumberland Road East of the Ohio to the 30th of September, 1834,"—says that the "nature and progress of the operations" of 1833 were continued to December of that year, "when, the available means being absorbed, a cessation was put to the work, and all the stock and tools collected at points on the road favorable for renewing the work in the spring" of 1834. He continues that the spring proved very unfavorable, that the road was found to have been badly washed and damaged during the winter, that it had been hoped means would have been available to recommence work with the opening of the season, but that, "being disappointed in this particular, it became indispensable to dispose of all the stock and every article of property that would command cash or materials, and apply the limited means thus raised to the drainage of the road;" that "it was not until July of 1834 that funds were made available for continuing the repairs," but that "by about the middle of August most of the contractors had commenced their operations," and that at the date of the report "the repair on the whole line of the road was in active progress," that

quarries of good limestone, before unknown, had been discovered, that "the crops of the farmer were above mediocrity, laborers were more numerous than usual, owing to completion of parts of the Chesapeake and Ohio Canal and Baltimore and Ohio Railroad," and, finally, that "with the means now available the work on the road will in all probability be brought to a close (the bridges on the new location excepted) by the date fixed in the contracts, the 31st of December."

The work, however, was not completed at the specified time. The division extending from a point five miles east of the borough of Washington westward to the Virginia line still lacked its macadamized covering, and was not finished until late in the following year; but as all the work east of this division had been done, and as this western part was then under contract for completion without delay, it was considered that the United States government, by the passage of the act of Congress of June, 1834, and by providing for the thorough repair of the Cumberland road in its entire length east of the Ohio River, nearly all of which had already been actually accomplished, had complied with all the conditions imposed by the States of Pennsylvania, Maryland, and Virginia in their acts of 1831 and 1832. All that remained then to be done to complete the transfer of the road by the general government was its formal acceptance by the States, and this was done on the part of Pennsylvania by the passage by the General Assembly of "An Act for the preservation and repair of the Cumberland Road," approved April 1, 1835, the third section of which act provided and declared that "The surrender by the United States of so much of the Cumberland Road as lies within the State of Pennsylvania is hereby accepted by this State, and the commissioners to be appointed under this act are authorized to erect toll-gates on the whole or any part of said road, at such time as they may deem it expedient and proper to do so."

The two commissioners appointed by the Governor under this act proceeded, in 1835, to erect toll-gates,<sup>1</sup> as provided, and the collection of toll on the great road was commenced immediately. This had the effect to clear the road almost entirely (except in the mountain districts of the route) of the immense droves of horses, cattle, sheep, and hogs which had passed over it while it was a free thoroughfare. But through the mountains there was no other route, and so the drovers were compelled to use that part of the road and pay the tolls. The new system also brought into use upon this road very heavily built wagons, with wheels nine inches broad, drawn by six, and sometimes by eight, horses. Wagons having wheels of this breadth of rim, and carrying loads not exceeding five tons' weight each, were allowed to pass on a much

less (proportionate) rate of toll than was charged for narrow-wheeled wagons, which were far more destructive to the road-bed. It was this discrimination which brought the broad wheels into extensive use on the Cumberland road. "I have frequently seen," says a former resident<sup>2</sup> on the line of the Cumberland road, "from forty to fifty great Conestoga six-horse teams, carrying from five to six tons each, picketed around over-night [at one of the roadside taverns] in the yards and on the commons, and all the other taverns about equally full at the same time. There were often two men with a team, who carried their own bedding, but all these men and horses had to be fed and cared for." Scarcely a day passed that did not see the main streets of the principal towns on the route crowded from end to end with these immense wagons, each of which had about one-half the carrying capacity of a modern railway-car. On the road between the towns they passed in almost continuous procession.<sup>3</sup>

There was, as early as 1835, an "Adams Express" running over the line of the Cumberland road, being started in the fall of that year by Alvin Adams (founder of the now omnipresent "Adams Express Company"), — Green, of Baltimore, and Maltby & Holt, oyster dealers of the same city. It was first known along the road as the "Oyster Line," being started with a main purpose of supplying the West with fresh oysters from Baltimore during the fall and winter of 1835-36. Soon afterwards it became a regular express, not only continuing the oyster traffic, but carrying packages, and prosecuting a business similar to that of the express lines of the present day. They ran express-wagons, each drawn by four horses, and having relays of teams at stations ten or twelve miles apart, and the business was continued in this way on the road until the opening of the Pennsylvania Railroad.

"In 1837 a war with France was imminent, and the government at Washington, remembering the sympathy of Louisiana and New Orleans with France as the mother-country, with a lingering dread of a Western and alien combination, resolved to quicken the mail service in that direction. Proposals were advertised for to carry a light express mail-pouch, carrying short printed slips like telegrams, drafts, and paper money, on horseback through daily each way on the National road from Washington to St. Louis, and also from Dayton, Ohio, to New Orleans, at the net speed of ten miles an hour, and stopping only at principal offices. It was laid off in sections, and all the sections were taken for a term of three years. The section over the mountain from Cumberland to Uniontown, Pa., was awarded to me<sup>4</sup> at five thousand dol-

<sup>1</sup> Iron gates were first erected, but most of these were displaced many years ago by wooden ones. The mile-posts along the line of the road were also of iron, and many of these are still standing.

<sup>2</sup> A. L. Littell, Esq., now of Cleveland, Ohio.

<sup>3</sup> "Robert S. McDowell, of Dunbar, counted 133 six-horse teams passing along the National road in one day in 1848, and took no notice of as many more teams of one, two, three, four, and five horses."

<sup>4</sup> A. L. Littell, formerly of Uniontown.

lars a year. I associated with me my father-in-law, William Morris, of Monroe, and we performed the work very successfully in 1837 and 1838, when the war emergency was passed, and the service was discontinued, the government paying us eight hundred and thirty-three dollars extra for leave to quit. It required a relay of nine horses on the road at once, and three boy riders. One boy left Cumberland at two o'clock in the morning, winter and summer, who rode three successive horses seven miles each, and so with the other two boys, performing the sixty-three miles in six hours and eighteen minutes. Going east they left Uniontown daily at one o'clock P.M., and rode the same horses back, and there was no office on this route where the mail was opened. At that time this express was the fastest overland mail in America, and it excited as much public interest as the arrival of a railroad train does now in a new town."

After the withdrawal of this express mail line of mounted messengers there were put upon the road a number of light mail-carriages to carry a through mail on fast time, making as few stops as possible. These formed what was known along the road as the "Monkey Box Line." Each carriage was furnished with a secure box for the mail, sometimes in the front and sometimes in the rear end, which was balanced by the weight of three passengers (none beyond that number being allowed to be taken), who paid an extra rate of fare in consideration of the faster time made, and the more comfortable accommodations afforded by the "Monkey Box" than by the regular mail-coach lines.

The passenger traffic over the route was immense and constantly on the increase until the business of the road received the death-blow by the opening of railroads across the Alleghenies. The stage-lines running when the road was surrendered to the States were those of Stockton & Co. (Lucius W. Stockton, of Uniontown, Daniel Moore, of Washington, Pa., and others) and J. E. Reeside,<sup>1</sup> of Lancaster. The mails were carried by Stockton & Co., who in 1836 secured the contract for four years to carry the great Western mail over this road to Wheeling, at the speed of four miles per hour, receiving for the service \$63,000 per year. There was for a time intense rivalry between Reeside's "June Bug Line" and the "People's Line" of Stockton & Co. The competition became so spirited that passengers were carried by both lines at rates that were merely nominal. This was

continued for a considerable time, and until both parties became nearly exhausted, when there came a cessation of hostilities, a return to the old prices, and a reorganization of the stage-lines, the Reeside line becoming the "Good Intent" (in the proprietorship of William Wurt, William Still, Alpheus Shriver, and others), and the other the "National Road" Line, by Daniel Moore, L. W. Stockton, J. C. Acheson, and Howard Kennedy. The former prices were re-established and amity restored, as far as the proprietors of the two lines were concerned, both occupying the same offices at the two ends of the route. But at the towns and stations along the road the passengers by the two lines still dined and supped at different and rival hotels, and the old feeling of animosity was kept alive between the drivers and other subordinate adherents of the "Good Intent" and "National Road" companies.

Upon the completion of the Baltimore and Ohio Railroad as far west as Cumberland in 1844, the business of the National road, great as it had previously been, was very largely increased on account of the easy eastern connection thus formed. During the succeeding period of eight years it was frequently the case that twenty-five stages, each containing its full complement of nine inside and a number of outside passengers, "pulled out" at the same time from Wheeling, and the same was true of the eastern terminus at Cumberland. As many as sixteen coaches, fully laden with passengers, were sometimes seen in close and continuous procession crossing the Monongahela bridge between West Brownsville and Bridgeport. The lines ran daily each way, and it was sometimes the case that thirty stages, all fully loaded with passengers, stopped at one hotel in a single day.

The Monongahela Navigation Company completed its slack-water improvements to Brownsville in 1844, and from that time, during the season of navigation in each year, a large proportion of the passengers coming by stage westward from Cumberland left the road at the Monongahela and took passage by steamboat down the river from Brownsville. In the year 1850 the stage-lines on the National road carried over eighteen thousand passengers to and from the Monongahela River steamboats, and the number so carried had been considerably larger than this in each of the three preceding years. But the glory of the great thoroughfare was then nearing its final eclipse. Another year of prosperity succeeded, but from the opening of the Pennsylvania Railroad to Pittsburgh in 1852, and the completion of the Baltimore and Ohio line to Wheeling in December of the same year, the business of the Cumberland road suddenly and rapidly declined; travelers to and from the West were diverted to the new routes and easier mode of conveyance, and extra passenger-coaches were no longer needed; finally, the Western mails were sent by the other routes, and the stages were withdrawn from this, the rumble of the broad-wheeled freight-wagons was

<sup>1</sup> "Gen." Reeside, as he was often called, was in his day probably the most extensive stage-owner in the United States, having lines in operation in all parts of the country, both east and west of the Mississippi. It was he who originated the phrase "chalk your hat," which in time came to be generally understood as meaning the giving of a free pass over a stage, steamboat, or railway line. Reeside gave no written passes, but instead would take the hat of the person on whom he wished to confer the favor, and mark upon it with chalk a cabalistic character which no one could counterfeit, and which would carry the wearer of the hat, free of expense, over any of Reeside's lines; such, at least, is the story which is told of him.



gradually silenced along the rock-laid road-bed, and by rapid degrees the famous National highway lost its importance and became, as it is to-day, merely an avenue of local travel.

#### NAVIGATION.

The only navigable waters of Fayette County are the Monongahela and Youghiogheny Rivers, and, in fact, the latter stream can hardly be regarded as navigable, or capable of being made so to any useful extent. Both these streams were made highways on the 15th of April, 1782, at which date the Assembly of Pennsylvania enacted "That the said rivers, so far up as they or either of them have been or can be made navigable for rafts, boats, and canoes, and within the bounds and limits of this State, shall be, and they are hereby declared to be, public highways." At the time when this was done there was in progress an immense emigration to Kentucky and other South-western regions bordering the Ohio, and as a consequence the channel of the Monongahela might almost have been said to be crowded with Kentucky boats, keel-boats, flat-boats, and a multitude of every species of river-craft, laden with the families, household effects, and merchandise of the emigrants (who embarked principally at Brownsville), and with produce from various points, all bound for the lower river. This kind of travel and transportation was kept up and increased for many years, until the days of steam-boating commenced, but it was constantly liable to interruption and total suspension for months at a time in the summer and autumn seasons when the river was low and without the artificial means of raising the water to a navigable stage by locks and dams.

In 1814 the Assembly passed an act (approved March 28th) which provided "That the Governor be and he is hereby authorized to appoint three competent and disinterested persons, citizens of this commonwealth, one of whom shall be a practical surveyor, to view and examine the river Monongahela from the junction of said river with the Allegheny River to the point where the southern boundary of this State crosses said river; whose duty it shall be to repair to the borough of Pittsburgh, and to view and examine the aforesaid river from the point hereinbefore designated at the borough of Pittsburgh to the point in the southern boundary aforesaid, and take the courses and distances of the several meanders of the said river between the points aforesaid, and also an accurate observation and admeasurement of the distances between the different ripples, and the elevation in feet and parts of a foot of the said ripples progressively above the horizon of Pittsburgh," and "That the commissioners shall, as soon as may be, after they shall have made the view and examination as aforesaid, present to the Governor at the next sitting of the Legislature an accurate plan of the same, with its several courses and distances, accompanied with

a written report of their proceedings, describing the distances between and elevations of the different ripples; also the number of dams<sup>1</sup> already made, and the most suitable places for constructing other dams, locks, works, or devices necessary to be made to render said river navigable through the whole distance;<sup>2</sup> and shall make, according to the best of their knowledge and judgment, an estimate of the probable expense necessary for the purposes aforesaid."

The survey and examination of the river was not made as contemplated by this act, and on the 11th of March, 1815, another act was passed reviving that of 1814, and continuing it, with all its provisions, in force for the term of three years from the passage of the last act. Under this authority commissioners were appointed, who made an examination of the Monongahela, but nothing resulted from it in the way of improvement of the navigation of the river by the State.

In 1817 the Assembly passed an act (approved March 24th of that year) "to authorize the Governor to incorporate a company to make a lock navigation on the river Monongahela," to bear the name and style of "The President, Managers, and Company of the Monongahela Navigation Company." The act appointed Andrew Linn, Esq., and Hugh Ford, of Freeport; James Tomlinson, Elisha Hunt, George Dawson, William Hogg, Jacob Bowman, Basil Brashers, Joseph Thornton, and Israel Miller, of Brownsville; James W. Nicholson and Thomas Williams, Esq., of New Geneva (all the above of Fayette County); Charles Bollman, Joel Butler, and James P. Stewart, of Williamsport (now Monongahela City); Henry P. Pearson and Joseph Alexander, of Fredericktown, in the county of Washington, with seven gentlemen of Allegheny County and two of Greene County, to be commissioners to open books for subscriptions to the stock of the company at Pittsburgh and other points along the river. The capital stock of the company was to be seventy-eight thousand dollars, in two thousand six hundred shares of thirty dollars each. As soon as five hundred shares should be subscribed the Governor was directed to issue the charter of the company, and it was enacted "that as soon as a company shall have been incorporated by the Governor to make a lock navigation on the Monongahela River, he is hereby authorized and required to subscribe in

<sup>1</sup> Meaning dams erected by individuals for mill purposes.

<sup>2</sup> In "A History of the Monongahela Navigation Company," prepared by Hon. James Veech in 1873, he says, "The earliest known suggestion of an improvement of the navigation of the Monongahela by locks and dams was in a report of a survey made for the State by E. F. Gay, civil engineer, in 1828." It seems remarkable that Judge Veech (who was an original stockholder in the present Monongahela Navigation Company) should have been unaware of the fact that an act of Assembly, passed in 1817, authorized the incorporation of a company of precisely the same name and style of the present one, and having the same object,—the improvement of the river by locks and dams; and also of the fact that as early as 1814 an act was passed (and another in 1815) providing for a survey of the Monongahela with a view to its improvement by the construction of locks and dams.

behalf of this commonwealth for one thousand shares of the stock of said company at thirty dollars for each share, to be paid upon warrants drawn by the Governor on the State Treasurer in favor of the President and Managers of said company."

By the terms of the act of incorporation, the company was required, in making their improvements on the river, "to erect at Bogg's ripple a dam of the height of three feet six inches; at Braddock's lower ripple, a dam of the height of three feet six inches; at Braddock's upper ripple, a dam of the height of three feet six inches; at Peter's Creek ripple, a dam of the height of four feet two inches; at Baldwin's ripple, a dam of the height of four feet three inches; at Frye's ripple, a dam of the height of three feet ten inches; at Forsyth's ripple, a dam of the height of three feet eight inches; at Brownsville ripple, a dam of the height of four feet six inches; at Smith's ripple, a dam of the height of four feet eight and a half inches; at Heaton's ripple, a dam of the height of four feet five inches; at Muddy Creek ripple, a dam of the height of four feet five inches; at Gilmore's ripple, a dam of the height of three feet ten inches; at Little Whitely ripple, a dam of the height of four feet four inches; at Geneva ripple, a dam of the height of three feet four inches; at Dunkard ripple, a dam of the height of three feet six inches; and at Cheat River ripple, a dam of the height of three feet three inches," with the privilege of raising any or all the dams not to exceed six inches above the specified height, if it should be found necessary to do so. The company were empowered "to form, make, erect, and set up any dams, locks, or any other device whatsoever which they shall think most fit and convenient to make a complete slack-water navigation between the points aforesaid (Pittsburgh and the State line), so as to admit a safe and easy passage for loaded barges, boats, and other crafts up, as well as down, said river;" and to use the water-power created by their dams for the propulsion of machinery, or to sell or lease such water-power, but not so as to injure, impede, or interrupt navigation on the river. It was provided by the act "that as soon as the eight first-named dams and locks shall be erected and completed," and the Governor should have proper evidence that they had been so completed in a workmanlike manner, he should thereupon issue his license or permit to the company to collect tolls from boats passing that part of the river. Owners of dams which had been erected at certain points on the river for mill purposes prior to the passage of the act were required to raise such dams to the specified height (if they were not already up to it), and to keep them in repair; and for so doing they were empowered to collect tolls from boats and other craft passing them.

The company was required, under penalty of a forfeiture of their charter, to "proceed to carry on the said work" within five years from the date of the act, and to complete the slack-water navigation of the

first section—from Pittsburgh to the mouth of Dunlap's Creek—in seven years thereafter, and to complete the second section—from Dunlap's Creek to the mouth of Cheat River—in twenty-five years from the passage of the act. These conditions were not complied with, and forfeiture resulted in 1822. Beyond this fact, nothing has been found to show what was the extent of the operations of the old Monongahela Navigation Company during its existence, except that the books were opened in August, 1817; that the Governor of Pennsylvania subscribed on behalf of the Commonwealth for one thousand shares of the stock as required, subscriptions having previously been received from individuals sufficient in amount to authorize the chartering and organization of the company under the act. It is evident that the amount of its capital stock, if fully subscribed and paid in, was insufficient for the purposes intended, and that even if the projected improvements had been completed, as specified in the act, they would have been wholly inadequate to the requirements of navigation on the Monongahela.

In the spring of 1822, a few days after the expiration of five years from the passage of the act authorizing the Monongahela Navigation Company, an act was passed by the Assembly (approved April 2d of the year named) taking the improvement of the Monongahela into the hands of the State, and providing "That Solomon Krepps and Joseph Enochs, of Fayette County, and William Leckey, of Pittsburgh, be and they are hereby appointed commissioners, who shall have power, and it shall be their duty, to cause to be removed all obstructions which impede or injure the navigation of said river Monongahela, by making a slope or inclined navigation from the Virginia State line to its junction with the Allegheny River, and said improvement to commence at the mouth of Dunlap's Creek, in Fayette County, and for that purpose to employ suitable persons to perform said work;" and "That ten thousand dollars of the stock subscribed by the Governor on behalf of this Commonwealth in the stock of the Monongahela Navigation Company be and is hereby appropriated to defray the expenses of removing the said obstructions. . . ."

By another section of the act it was provided and declared "That this act shall not go into operation until the Monongahela Navigation Company shall have first settled all accounts of said company, and have paid into the treasury of Fayette County all the unexpended balance of money in their hands, if any be due, for the purpose of being applied agreeably to the provisions of this act, . . . and until the Monongahela Navigation Company shall also have relinquished their shares in the stock of said company, as well those held by individuals as those held by companies, which relinquishment shall have been certified and transmitted under the hand and seal of the president and managers of said company, or a majority of them, to the Governor, stating that they

relinquish all the rights, powers, and privileges in and to the navigation of the river Monongahela vested in them by an act passed the 24th of March, 1817, entitled, 'An act to authorize the Governor to incorporate a company to make a lock navigation on the river Monongahela,' and from thenceforth said company shall cease and determine as if the said act had not been passed."

The persons appointed as viewers and commissioners to examine the work done on the river by the first-named commissioners, and to report to the Governor whether or not, in their opinion, the money granted by the State had been judiciously expended, were Henry Heaton, of Fayette, John Brownlee, of Washington, and John Walker, of Allegheny County. Nothing has been found showing the nature and extent of the improvements made by the commissioners under this act, or how much the navigation of the Monongahela was benefited by them, but it is evident that the expenditure of the small sum of ten thousand dollars on more than ninety miles of river channel could not have produced any very great results.

A supplement to the act of April 2, 1822, for the improvement of the Monongahela by the State, was passed and approved March 29, 1823. One of the sections of this supplementary act provided that all persons owning dams and locks on the Monongahela, which were built or begun to be built, or raised to the required height, in pursuance of the provisions (before mentioned) of the act of 1817, authorizing the incorporation of the Navigation Company, might petition the Governor, setting forth the facts, whereupon the Governor was required to appoint three commissioners to view such locks and dams, and upon their report to the Governor that the improvements had been constructed agreeably to the terms of the act, he was required to grant to the owners of such improvements authority to collect tolls from all boats passing such locks and dams.

In 1828 a report was made to the Assembly of Pennsylvania, giving the result of a survey of the river by E. F. Gay, and favoring its improvement by the State, but nothing was done. In 1832 the late Hon. Andrew Stewart, of Fayette County, made an effort in the Congress of the United States to have the work done by the National government, as an extension, under the act of 1824, of the improvement of the navigation of the Ohio to the National road at Brownsville. Congress provided for a survey of the river to Brownsville, which was made in 1833 by Dr. William Howard, United States civil engineer. His plan was to build locks and low dams, eight in number, of four and a half feet lift, except that No. 1 would be six feet, the object being to use them only when the river was low. Congress having declined to authorize the work, a public meeting held at Waynesburg, Greene Co., Nov. 18, 1835, recommended and urged the improvement by the State. The movement was at once

seconded by the citizens of Pittsburgh, Brownsville, and intermediate places, and legislation was sought and obtained.

The actual improvement of the Monongahela by the formation of a practicable slack-water navigation was finally accomplished by the Monongahela Navigation Company (second of that name and style), which was incorporated under an act of Assembly approved March 31, 1836, with an authorized capital of \$300,000, in six thousand shares of \$50 each, with power "to increase the number of shares to such extent as shall be deemed sufficient to accomplish the work."

The persons appointed as commissioners to receive subscriptions to the stock were Thomas H. Baird, Aaron Kerr, Ephraim L. Blaine, William Briant, Sheshbazzar Bentley, Andrew Gregg, John Bowers, William Vankirk, Samuel Beatty, William Hopkins, and James Gordon, of Washington County; George Dawson, Benedict Kimber, George Hogg, James L. Bowman, Israel Miller, David Gilmore, E. P. Oliphant, Jeremiah Davison, Thomas Wilson, Tazewell P. Martin, George Cramer, Yates S. Conwell, Thomas Beatty, Aaron Bucher, John Harshe, Andrew Stewart, Samuel Evans, Isaac Crow, George Vance, James C. Etington, Robert Brown, James C. Ramsey, David B. Rhoads, William Everhart, Westley Frost, and Samuel J. Krepps, of Fayette County; and a number of gentlemen of Greene and Allegheny Counties. When two thousand shares were subscribed the company was entitled to a charter, and might organize in not less than twenty days. Upon organization the company was empowered "to form and make, erect and set up any dams, locks, or any other device whatsoever which they shall think most fit and convenient to make a complete slack-water navigation between the points herein mentioned, to wit: the city of Pittsburgh and the Virginia State line; and that the dams which they shall so construct for the purpose of slack-water navigation shall not exceed in height four feet six inches; and that the locks for the purposes of passing steamboats, barges, and other craft up and down said river shall be of sufficient width and length to admit a safe and easy passage for steamboats, barges, and other craft, up as well as down said river." This act, like that which was passed for the creation of the old company in 1817, authorized the company to use, lease, or sell the water-power from the dams, and conferred on the individual owners of dams previously built (if by them raised to the required height) the right to collect toll from boats passing down or up the river. By the terms of the act the company was required to commence work within five years, and to complete the improvement to the Virginia line within twelve years from its passage, under penalty of forfeiture of charter.

During the year 1836 sufficient stock was subscribed

to authorize the issue of a charter early in 1837, and on the 10th of February in that year the company was organized by the election of officers, as follows:

President, James Clarke.

Treasurer, John D. Davis.

Secretary, Jesse H. Duncan.

*Managers.*

Thomas Bakewell.	George Hogg.
James L. Bowman.	John Lyon.
John H. Ewing.	John Tassey.
John Freeman.	William Wade.
Cephas Gregg.	Samuel Walker.

By the sixth section of the State act of Feb. 18, 1836, chartering the United States Bank, it was required, among other burdens imposed, to subscribe to the stock of this company, then in prospect, \$50,000 at the opening of its books, and \$50,000 more when \$100,000 of stock from other sources should have been expended on the work.

The State, by act of April 14, 1838, subscribed \$25,000 in stock, and by act of June 11, 1840, \$100,000 more.

The company started in 1837, upon the following subscriptions of stock:

	Shares.	
Citizens of Allegheny County.....	948	\$47,400
“ Fayette “ .....	508	25,400
“ Washington “ .....	20	1,000
“ other counties.....	86	4,300
Monongahela Bank of Brownsville.....	100	5,000
Bank of the United States.....	1000	50,000
	2662	\$133,100
To which the State added, in 1838.....	500	25,000
“ “ “ “ “ in 1840.....	2000	100,000
	5162	\$258,100

This, until after the completion of the improvement to Brownsville, was the company's entire capital basis, and much of this was never realized.

In the summer of 1838 a careful survey of the river was made by an engineer corps, at the head of which was W. Milnor Roberts (afterwards engineer of the Northern Pacific Railroad, and now or recently engaged in the service of the Brazilian government), with Nathan McDowell and Robert W. Clarke, assistants.

From Pittsburgh to Brownsville was found to be about 55½ miles, and the ascent a little over 33½ feet; from Brownsville to the Virginia line, a little over 35 miles, ascent 41 feet; totals, 90½ miles, and 74½ feet. This would have required seventeen dams of four and one-half feet lift,—one on an average for every five miles,—thereby causing delays and tolls which would have been unendurably vexatious, and an expenditure in construction and attendance which would have made the work wholly unremunerative. Besides, on some of the ripples the fall was three and four feet, and one, at the mouth of Cheat River, six feet. It was soon seen that this plan must be abandoned. Accordingly the Legislature, by a supplemental act,

approved June 24, 1839, authorized the company to construct the dams eight feet in height from pool to pool.<sup>1</sup>

At first it was thought that ten dams of eight feet in height would be required to carry the work to the State line (five below and five above the mouth of Dunlap's Creek), but by an authorized increase of dam No. 4 to ten feet, and those above Brownsville (three in number) to whatever height the banks would allow, it was found that seven would be sufficient.

Dam and lock No. 1, a mile above Smithfield Street bridge, Pittsburgh, was let by contract, Dec. 17, 1838, to J. K. and J. B. Moorhead. No. 2, at Braddock's Upper ripple, was contracted (re-let), May 17, 1839, to Coreys and Adams. Both these dams were put in use Oct. 18, 1841, though neither was entirely completed at the time.

On the 15th of July, 1840, lock and dam No. 3, at Watson's Run, two miles above Elizabeth, was let to Bills & Foreman; and No. 4, at Frey's Shoals, fifteen and a half miles below Brownsville, to Fenlon & Patton (changed in construction to Fenlon & Loner-gan). The work was under the general direction of Chief Engineer Roberts. The construction of Nos. 3 and 4, from the commencement of work until May, 1841, was under the personal supervision of George W. Cass. In the contract for No. 4, the company, to provide against a (not improbable) lack of funds, reserved the right to stop the work at any time, paying for what had been done. In May, 1841, for the cause which had been foreseen, they were obliged to avail themselves of this right, and for the same reason work on No. 3 was suspended at the same time.

The year 1842 brought great discouragement to the company. The United States Bank broke, and failed to subscribe and pay its second \$50,000. Of the second (\$100,000) subscription of the State, the company was compelled to receive a large portion in State bonds, and having received them were compelled to sell them at a loss of fifty per cent. Many of the individual subscribers for stock resisted payment, while some were unable to pay. The company owed \$40,000, and had no money to pay with. Everything seizable was taken and sold on execution. In 1841 an effort was made to secure further aid from the State, but this was unsuccessful, for the condition of the State

<sup>1</sup> The fourth section of the act is as follows: The said company shall be permitted to erect such dams as may be necessary for the construction of the said navigation below Brown-ville, to a height not exceeding eight feet from pool to pool. In selecting persons to assess damages occasioned by the construction of said navigation, no person shall be chosen who is a resident of any county through which the said improvement shall pass. Provided, That all the locks below the town of Elizabeth, in Allegheny County, on said river be made one hundred and ninety feet long and fifty feet wide, and that all the locks below the town of Brownsville shall be of like dimensions.” The supplemental act also repealed that section of the original act which gave to individual owners of dams on the river the right to collect tolls from boats, in consideration of constructing or raising their dams to the required height and keeping them in repair, the adoption of the later plan of higher lifts rendering these dams useless to the navigation.

treasury would not permit the investment. In 1842 a very strong effort was made to interest certain Baltimore capitalists and persuade them to replenish the company's treasury, so as to complete the slack-water improvement to Brownsville, and thereby make it a feeder to the Baltimore and Ohio Railroad, which about that time was nearing Cumberland, where it was thought it would be obliged to make a long halt. But the Marylanders were too intent on pushing their great work to the Ohio to engage in any side enterprise, especially one which they could not control. To all these reverses was added, in July, 1843, a breach of one hundred feet in dam No. 1, which before it could be stopped, in 1844, washed a hole forty feet deep. On May 4, 1841, the Legislature had given the company power to borrow and mortgage its works and tolls, and more extended power to the same effect was given by act of April 5, 1842. But the company's credit was gone, and these powers were of no avail. For two years the work made no progress, except to decay. The whole project became a "mortification to its friends and projectors, and a nuisance to the navigation." Its friends were almost ready to abandon it to the mercies of the floods and of an indignant public, when aid came from an unexpected source. The State's financial condition had become so depressed that the Legislature, by act of July 27, 1842, and again by act of April 8, 1843, directed sales of all its corporation stocks, among them its \$125,000 in this company. This induced a number of men of capital, enterprise, and of unfaltering faith in the ultimate success of the improvement to buy this stock,—of course at a low figure,—and thereupon to engage to repair and complete the work to Brownsville, upon ten-year coupon bonds, secured by a mortgage of the improvement and its revenues, to be applied first to old debts, second to interest, and then to reimburse to themselves the principal of their actual expenditure. These men were James K. Moorhead, Morgan Robertson, George Schnable, Charles Avery, Thomas M. Howe, John Graham, Thomas Bakewell, J. B. Moorhead, and John Freeman. They did the work, chiefly through sub-contractors,<sup>1</sup> under the name of Moorhead, Robertson & Co. Their contract with the company was made Nov. 9, 1843. It was July, 1844, before they could get effectively at work, but they went at it with such energy and skill, with Sylvanus Lothrop for engineer, and J. B. Moorhead for superintendent, that on the 13th of November, 1844,—dams Nos. 3 and 4 being completed, and the breach in No. 1 thoroughly repaired,—the lower division of the Monongahela improvement was formally opened from Pittsburgh to Brownsville and Bridgeport.

At the time of the opening there had been expended on the improvement (exclusive of engineering and

salaries of officers) the sum of \$418,000, viz.: construction of dams and locks Nos. 1 and 2, \$160,500; repairing of damages on same, \$35,000; construction of Nos. 3 and 4, \$222,500. Of the sum thus far expended, less than one-half had been paid out of the stock.

Before the work was opened to Brownsville in 1844, the Baltimore and Ohio Railroad had been completed to Cumberland. The route of travel and traffic from that place to Brownsville was over seventy-five miles of the hard, smooth National road, which then more than ever before was crowded with stage-coaches laden to the full with passengers to and from the railroad terminus at Cumberland, and the greater part of these passengers were now delivered to or received from the Monongahela River steamboats at Brownsville, and this continued during the navigation season in each year until the opening of the Pennsylvania Railroad to Pittsburgh in 1852. Here were eight years of a rich harvest for the slack-water and the eastern division of the National road. During that time the Navigation carried between Brownsville and Pittsburgh more than two hundred and eighty thousand through passengers,<sup>2</sup> a large proportion of whom passed by stage over the great road. In the same time more than four hundred and sixty-two thousand way passengers were carried between the same points; and the total passenger tolls for that period amounted to \$126,100.23.

From 1845 to 1847 the revenues had almost doubled, thereby enabling the company in 1847 to nearly extinguish its old floating debt, keep down the interest, and pay \$13,500 of the principal of the \$231,500 of bonds which had been issued to Moorhead, Robertson & Co. In the report of Sylvanus Lothrop, the company's engineer, made to the president and managers in January of that year, he said, in reference to the slack-water improvement, "Although but two years old, and just beginning to struggle into notoriety as an avenue for the trade and travel between the East and the West, it has already yielded a revenue which, after paying expenses, ordinary repairs, and interest upon its large debt, exhibits a surplus equivalent to about eight per cent. upon its whole capital stock. This, I am inclined to think, is without an example in the history of our public works, and may, perhaps, be mentioned without offense as a most striking commentary upon the supineness and indifference and apparent want of sagacity which, a few years ago, while running after chimeras, would, but for the en-

<sup>2</sup> The number of through passengers carried in those years between the termini of the Navigation, Brownsville and Pittsburgh, was for each year as follows:

1845 .....	22,727
1846 .....	34,984
1847 .....	45,826
1848 .....	47,619
1849 .....	33,158
1850 .....	38,988
1851 .....	32,115
1852 .....	25,613
Total .....	283,030

<sup>1</sup> The lock at No. 3 was built by Alston & Hannay, and the dam by John Lindsay. Lock and dam No. 4 were built by Lockhart & Thomas.

terprise of a few public-spirited individuals, have suffered this great work, the most important to this city which has ever been constructed [Pittsburgh had no railroad then], to perish for the want of a few thousand dollars. It is a remarkable fact that with so many unanswerable arguments to recommend it to and enforce it upon the public attention, no work in the country has ever encountered greater obstacles than this. Instead of being, as it ought to have been, fostered by our citizens and hailed by the inhabitants of the Monongahela Valley as a blessing to themselves, it met with nothing but the most chilling regards from the one, and with either the most violent prejudices or the most determined hostility from the other. And yet it has already lived to subdue and triumph over both. . . . It is now, I am happy to say, among the most popular of all our public improvements. Its present advantages are already universally felt, while its future is rapidly unfolding in prospects as flattering to the landholder of the Monongahela as to the owners of the improvement themselves."

The toll on coal over the entire length of the slack-water navigation was \$2.91 per thousand bushels, which is said to have been less than one-fourth part of the rates charged for the same distance over the Schuylkill Navigation, which had been made the standard for this company by the act of 1836. Yet the rate produced much dissatisfaction among coal shippers on the upper pools (Nos. 3 and 4), who contended that the river ought to be *free*; that the State had no power to authorize dams and locks and the collection of tolls; or if that was to be done, there should at least be a sufficient number of dams to allow them to be made low enough to be "jumped" at high water. These arguments were urged in articles written for the newspapers, and at town-meetings held for the purpose of expressing indignation at the "legalized obstruction of the river." They demanded that the dams be cut down to four and a half feet, as required by the act of 1836, and they bitterly denounced the company and the Legislature of 1839, which passed the supplemental act authorizing the raising of the dams to eight feet. It was foretold, with a great deal of gravity and apparent wisdom, that "if the high dams are suffered to remain as they are, *the coal lands up the river will always be worthless!*" Candidates for office vehemently urged these arguments on the stump for the purpose of securing votes and popularity. The Legislature of 1849 was appealed to in printed pamphlets for redress. The result was that the Navigation Company consented, in consideration that no further reduction of tolls should be asked for until its existing debts were paid, nor so as to disable dividends of eight per cent. per annum from being made to the stockholders, to reduce the tolls upon the pools Nos. 3 and 4 on coal in flat-boats intended to go down the Ohio, so that such lading could pass from Brownsville to Pittsburgh for \$2.46½ per thousand bushels,

instead of \$2.91 as before, and the Assembly so enacted by act of March 21, 1849.

The agitation failed to accomplish the lowering of the dams, but a calm succeeded the lowering of the tolls on pools 3 and 4, and the people were satisfied. The relations between the company and the coal-owners became harmonious, and have ever since remained so. The latter found that their predictions of the utter worthlessness of coal lands in case the high dams were allowed to remain were baseless, but that, on the contrary, those lands were rising rapidly in value from year to year. This appreciation has been continual and rapid, especially in the later years, until the present time, when coal lands along every part of the slack-water navigation are eagerly sought for, as a certain source of wealth.

Notwithstanding that the tolls from freights and passengers continued about the same for many years, such was the rapid increase of the coal trade that at the end of 1853 the entire indebtedness to Moorhead, Robertson & Co. was paid; and, but for new debts incurred in 1850 for some additional rights (\$2000), and a second lock at dam No. 1 (\$56,800), and in 1853-54 another lock at dam No. 2, costing about \$50,000,<sup>1</sup> rendered necessary to accommodate the increased coal trade, and the extension above Brownsville, the company would have been free of debt. The contractors for the lock at No. 1 took bonds for their work, and by a new issue of mortgage bonds in 1853 (\$125,000) the company was enabled to pay for the lock at No. 2, carry on the extension, and thus to pay out of the earnings its first cash dividend of four per cent. in July, 1853.

The extension of the work above Brownsville had been postponed from time to time on account of the low condition of the company's finances. In 1848 it was thought that the interests of Greene County and the upper part of Fayette demanded the extension, and on the 9th of February in that year the Legislature passed an act authorizing a new opening of books in the five counties bordering on the river for subscriptions to the stock to the amount of \$200,000, to be expended on the erection of locks and dams above Brownsville. The books were accordingly opened but no subscriptions secured. By the same act the opening of books in Pittsburgh was authorized for subscriptions to the stock to pay the debt incurred on the work below Brownsville, in excess of what pre-existing stock had paid; and in the event of failure to secure such subscriptions, the company was authorized to double the existing stock and credit to each share its proportion of earnings used and to be used in paying that indebtedness. Accordingly, the books having been opened in Pittsburgh without results, the stock was doubled in 1848, bringing the whole amount up to \$521,000. This, however, gave no actual

<sup>1</sup> Alstons & Hannay were the contractors for the new lock at No. 1; Ersmann & Hardy for that at No. 2.

increase to the company's available means. In the fall of 1853 a renewed effort to obtain stock in Fayette and Greene to extend the work was determined upon, and some additional stock was subscribed in Pittsburgh. The effort was earnestly pressed, but with no better success than before.

Notwithstanding these failures, the Legislature, by act of Jan. 25, 1854, made it imperative upon the company to put locks and dams Nos. 5 and 6 under contract, and have them completed, No. 5 before June 1, 1855, and No. 6 before Dec. 1, 1855. The improvement to the State line was required to be completed before Dec. 1, 1857, but this requirement was relaxed by act of April 8, 1857, so as not to require No. 7 to be begun until locks and dams to carry the work from the State line to Morgantown should be put under contract, and with the completion of which No. 7 was to be contemporaneous.

In compliance with the act of Jan. 25, 1854, the company promptly put Nos. 5 and 6 under contract, No. 5, just above Watkins' Bar, two miles above Brownsville, to Burns & Ross; and No. 6, at Rice's Landing, ten miles farther up, to Messrs. Dull. They were constructed at a cost (including the raising of dam No. 4 and some dredging) of about \$200,000, and were completed and ready for use in November, 1856, thus opening the slack-water navigation to Geneva.

The dams are constructed of logs, squaring at least a foot, built up perpendicularly from the bed of the river to near the water-level, when they begin to slope on both sides to the comb, after the manner of an old-time log cabin. They are tied together by cross-timbers parallel with the line of the river, bolted to the longitudinal timbers so as to form a net-work, with interstices of seven by nine feet filled with stone. Their breadth at the base is about sixty-five feet; their depth below the slopes as originally built is from three to six feet, though by reason of breaches they are now much deeper in places.<sup>1</sup> Dams 1 and 2 run straight across the river. No. 3 is in three straight lines of unequal length (the middle one two hundred and eighty feet, the other two aggregating about four hundred and twenty feet), the middle one being at right angles with the channel, the other sloping from it downwards to the shores, about twenty-two feet from the line of the middle part. Dam No. 4 is a segment of a circle, about six hundred and five feet in length, curves up stream, having a versed sine of fifteen feet. Dams 5 and 6 are also segments of a circle, with the convex sides upwards, and are each about six hundred feet long. These, by reason of their increased

height,—thirteen and a half and fourteen feet,—have the longest slopes on the lower sides. The others slope about equally above and below, from three to four feet of slope to one foot of rise. They are sheathed above with double courses of oak plank closely laid, five inches thick, spiked to the timbers and covered with gravel. The sheathing below is of heavy oak timbers or spars flattened to eight inches and spiked to the crib timbers. The dams are further secured at their ends by high strong cribs filled with stone, and above by double courses of heavy sheet piles, driven vertically into the bed of the river to such depth as to be secure anchorage to the entire structure. In some cases, since their original construction, piles have been driven in below vertically and above slopingly. Dam No. 7 will be on rock, and will be otherwise fastened.

All the original locks are one hundred and ninety by fifty feet in the chambers between the points or mitres of the gates and the side-walls. The entire length of the walls is two hundred and fifty-two feet, and their height about twenty-five feet. They are ten and twelve feet thick, built of heavy blocks of dressed stone, laid in hydraulic cement and securely clamped. Except those at Nos. 1 and 6, which have rock bases, they are built upon heavy oak timber deeply laid and covered with heavy oak plank. Each of the old locks contains over five thousand three hundred perches of stone. The new ones (put in in addition to the original ones in locks Nos. 1 and 2) are larger and contain proportionately more. These are two hundred and fifty by fifty-six feet in the chambers, but built in other respects as were the old ones. To show the facility with which boats are passed through these locks, the following quotation is given from the report of the board of managers to the stockholders, presented January 12th of the present year (1882), viz.: "In twenty hours between midnight of the 17th December last and the same hour of the ensuing night there were passed through lock No. 1 forty-two coal-boats, forty-six barges, ten flats, and two fuel-boats, containing together an aggregate of 1,661,000 bushels, or about 63,118 tons of coal. A correspondingly increased amount could have been passed during the twenty-four hours had not the passage of boats been suspended during four hours of that day by the refusal of the pilots of some tow-boats to pass down below out of the way of the boats seeking to leave the lock."

"The coal business on the Monongahela," says the above-quoted report, "has increased so largely in recent years that the pressure for the passage of coal-boats in time of a rise of the river has become very great at dam No. 3, where there is only a single lock. As the necessity arose, a similar difficulty at locks Nos. 1 and 2 was relieved by the construction of a second and enlarged lock at each of those points. The company has, therefore, in order to meet promptly the demands of the coal trade and afford every facility for rapid navigation, ordered a new lock, of larger

<sup>1</sup> It required more stone (14,297 cubic yards) and timber to repair the great breach of May, 1868, in dam No. 2, than were used in its original construction, by reason of the washing out of the bed of the river, which is generally an incompact conglomerate of sand and rounded gravel. The breach of 1843 in No. 1 required to fill it, in the language of Mr. Lothrop, the engineer, "an immense mass of timber and stone that no power can remove." And generally, if not uniformly, such repairs have never had to be repeated.



dimensions than any heretofore constructed on their improvement, to be built alongside of the present lock No. 3. This work will be put under contract and completed as speedily as possible; and they have it also in contemplation to duplicate the lock at No. 4, also on an enlarged scale. These improvements will fully accommodate, for many years to come, the still rapidly increasing coal trade out of pools Nos. 3 and 4, especially when the formation of a pool below dam No. 1 shall have been effected.

"The United States government, having completed lock and dam No. 9, at Hoard's Rock, in West Virginia, are now proceeding with the construction of lock and dam No. 8, near Dunkard's Creek. If this work were completed it would only require the erection of lock and dam No. 7 by this company to furnish a slack-water navigation between Pittsburgh and Morgantown, in West Virginia, a total distance of one hundred and two miles.

"This company has accordingly entered into a contract with Messrs. Harrold & McDonald for the immediate erection of lock and dam No. 7, which, unless the season should prove so unfavorable as to prevent it, will be completed during the present year. We are able, therefore, to congratulate our stockholders and the public on the near prospect of the completion of this important work, which will prove of great value to the inhabitants of the Monongahela Valley, and will, we doubt not, open a market for the iron ores, coal, and lumber of that region of country, and afford an avenue of trade and commerce of incalculable importance. It will, moreover, remove the obstruction to the navigation of the upper Monongahela which has existed ever since the erection of lock and dam No. 9 by the government.

"The erection of lock and dam No. 7, which, as before stated, is expected to be completed during the present year, by connecting with the government work now partly in process of construction and partly completed, will fulfill the obligation of the company under its charter, and furnish a complete slack-water navigation not only up to but beyond the limit of the Virginia State line. This work, when completed, will furnish on the Monongahela River the longest reach of slack-water steamboat navigation in the United States, if not in the world. . . ."

"It is estimated that the cost of the proposed new work, lock and dam No. 7, together with the new locks at dams Nos. 3 and 4, will require an expenditure of over four hundred thousand dollars, which must be provided for, either by an increase of the bonded debt or of the capital stock of the company. . . ."

"The amount heretofore charged on the books of the company to the account of construction is . . . . \$1,120,100.20  
While the total capital stock is only . . . . 1,004,650.00

Leaving the sum of . . . . \$115,450.20  
which is not represented by stock.

"The receipts of the company from tolls during the past year [1881] is as follows:

From coal and slack . . . .	\$148,952.82
" coke . . . . .	5,212.57
" steamboats, freight, etc. . .	60,366.26
" passengers . . . . .	2,406.45
	<u>\$216,938.10"</u>

Following is a statement of the number of bushels of coal and slack shipped from the several pools of the Monongahela slack-water during each month of the year 1881, viz.:

Months.	Pool No. 1.	Pool No. 2.	Pool No. 3.	Pool No. 4.	Total.
January.....	611,000	2,426,500	395,800	233,600	3,666,900
February.....	214,500	3,429,000	650,000	708,200	5,001,700
March.....	73,200	7,319,500	2,123,700	2,922,500	12,438,900
April.....	1,656,000	6,211,500	2,490,900	2,511,900	12,870,300
May.....	1,079,500	4,825,000	494,500	1,048,000	7,447,000
June.....	1,828,460	7,072,500	1,429,000	1,708,400	12,038,360
July.....	430,000	4,045,000	972,000	1,075,900	6,522,900
August.....	16,000	766,500	396,800	559,000	1,738,300
September.....		126,000	77,100	57,900	261,000
October.....	13,000	201,000	305,100	28,400	547,500
November.....	1,077,000	5,073,000	2,214,600	2,068,800	10,433,400
December.....	1,714,600	6,449,000	2,592,300	2,525,500	13,281,400
Total.....	8,713,260	47,944,500	14,148,800	15,448,100	86,254,660

The coke shipments by the slack-water in 1881 have been as follows:

Bushels—from Pool No. 1.....	134,500
" " " " 2.....	3,330,000
" " " " 4.....	87,200
" " " " 6.....	229,000
Total number bushels coke.....	<u>3,780,700</u>

This gives a total of ninety million thirty-five thousand three hundred and sixty bushels of coal, coke, and slack shipped from the several pools of the Monongahela Navigation Company in the year 1881, which is a total increase of a little more than six hundred and fifty thousand bushels over the business of 1880. The passenger business of 1881 was but little more than one-third that of the preceding year, this being due to the opening of the railroad from West Brownsville to Pittsburgh in the spring of 1881. The decrease will of course continue, and grow more marked as the railroads now in process of construction penetrate southward to West Virginia. But the passenger trade is an item of small and ever-lessening comparative importance to the navigation of the river. The natural resources of the country furnish its main business, and this will be the case in the future even more than it is at present.

The works of the Navigation Company, when completed to the State line, will extend upon less than half of the improvable length of the Monongahela River. It rises in the western slopes of that high cluster of mountains which now form the border lands of Virginia and West Virginia, and in which the James, the Kanawha, the Shenandoah, and the Cheat have their sources. Its longest branch is the Tygart's Valley River, which rises in Randolph County, on which are Beverly, Philippi, and Grafton, and an important affluent of which is the Buckhannon River, which rises in Upshur County, and on

which is the thriving town of Buckhannon, which aspired to be the capital of the new State. Its other chief branch, and that which is considered the Monongahela proper, is the West Fork, which rises also in Upshur County, and on which are Weston, in Lewis County, and Clarksburg, in Harrison County. These two great branches unite near Fairmount, in Marion County, some thirty miles above Morgantown. At present the effort in West Virginia is to carry the improvements to that place, where it will intersect the Wheeling branch of the Baltimore and Ohio Railroad. Ultimately it may be extended to Clarksburg, some ninety miles from the State line, and even to Weston, some forty or fifty miles farther. All of these branches drain a fertile but hilly country, and are without any great falls to break the continuity of their navigation. Their borders are rich in ores and minerals, and in forests of some of the finest timber in the nation.

The mineral treasures lying hidden beneath the everlasting hills of the Monongahela, and as yet hardly beginning to be developed, will sustain and swell the navigation of the river, and bring surpassing prosperity to its valley. The Monongahela improvement, which, as its opponents forty years ago prophesied, was to render the coal lands of the upper river *worthless*, has, instead, been largely, if not principally, instrumental in making them accessible, enhancing their value far beyond the wildest dreams of that day, and making their owners wealthy. While accomplishing this, after years of disaster and discouragement, the Navigation Company has also achieved success for itself, and its present prosperity is certainly well merited.

This gratifying result is due in a very great degree to the energy, vigilance, and wise management of the president of the company, the Hon. James K. Moorhead. "It is no detraction," says Judge Veech, "from the fortitude and faith of his departed predecessors, who led it through the perils of its early history, to say that he had much to do in the inauguration of the plan which extricated it from those perils. Intimately and practically acquainted with the construction, preservation, and management of its works from the beginning, it is not enough to say of him that his large interests in it have been the motive of his care, for he has ever shown a generous regard for the interests of all who have rights in its uses and revenues. Is a defect in its laws to be remedied, or a wrong to be redressed requiring legislation? He procures it to be done. Is a repair needed? He goes right to it, leading his efficient corps of subordinates, into whom he transfuses his spirit. Are tolls to be modified and increased facilities for the safe and steady use of the navigation to be made? He invokes the counsel and co-operation of the managers, and they are made accordingly. Indeed, so completely has he become identified with the 'slack-water' that it has given to him his most familiar sobriquet." His predecessors

in the presidency of the company were James Clarke, elected at the organization, in February, 1837, and held till October, 1840; Thomas Bakewell, *pro tempore*, from October, 1840, to January, 1841, then elected and held till the following October; William Eichbaum, *pro tempore*, from October, 1841, to January, 1842, then elected and held till January, 1844; Samuel R. Johnston, January, 1844, to January, 1845; John B. Butler, January, 1845, to July, 1846, when he entered the army as paymaster in the Mexican war. Mr. Moorhead succeeded him as president *pro tempore*, holding till January, 1847, when he was elected, and has held the office of president of the company from that time continuously for more than thirty-five years. The present officers of the Monongahela Navigation Company are:

President, J. K. Moorhead.

Secretary and Treasurer, Wm. Bakewell.

Managers, John Harper, Felix R. Brunot, M. K. Moorhead, N. B. Hogg, Wm. Morrison, J. B. Murdoch, Alexander Bradley, J. B. Sweitzer, Joseph Albee, A. C. Bakewell.

Steamboat navigation on the Monongahela was commenced in the year 1814, when the "Enterprise," which had been built at Bridgeport by Daniel French and others, left that place under command of Henry M. Shreve, and passed down the Monongahela, Ohio, and Mississippi Rivers to New Orleans, being the first boat that ever made the trip from Pittsburgh to that city and return. The "Dispatch" was also built at Bridgeport by the same parties, and went down the Monongahela and Ohio not long after the "Enterprise." During the thirty years that succeeded the building of these two boats, before the opening of the slack-water from Pittsburgh to Brownsville, the Monongahela was navigated in the times of high water by a multitude of steamboats, of which it is impracticable to give the names, or any connected account.

The first regular line boat that ran upon the Monongahela slack-water after its completion between Brownsville and Pittsburgh, was the side-wheeler "Louis McLane," so named for the first president of the Baltimore and Ohio Railroad. With her, on alternate days, ran the "Consul," also a side-wheeler. Both these boats were regarded as fast, the "McLane" being the more so of the two. After about four years' service she was dismantled at Brownsville, and parts of her used in the building of the Pittsburgh and Wheeling packet "Diurnal."

The two line boats above mentioned were succeeded by the "Atlantic" and "Baltic," which were both very fast boats. They came out in 1849. After three or four years' service the "Baltic" was dismantled at Bridgeport, and the other was put in use as a tow-boat. After a time she too was demolished, and her material used in building the stern-wheeler "Hercules." The "Baltic" and "Atlantic" were succeeded in the line by the "Luzerne" and "Jefferson." While the

former was building, in 1852, the flood carried the hull off the ways and over the dams. It was caught at McKeesport, and towed into the Youghiogheny, where it was completed. The "Jefferson" was built at McKeesport, and after her tour of duty on the slack-water was dismantled at Brownsville. The "Luzerne" was taken to the Mississippi, where she ran between Rock Island and Galena, Ill., and was finally snagged near the Iowa shore, above Lyons. About 1854 the "Redstone" was built by John S. Pringle, now of West Brownsville. She was put on the line, but ran only a few months, when she was sold to go in the lower Ohio River trade; but her career was ended soon afterwards by the explosion of her boilers near Carrollton, Ky.

The "Telegraph," built at California by McFall, ran on the line for about twelve years, and was accounted a "lucky" boat. After her long career on the slack-water she was dismantled at Brownsville. Some of her machinery was put in the "Scotia," recently built for the Ohio. The "Geneva," stern-wheeler, ran on the line for a short time about 1855. The "Dunbar" was built by John S. Pringle about 1859 for the Monongahela trade, but being a little too large to pass the locks conveniently, was sold to run on the lower Ohio and Tennessee Rivers. At the commencement of the war of 1861-65 she fell into the hands of the Confederates. After the fall of Fort Henry she with several other boats was chased up the Tennessee by the United States gunboats "Lexington," "Conestoga," and "Tyler." She passed Pittsburg Landing and Eastport, and a short distance above the latter, escaped her pursuers by running up a creek which was too shoal for the Federal gunboats to follow. But she left her bones there, for the water falling she was unable to get back to the river, and was dismantled by the Confederates, who took her machinery overland to the Chattahoochie River, where it was used in another boat.

Among the later boats running on the line between Pittsburgh and New Geneva there have been the "Franklin," the "Gallatin," the "Fayette," the "Elisha Bennett," "Chieftain," "Elector," and the present boats of the Geneva line,—the "John Snowdon," "Geneva," and "Germania." The "Franklin" and "Gallatin" ran together on the line for a few years, after which service the "Gallatin" was sold to run as a ferry-boat between Memphis, Tenn., and the Arkansas shore of the Mississippi, and the "Franklin" was taken to pieces at Brownsville, her machinery being placed in the "Geneva," which is still on the line. The "Fayette," which was built at Brownsville, was one of the finest boats ever running on the Monongahela, as well as one of the most successful. She was sold to go in the lower Ohio River trade, between Cairo, Ill., and Evansville, Ind. The career of the "Elisha Bennett" was disastrous, ending in her total loss in 1878. She was carried away from her wharf at Brownsville, in the night, by flood and

ice, and crushed at dam No. 4. The "Chieftain" met the same fate at the same time. This last-named boat and the "Elector" were not put on the river to run in the regular Geneva line, but in the "People's Line," an opposition which was put on about 1867. This line was discontinued by their boats being purchased by the other company and run as boats of the regular line.

The "Pittsburgh, Brownsville and Geneva Packet Company" was incorporated under an act of Assembly passed Feb. 21, 1868, with a capital of \$150,000, and authority to increase to \$300,000. The corporators named in the act were "Benjamin Coursin, John J. House, Mark Boreland, William Britten, Clark Breeding, Samuel H. Smith, Joseph G. Ritchie, and their associates," the object for which the company was incorporated being to run steamers for the carrying of passengers and freight on the Monongahela River, which, however, they had been doing for years before the incorporation, this being the legalization, but not the commencement, of the enterprise. The first president of the company was J. K. Moorhead, who was succeeded by George W. Cass, and he by Adam Jacobs. Nearly all the steamers already mentioned as having run on the Monongahela were of this line. The present boats of the company making daily trips each way between Pittsburgh and New Geneva are the "John Snowdon," "Geneva," and "Germania." The "Snowdon," an old boat, is soon to be displaced by the new and splendid steamer "James G. Blaine," recently built by Capt. Adam Jacobs, whose boat-yard and residence is on his estate of "East Riverside," in Luzerne township, Fayette County.

The present (1881) officers of the packet company are: Managers, Adam Jacobs, president; Isaac C. Woodward, Charles E. Spear, Benjamin F. Coursin, H. B. Cock, William Parkhill, George E. Hogg; Secretary and Treasurer, H. W. Robinson.

For the Youghiogheny River during the past half-century, various projects of improvement have been conceived, and some attempts made to put them in execution, with partial though temporary success as to the lower end of the river, but with no results of actual improvement within the county of Fayette. The schemes of Youghiogheny improvement were started in the times when people knew little or nothing of the advantages of railroad communication, and believed, or tried to believe, that every mill-stream in the country could be made a navigable water-way to bring wealth to the inhabitants, and importance to the towns in its valley.

That the idea of making the Youghiogheny a navigable stream was entertained at least as early as 1816 is shown by the fact that in that year an act of Assembly was passed incorporating "The Youghiogheny Navigation Company." It afterwards appeared that the promoters of this company had no intention of making improvements on the river, but merely used the name

to secure a charter (which could not otherwise have been obtained) in which was skillfully incorporated a section giving them power and authority to carry on a banking business in Connellsville. The fact that the name of "Navigation Company" was used for the purpose shows the idea of river improvement was popular among the people at that time. In 1821 "an act for the improvement of the State" was passed (approved March 26th), by a section of which the sum of \$5000 was appropriated, to be expended, under the direction of William L. Miller, Samuel Rankin, and Alexander Plummer, for the improvement of the Youghiogheny. This sum was expended by the commissioners for the purposes indicated, and work was done as far up the river as Connellsville, but with little benefit to the navigation of the stream.

In 1841 the Connellsville and West Newton Navigation Company was incorporated under an act approved April 30th of that year, which provided and declared that "the said company shall have power to make and complete a lock navigation from the town of West Newton, in the county of Westmoreland, to the west end of Main or Spring Street, in the borough of Connellsville, in the county of Fayette, and on the Youghiogheny River." The capital stock was placed at six hundred shares of fifty dollars each, with power to increase to four thousand shares. The commissioners appointed to receive subscriptions to the stock were Thomas R. Davidson, George J. Ashman, John McBurney, William R. Turner, John Smilie, Robert Bleakley, Daniel Kaine, Noble C. McCormick, and James Francis, of Fayette County; John C. Plummer, J. B. Oliver, Joseph Budd, Bela Smith, Elias Porter, Daniel Hoge, John Boyd, John Frick, and — Shellenberger, of Westmoreland, and William L. Miller, of Allegheny County. The company was required to commence the work within two years and complete it within five years from the passage of the act.

The Youghiogheny Navigation Company was incorporated in 1843, under an act passed for that purpose, approved April 18th in that year. The commissioners appointed by the act to receive subscriptions to the stock of the company were James Bell, Alexander Plummer, Adam Coon, Moses Robins, Joseph Markle, John Klingensmith, Jr., Joseph Lipincott, Joseph Guffy, Henry Null, John D. Davis, and James May. The capital stock of the company was thirty thousand dollars in six hundred shares of fifty dollars each; the power and authority granted being the construction of a lock navigation from the mouth of the river to the borough of West Newton.

Nothing of importance or permanent value to the navigation of the Youghiogheny was done by either of the above-mentioned companies, though the last-named company did complete their improvement from the mouth to West Newton, eighteen miles. Two dams were built, under supervision of their engineer, James E. Day, and the slack-water navigation was

formally opened to West Newton by a celebration on the 7th of November, 1850. The result, however, showed that the engineer had miscalculated the mighty power of the floods and ice in that river, or that the dams were too high or defectively constructed. They lasted only a little over fourteen years, with long intervals of uselessness for lack of repair, and the great ice flood of January, 1865, put an end to them. They are now in ruin, and the charter of the company extinct.

In recent years (1874 and 1875) surveys of the river were made by parties under charge of Maj. W. E. Merrill, who, in his report, January, 1881, said, "The whole of this distance has already been covered by surveys made under my direction in past years. The survey from McKeesport to West Newton, nineteen miles, was made by Lieut. F. A. Maham's corps of engineers in 1874. The survey from West Newton to Connellsville, a distance of twenty-five and a half miles, was made in 1875 by my assistant, Capt. T. S. Sedgwick, as a part of the survey for the extension of the Chesapeake and Ohio Canal from Cumberland to Pittsburgh." The report gives the total fall of the river from Connellsville to McKeesport (forty-four and one-third miles) as one hundred and forty-eight feet, requiring fifteen dams of ten feet lift each.

The proposition to extend the Chesapeake and Ohio Canal from Cumberland to Pittsburgh, as noticed in the extract given above from Maj. Merrill's report, has been under consideration from the time when the first surveys were made for that work. Indeed, it appears that the idea was first entertained by Gen. Washington, who, immediately after the close of the Revolutionary war, made extended journeys on horseback, examining the routes which were afterwards taken by the Erie Canal of New York, by the Pennsylvania canals along the Conemaugh and Juniata, and by the James River Canal in Virginia, also examining the country from the Potomac near Cumberland, across the summit, by way of Castleman's River, to the Youghiogheny at Turkey Foot, and pronouncing the last-named route to be the best of all. Forty-five years later (about 1830) the same route was surveyed for the Chesapeake and Ohio Canal by Gen. Bernard, assisted by Lieut.-Col. Totten, of the United States Topographical Engineers, and John L. Sullivan, a distinguished civil engineer of Massachusetts. Gen. Bernard had been an aide-de-camp to the Emperor Napoleon, and afterwards Minister of War to Louis Philippe, King of the French. He had surveyed the route of the canal from Georgetown, D. C., to Cumberland, and estimated the cost at \$8,177,081. The actual cost was \$11,071,176. His survey of the proposed extension from Cumberland to the Ohio at Pittsburgh showed in the seventy miles from Cumberland over the summit, and by Castleman's River to the Youghiogheny, an ascent and descent of 1961 feet, to be overcome by two hundred and forty-six

locks, the entire cost of this section of the work being estimated at \$10,028,122. From the mouth of Castleman's River, by way of the Youghiogheny and Monongahela Rivers, to Pittsburgh, the fall was found to be six hundred and nineteen feet, necessitating the construction of seventy-eight locks. The estimated cost of this division of the work was \$4,170,223. Total estimated cost of canal and slack-water between Cumberland and Pittsburgh, \$14,198,345. Total length of way, about one hundred and fifty-five miles, and whole number of locks, three hundred and twenty-four. Gen. Bernard estimated that the opening of this canal between Cumberland and Pittsburgh would, within six years from the time of its completion, enhance the value of lands along its route to the amount of eighty-two millions of dollars. But the estimated cost of the work was too appalling, and the enterprise was abandoned, though some other surveys were made after that time, including those made under direction of Maj. Merrill, as already noticed. The old canal and slack-water project has even yet some adherents; but this is an age of railways, and the opening of the well-equipped and substantial line between Pittsburgh and Cumberland in 1871 extinguished forever all hope for the construction of a canal to connect the waters of the Potomac and Youghiogheny.

## RAILROADS.

The Baltimore and Ohio Railroad Company was the first corporation which made any actual movement towards the construction of a railway line through the valleys of the Youghiogheny and Monongahela Rivers. That company having been incorporated by the Legislature of Maryland at their December session in the year 1826, applied to the General Assembly of Pennsylvania for authority to construct their road through this State to or towards a terminus on the Ohio. To this petition the Assembly responded by the passage of "An Act to authorize the Baltimore and Ohio Railroad Company to construct a railroad through Pennsylvania, in a direction from Baltimore to the Ohio River." The act recited in its preamble, that "it is in accordance with that liberal course of policy which has ever been pursued by this Commonwealth to promote the facility of trade and intercourse between the citizens of Pennsylvania and the citizens of her sister States, and no doubt is entertained but the same motives of policy will govern the State of Maryland, should an application at any time hereafter be made by the government of this State for leave to intersect the said railroad in the State of Maryland by the construction of a railroad by the State of Pennsylvania, or any company which may by law be incorporated for such purpose." The company was required to complete its road in Pennsylvania within fifteen years from the passage of the act, otherwise the act to be void and of no effect.

The time when the company commenced making surveys in Pennsylvania under authority of this act

is not known, but the fact that the engineers of the Baltimore and Ohio Company were engaged in preliminary surveys in this region as early as 1835, for the purpose of securing a line of communication through to Pittsburgh or other point on the Ohio, is noticed in the report (found in the newspapers of that time) of a "Great Railroad Meeting," held at Brownsville on the 3d of November in the year named, "to promote the immediate construction of a railroad between Cumberland and Brownsville, and thence to Wheeling and Pittsburgh," at which it was announced that the chief engineer of the Baltimore and Ohio Company had made an examination of this section of country, and had made his report to the effect that a railroad could be constructed between the places mentioned "without the use of any inclined plane."

The chairman of the meeting referred to, was George Hogg; Vice-Presidents, David Binns and Michael Lewis; Secretaries, G. H. Bowman and John L. Dawson; Committee to Draft Resolutions, James L. Bowman, George Dawson, Robert Clarke, Jonathan Binns, Jr., and John Snowdon, Jr. The meeting resolved that it was expedient to hold a railroad convention at Brownsville on Thursday, the 25th of the same month, to be composed of delegates from the District of Columbia, and from towns, cities, and counties feeling an interest in the enterprise. No report of such a convention has been found, nor does it appear that any further public action was taken in the premises. It is evident that the Brownsville meeting of November 3d did not convene for the purpose of adopting or considering any definite plan of action, but merely to express in general terms approval of the project of a railroad line from the Potomac to the Ohio by way of Brownsville.

The examination of this section of country by the chief engineer of the Baltimore and Ohio Railroad Company (Jonathan Knight, Esq., of Washington County, Pa.) was quickly followed by preliminary surveys, made with a view to find and determine on a practicable route for a railroad from Cumberland to the Ohio. These surveys were made in 1836 to 1838, and in that part of the projected route passing through Fayette County were located on the southwest side of the Youghiogheny River, the route along the opposite side, where the present railroad runs, apparently being at that time regarded as impracticable. Crossing Fayette County and the Monongahela River at Brownsville, the route was surveyed thence into the valley of Ten-Mile Creek, and up that valley to its head; from that point, crossing the dividing ridge to Templeton Run, it passed down the valleys of that stream and Wheeling Creek to the Ohio at Wheeling.<sup>1</sup> Leaving the proposed main line near the crossing of the Monongahela, a branch road was surveyed to Pittsburgh, in accordance with the requirement of the

<sup>1</sup> Several other surveys were made, but this was the one which was considered the most practicable, and which was adopted by Chief Engineer Knight.

ninth section of the act of Feb. 27, 1828, viz.: "That, as a condition on which this act is granted, it shall be the duty of the said company, in case the railroad aforesaid, made in this commonwealth in pursuance of this act, shall not terminate at the Ohio River in the vicinity of Pittsburgh, to construct a lateral railroad simultaneously, on the same principles and plans of the main railroad, and which shall connect the city of Pittsburgh with the main railroad."

The preparations of the Baltimore and Ohio Company for the construction of a railroad through Somerset, Fayette, and Washington Counties embraced not only the making of elaborate surveys, but also the purchase of the right of way from a great number of land-owners, no less than one hundred and nineteen such deeds being recorded by them in Fayette County in the year 1838. But at that time the attention of the company was engrossed and their funds absorbed in the construction of their road between Baltimore and Cumberland, and as it had become apparent that they could not complete the Pennsylvania part of the road within the required time of fifteen years from the passage of the act of 1828, they asked an extension, which was granted by the General Assembly of Pennsylvania in a supplemental act, approved June 20, 1839, by the provisions of which the time in which the company were required to finish their road or roads in Pennsylvania was extended four years, or to the 27th of February, 1847.

When the company had completed their road westward from Baltimore to Cumberland (in 1844) there remained less than three years in which to construct the part lying in Pennsylvania, under the requirement of the supplemental act of 1839. A further extension of time was necessary, and was applied for to the Pennsylvania Assembly; but in the mean time the Pennsylvania Railroad was being pushed westward to cross the Alleghenies and make Pittsburgh its western terminus, and now the business men, manufacturers, and people of influence in that city, who in 1828 and 1839 were ready to do all in their power to secure a railroad, even if it were but a branch from a main line, from the seaboard to Wheeling, were now, in view of the prospective direct connection with Philadelphia by the main line of the Pennsylvania Railroad (in which many of them were also stockholders), entirely favorable to that road, and as wholly opposed to the support of a competing line commencing at the Maryland metropolis, and to have its western terminus not at Pittsburgh but at the rival city of Wheeling.

Besides the opposition of the people of Pittsburgh, the Baltimore and Ohio Company had to encounter the determined opposition of the inhabitants of the country through which their railroad was to pass. This strong opposition arose principally from the belief that the proposed railway would supersede and ruin the National road, and consequently ruin themselves and the country. Among those who took this

superficial view of the matter was Gen. Henry W. Beeson, of Uniontown. He stoutly opposed the extension of the Baltimore and Ohio Railroad west of Cumberland through Pennsylvania, and was thoroughly sustained by nearly all his neighbors. On one occasion he made a public speech, in which he furnished a careful calculation of the number of horseshoes made by the blacksmiths, the number of nails required to fasten them to the feet of the horses used on the road, besides a great amount of other statistical information, intended to show that the National road was better adapted to promote the public welfare than railroads. Such arguments and others equally short-sighted and ridiculous, had the effect to create and keep alive a determined and almost universal opposition to the railroad among the inhabitants of the section through which it was proposed to be built. This opposition, added to the combined influence of the city of Pittsburgh and of the Pennsylvania Railroad, proved too powerful for the Baltimore and Ohio Railroad Company to overcome in the Assembly of this State; and so that company, after repeated ineffectual attempts to obtain a further extension of time for building their road through the State of Pennsylvania, found themselves compelled to abandon the enterprise and complete their road from Cumberland to Wheeling through the State of Virginia. Years afterwards, however, they accomplished one of the principal objects they then had in view (the extension of their line to the city of Pittsburgh) by leasing roads already built by companies holding charters from Pennsylvania.

The Pittsburgh and Connellsville Railroad Company was the first to open a line of railway within any part of the county of Fayette. This company was incorporated by an act of the General Assembly, approved April 3, 1837, which conferred on the company authority "to construct a railroad of single or double tracks from the city of Pittsburgh, by the course of the Monongahela and Youghiogheny Rivers, to some suitable point at or near Connellsville." By the provisions of the act, a large number of commissioners were appointed to receive subscriptions to the stock of the company, those belonging to Fayette County being the following-named gentlemen, viz.: John Fuller, James C. Cummings, Samuel Marshall, Joseph Torrance, William L. Miller, Thomas G. Ewing, John Doogan, Thomas Foster, Daniel Rogers, Joseph Rogers, Alexander Johnston, Samuel Evans, William Davidson, Henry Blackston, Henry Gebhart, William Espy, William Andrews, David B. Long, John M. Burney, Robert Smilie, Robert Bleakley, Robert Long, John W. Phillips, John P. Gibson, Jacob Weaver, James Paull, Jr., David A. C. Sherrard, Col. John Bute, John M. Austin, Nathaniel Ewing, Henry W. Beeson, William B. Roberts, John Dawson, Joseph Paull, James Piper, Uriah Springer, Isaac Wood, William Crawford, Andrew Stewart,

James Fuller, Pierson Cope, Daniel Gallantine, Philip Lucas, Joseph H. Cunningham, Joseph Pen-nock, William Murphy, George McCray, Henry Smith, William Bryson, and Thomas Rankin.

The charter of the company provided and declared that "If the said company shall not commence the construction of the said railroad within the term of five years from the passing of this act, or if after the completion of the said railroad the said corporation shall suffer the same to go to decay and be impassable for the term of two years, then this charter shall become null and void, except so far as compels said company to make reparation for damages."

The company was duly organized, but did not comply with the above-named requirement by commencing the construction of the road at the specified time, and their franchises were therefore forfeited; but on the 18th of March, 1843, an act was passed renewing, extending, and continuing in force the charter of 1837 upon the same terms, conditions, and limitations as were embraced in the original act, and also making the additional provision "that the said company shall have power and discretion to select any route from Pittsburgh to Turtle Creek which may be deemed most eligible and advantageous, and may extend said road beyond Connellsville to Smithfield, or any other point on the waters of the Youghiogheny and within the limits of this Commonwealth." The clause authorizing the extension of the road from Connellsville to the Maryland line was repealed the next day after its passage, but was re-enacted on the 3d of April, 1846.

By an act of the Legislature of Maryland, passed April 21, 1853, that State granted to the Pittsburgh and Connellsville Company authority to extend their road from the State line to Cumberland. In 1854 (April 6th) an act was passed authorizing the Union-town and Waynesburg Railroad Company (chartered April 18, 1853) to transfer all its rights and franchises to this company, and they were accordingly so transferred.

On the 22d of February, 1854, the chief engineer of the road, Oliver W. Barnes, submitted to the president and directors a report on the several proposed routes, whereupon the board "adopted the line occupying the north bank of the Youghiogheny River, from a point at or near the borough of West Newton, in Westmoreland County, to a point at or near the borough of Connellsville, in Fayette County; as the final location for the construction of that portion of the road." Southward from Connellsville the route adopted was on the same side of the Youghiogheny to Turkey Foot, and thence through Somerset County (embracing a tunnel at Sand Patch) to the Maryland line.

The line of road was divided for purposes of construction into five divisions, viz.:

- No. 1.—Pittsburgh to West Newton . . . 32 miles.  
 " 2.—West Newton to Connellsville . . . 25 "

- No. 3.—Connellsville to Turkey Foot . . . 30 miles.  
 " 4.—Turkey Foot to Summit . . . 29 "  
 " 5.—Summit to Cumberland . . . 31 "

From the report of the board of directors to the stockholders for 1854, the following information is gained in reference to the construction of the road. Contracts for construction were first let on division No. 2, West Newton to Connellsville, and on that division the work was begun.

This portion of the line was selected for the commencement "as presenting the advantage of a locality which could most economically be brought into earliest profitable use, and when finished greatly promote the convenience of the company in the further prosecution of the work both eastwardly and westwardly. As a starting-point, it was easy of access by river in furnishing men and material, provisions, etc., from this city [Pittsburgh], and when completed it was believed would materially accelerate the extension of the work to its western terminus, thus promising earlier communication between the markets of Pittsburgh and the rich mineral and agricultural valleys of the Youghiogheny and Monongahela than could have been accomplished by a commencement at this city. The heavy character of the work on the sections embracing the Sand Patch tunnel demanded that it should be put under contract simultaneously with the first work, as it was the opinion of the chief engineer that its vigorous prosecution would be required contemporaneously with the remainder to secure its completion within the period of his estimate for the entire line."

With reference to the progress which had been made on the road up to the 1st of December, 1854, the date of the directors' report, that document says, "On the division between West Newton and Connellsville the graduation, masonry, and ballasting of about twenty sections [of one mile each] are fully completed, and the remainder will be ready to receive the superstructure in the course of the present winter. The track-laying has been commenced, and will be vigorously pressed forward. The first locomotive, the 'George Washington,' will be immediately placed upon the road, and will greatly promote the progress of the work on the superstructure in the transportation of the heavy material required."

Contracts had previously been made for 2600 tons of rails, to be paid for in Allegheny County bonds, and to be delivered by boats at West Newton. Some of the iron had arrived at that point, and large quantities of ties were already delivered along the line. A contract had been made, several months before, with Messrs. Baldwin, of Philadelphia, for two first class coal-burning locomotives, one of which had already been received (the "George Washington" above mentioned), and the other would be ready for shipment during the month (December, 1854). Arrangements had been made for a moderate equipment of passenger, freight, and construction cars.



Depot grounds had been secured at West Newton and Connellsville, and thirteen acres of coal lands had been purchased contiguous to the line at the latter borough. Amicable settlements for the right of way had been made in all cases but two within the limits of Fayette County, and land for stations (usually two acres at each place) had been tendered to the company at Port Royal, Smith's Mill, Jacob's Creek, Layton (foot of Big Falls), Old Franklin Iron-Works, Smilie's Run (Dawson), and at Rist's Run, below Connellsville. The total expenditure on division No. 2 (Connellsville to West Newton) up to Dec. 1, 1854, had been \$318,663.18.

The road was opened to Connellsville in 1855. Beyond that place the amount of work done was small, only \$9674.22 having been expended on the division extending from Connellsville to Turkey Foot prior to Dec. 1, 1854, and for a number of years after the opening of the road to Connellsville very little was done on the line southward and eastward from that point. A very strong opposition to the road was developed among the people living along that part of the route, their principal argument against it being that the opening of a railroad through that section would ruin the traffic on the old National road, which latter appeared to be regarded by them as paramount in importance to the securing of railroad facilities.

Finally, on the 29th of April, 1864, the General Assembly of Pennsylvania passed an act, which provided and declared "That all the rights, powers, privileges, and franchises of every nature and kind whatsoever authorized or created by the act of Assembly approved April 3, 1837, authorizing the incorporation of the Pittsburgh and Connellsville Railroad Company, and all supplements thereto, so far as the same or any of them authorize the construction of any line or lines of railway southwardly or eastwardly from Connellsville, be and they are hereby revoked and resumed by the Commonwealth of Pennsylvania; and all the rights, powers, franchises, and privileges by the said act and its supplements conferred upon the said corporation, for and in respect to all that portion of the lines southwardly and eastwardly from Connellsville, be and the same are, by all and every authority in the Legislature for that purpose vested, resumed, revoked, repealed, and put an end to;" but it was also provided that all the outlay and expenditure already made by the company on the line south and east of Connellsville should be reimbursed by any other company which might be empowered to complete the construction of that portion of the line.

Among the reasons for this repeal of the charter, as set forth in the preamble of the act by which it was accomplished, were that "The company, by said act [of 1837] and supplements created, have failed to complete the road therein provided for, and have so long delayed the construction of said road that now,

after the lapse of years from the granting of full authority by the State, less than one-half of said line of railroad has been constructed, and the line or lines east of Connellsville authorized by the supplements to said act not having been completed or prepared for public use," and that "In the opinion of the Legislature said corporation, by the delay referred to and by the embarrassments, financial and otherwise, in which said corporation has come to be involved, have misused and abused the powers by said act conferred," and that "In the opinion of the legislature it is injurious to the citizens of this Commonwealth that the said company should any longer have or enjoy any right, franchise, or privilege to build or construct any railroad, branch, or extension of their existing railroad southwardly or eastwardly from Connellsville."

On the same day on which this repeal was passed, the General Assembly also passed an act incorporating the "Connellsville and Southern Pennsylvania Railway Company," with power and authority "to construct a railroad from Connellsville to the Maryland State line, at such point and by such route as to the directors may seem advisable, and to connect the same with any road or roads authorized by the State of Maryland, and to connect the same with the Pittsburgh and Connellsville Railroad, or any other road at or near Connellsville now constructed or that may hereafter be constructed;" also to construct a road or roads from any point on the line named to the Susquehanna Valley. In the list of corporators there were named a large number of gentlemen of Pennsylvania, and William B. Ogden, J. D. T. Lanier, L. H. Meyer, and Samuel J. Tilden of New York. The capital stock authorized was ten millions of dollars, and the company was required to perfect its organization within three months from the passage of the act, and to "proceed immediately to locate and construct said road, and to complete their main line within three years."

But the company thus incorporated did not comply with the requirements of the act as to the commencement and completion of the line. Meanwhile, legal measures were taken on behalf of the Pittsburgh and Connellsville Railroad Company to secure a restoration of their charter for the line south and east of Connellsville, and this was finally accomplished by the passage (Jan. 31, 1868) of an act repealing the act of April 29, 1864, and thus reinstating the company in the possession of their original powers and franchises as to the line between Connellsville and the Maryland boundary, but requiring them to commence the construction of the road within six months, and to complete it within three years from the passage of the act. Another act was passed April 1st in the same year, authorizing the Pittsburgh and Connellsville Railroad Company to construct branch roads, for the development of contiguous regions of country, from any point or points on their main line.

Operations were now resumed, and the construction of the road was pushed vigorously to completion. In February, 1871, the road from Connellsville to Falls City was finished, and trains ran regularly between those points on and after the 20th of that month. As early as the 23d of the same month trains were announced to be running on schedule time from Sand Patch to Cumberland. At about three o'clock in the afternoon of Monday, the 10th of April, 1871, the track was finished between Pittsburgh and Cumberland, by the laying of the last rail, at a point where the track-layers from both directions met, near Forge Bridge, three miles west of Mineral Point. "Immediately upon completion of the track a passenger train from Pittsburgh (the first one passing over the road east of Confluence) took aboard all present,—Messrs. Latrobe and Blanchard, of the Baltimore and Ohio Railroad, and Messrs. Hughart, Page, Pendleton, Stout, and Turner, of the Pittsburgh and Connellsville road, and others,—and started directly to Cumberland, which was reached about dusk."<sup>1</sup> When this first train left Connellsville to proceed to the point where the track-laying parties were approaching each other to complete the connection, nine car-loads of rails were taken with it, drawn by locomotive No. 7, in charge of Mr. Sampsel. At Confluence these iron-laden cars were detached, and taken thence to a point near Brooke tunnel by locomotive No. 719, of the Baltimore and Ohio Railroad, while Mr. Sampsel, the engineer of No. 7, who had previously declared he would run the first engine over the completed road, made good his promise on this occasion by taking the excursion train through to Cumberland, passing by a zig-zag track around the Brooke tunnel, which was not then entirely completed. Among the speeches made in the opening ceremonies by men prominent in the affairs of the Pittsburgh and Connellsville and Baltimore and Ohio roads was that of B. H. Latrobe, Esq., who said that the road which he (Latrobe) had commenced in 1837 was now completed by the president, that the road had now allied itself with the Baltimore and Ohio, and that he predicted a brilliant future for the line and the connection,—a prediction which has been completely verified during the ten years which have succeeded it. The road is now operated as a part of the Baltimore and Ohio Railroad, having been leased by that company in December, 1875.

The Fayette County Railroad Company was incorporated by act of General Assembly, passed May 1, 1857, "with power and authority to construct a single or double railroad track from any point at or near the borough of Uniontown to any point at or near the borough of Connellsville, in Fayette County, and across the Youghiogheny River, with the right to

connect with the Pittsburgh and Connellsville Railroad at or near the borough of Connellsville." The persons invested by the act with authority to open books for subscriptions to the stock of the company were Samuel A. Gilmore, Nathaniel Ewing, John Huston, Andrew Stewart, Joshua B. Howell, Alfred Patterson, Daniel Kaine, Henry Yeagley, John Dawson, H. W. Beeson, Isaac Beeson, Smith Fuller, Ewing Brownsfield, James Veech, William Thorndell, Eleazer Robinson, Alpheus E. Willson, William Beeson, Jacob Murphy, William Bryson, John K. Ewing, Samuel W. Boyd, William C. McKean, John Chaney, John Freeman, George Paull, Samuel Nixon, Thomas B. Searight, Samuel D. Oliphant, Edmund Beeson, John Bierer, Ellis B. Dawson, Armstrong Hadden, George McClean, Isaac Winn, Robert Patterson, Thomas Sturgis, Jesse B. Gardner, and Alfred McClelland.

The authorized capital of the company was \$750,000 in shares of \$100 each. The first president of the company was Hon. Nathaniel Ewing, to whom more than to any other person was due the credit of completing the road and putting it in operation. It was finished in its entire length in the last part of the year 1859, and was formally opened for travel and traffic between Uniontown and Connellsville on the 1st of January, 1860.

After the completion and opening of the line, the company met with financial embarrassments, which resulted in the sale of the road and equipment by the sheriff on the 2d of September, 1862, it being then purchased by the stockholders, and the company re-organized. On the 1st of November, 1864, the road was leased by the company to the Pittsburgh and Connellsville Company for ninety-nine years. In December, 1875, it was leased by the latter company (together with the main line from Pittsburgh to Cumberland) to the Baltimore and Ohio Company, by which corporation it is at present operated.

The Southwest Pennsylvania Railway Company was incorporated March 16, 1871. The incorporators named were Israel Painter, Alpheus E. Willson, James E. Logan, Samuel Dellinger, and Christopher Sherrick. The company were authorized to construct a railroad, with one or more tracks, from the Pennsylvania Railroad at or near Greensburg, Westmoreland Co., Pa., by way of Connellsville, to Uniontown, Fayette Co., and thence to the boundary line of West Virginia. The capital stock was \$500,000. An organization of the company was effected at Greensburg, and Thomas A. Scott elected president. The route was located, and work on the line commenced without unnecessary delay. In 1875 the completed road extended from Connellsville as far south as Mount Braddock, and in the fall of 1876 was opened to Uniontown.

In August, 1877, the company purchased the rights and franchises of the Uniontown and West Virginia

<sup>1</sup> Accounts of the opening, published in *Genius of Liberty*, April 13, 1871.

Railroad Company, and the road was continued about seven miles southward from Uniontown to Fairchance. The line is now operated by the Pennsylvania Railroad Company.

The Pittsburgh, Virginia and Charleston Railway was first projected by a company which was incorporated by an act of Assembly approved April 8, 1867, as the Monongahela Valley Railroad Company. By a supplemental act, approved March 31, 1868, the company was "authorized to construct its railroad with single or double tracks from a point at or near the city of Pittsburgh, by such route as the board of directors may determine, to a point at or near Monongahela City, in Washington County, and thence up either bank of the Monongahela River to a point at or near Rice's Landing, with power to construct such branches as the directors may deem necessary." February 4, 1870, an act was passed changing the corporate name of the company to that of Pittsburgh, Virginia and Charleston Railway Company.

The delays which are usual in the building of railways, except such as are undertaken by old and powerful companies, were encountered in the construction of this, and it was not until the spring of 1881 that the line was completed and opened from Pittsburgh to West Brownsville, thus giving to the boroughs of Bridgeport and Brownsville the first railroad communication they ever enjoyed, though no part of the road in operation is within the county of Fayette.

A railroad to run from Brownsville to Uniontown was projected by the "Brownsville Railway Company." Work on the line was commenced by this company, and some grading was done between the two termini; but financial difficulties intervened, and the road was sold at sheriff's sale, Feb. 5, 1878, to Charles E. Spear, and was afterwards merged with the Pittsburgh, Virginia and Charleston Railroad. The last-named road and its franchises passed in May, 1879, to the control and management of the Pennsylvania Railroad Company, by which it is now operated as the "Monongahela Division" of its lines.

The Redstone extension or branch of the Pittsburgh, Virginia and Charleston Railroad is now in process of construction, having been commenced by the Pennsylvania Railroad Company in January, 1881. Starting from the completed road west of the Monongahela, it crosses that river by a bridge at the mouth of Redstone Creek, below Brownsville, and runs from that point to Hogsett's Cut, about one mile north of Uniontown, where it joins the Southwest Pennsylvania Railroad. It is now being pushed rapidly to completion, and is expected to be opened about the 1st of June, 1882, thus giving a third line of railway communication between Uniontown and Pittsburgh, and from both these places to Brownsville by a short branch extending to that borough from the main line near Redstone Creek. As this Redstone branch road has an easy and unbroken

descending grade in its entire length, it is expected that it will take all the immense amount of coke and other freight which now finds an outlet over the Southwest Pennsylvania road from stations south and west of Mount Braddock. It will also open in the Redstone Valley an immense area of coal lands which are now inaccessible.

The Mount Pleasant and Broad Ford Railroad Company was incorporated April 6, 1870, with a capital stock of \$200,000, the incorporators named being Daniel Shupe, C. S. Overholt, J. B. Jordan, William J. Hitchman, Joseph R. Stouffer, A. O. Tinstman, Israel Painter, C. P. Markle, and James Neel. The road was commenced immediately after the organization of the company, and was pushed with so much energy that the line was completed and opened on Saturday, Feb. 18, 1871. On the 2d of January next preceding the opening of the road it was leased to the Pittsburgh and Connellsville Railroad Company, and afterwards by that lessee to the Baltimore and Ohio Railroad Company, by which latter corporation it is now operated in conjunction with the main line of road from Pittsburgh to Cumberland.

The Uniontown and West Virginia Railroad Company was incorporated April 2, 1868, with an authorized capital of \$250,000, and with power to construct a railroad from Uniontown to West Virginia State line. The persons designated to open books, receive subscriptions to the capital stock, and organize the company were John K. Ewing, Armstrong Hadden, Andrew Stewart, A. E. Willson, Smith Fuller, E. B. Dawson, Robert Hogsett, Daniel Kaine, Samuel A. Gilmore, Charles E. Boyle, F. H. Oliphant, William James, Ayres Nixon, James Hughes, John Brownfield, Robert Britt, Jacob Kyle, William A. Custer, James Robinson, Thomas Seman, Samuel Shipley, Tobias Sutton, Samuel Hatfield, William H. Bailey, William S. Morgan, A. B. Hall, Jacob Crow, Dr. James Thompson, J. G. Williams, John L. Dawson, John Schnatterly, Martin Dickson, Michael W. Franks, John Morgan, Lewis Hunter, John Oliphant, and William Sweeney.

Surveys for the location of the route of the road were made by N. Bailie, engineer. A considerable amount of work was done in the construction of culverts, building of bridges, and completion of most of the grading between Uniontown and Fairchance. But the financial difficulties and embarrassments usually encountered in the construction of new lines of railway were experienced by this company, and finally, in March, 1874, the road was sold by the sheriff on three judgments, which had been obtained against the company by John Snider, the contractor. Snider became the purchaser, and on the 28th of August, 1877, he sold the property to the Southwest Pennsylvania Railroad Company, who completed the road from Union-

town to Fairchance. This part of the line, as well as the Southwest Company's road from Uniontown to Greensburg, is now operated by the Pennsylvania Railroad Company.

The Uniontown and Dunkard Creek Railroad Company was incorporated March 23, 1865, with a capital of \$500,000. Corporators, Edward G. Roddy, John K. Ewing, Charles S. Seaton, Thomas B. Seagrigh, William James, Daniel Kaine, Alpheus E. Willson, Charles E. Boyle, Isaac P. Kendall, John Brownfield, William McCleary, Ewing Brownfield, Jacob Crow, William Parshall, and Michael W. Franks, of Fayette County, and John P. Williams, Cephas Wylie, and Freeman Lucas, of Greene County. The road has not been built, and the early completion of the line between the termini is not yet assured.

The Brownsville and New Haven Railroad Company was chartered Feb. 23, 1876, under the general law. This company had authority to construct a road from a point at or near New Haven to a point at or near Vance's Mill, on Redstone Creek; also to connect with any other railroad. The company organized and prosecuted the work of construction until the grading was nearly completed over the entire length. The usual result followed,—financial difficulties and the sale of the road by the sheriff (Aug. 30, 1877). Abraham O. Tinstman and A. L. McFarland became the purchasers, and it was afterwards sold by them to the Pittsburgh and Connells-ville Railroad Company. The road will undoubtedly be completed in the near future.

Several other railroads are in contemplation to run through this county, one of which, known as the "Vanderbilt Road," is now being constructed with remarkable rapidity. Its route is up the Youghiogheny, along the left bank of the river, to the vicinity of Connellsville and New Haven, and thence southward through the rich coal-fields of the central part of Fayette County to the West Virginia line. Neither its route south of the State line nor its contemplated southern terminus have been ascertained. Its northwestern connection is to be with the Pittsburgh and Lake Erie Railroad.

#### POPULATION.

In the year 1768 the Rev. John Steele, who had been sent out with two other commissioners to visit the settlements along the Monongahela and Youghiogheny Rivers, said, in his report to the Governor, "I am of opinion, from the appearance the people made, and the best intelligence we could obtain, that there are about one hundred and fifty families

in the different settlements of Redstone, Youghiogheny, and Cheat." A few of those included in this estimate were located at Turkey Foot, in what is now Somerset County, a few on the Cheat south of the State line, and two or three families on the west side of the Monongahela. The whole one hundred and fifty families must have aggregated more than seven hundred persons, of whom less than fifty were living at Turkey Foot, and if there were an equal number of Steele's estimate settled in what is now Washington County and West Virginia (which is not probable), then there must have been at that time within the territory that is now Fayette County a population of fully six hundred, though statements have been made giving it a much less population than that in 1770, two years later. In 1790 Fayette County had 13,325 inhabitants, and in 1800, 20,159. The population of the county at the end of each decade from 1810 to 1880, inclusive, is given below, by townships and boroughs, as shown by the reports of the several United States censuses taken within the period indicated:

	1810	1820	1830	1840	1850	1860	1870	1880
Belle Vernon <sup>1</sup> .....							906	1,164
Bridgeport <sup>1</sup> .....	280	624	737	788	1,292	1,276	1,199	1,134
Brownsville <sup>1</sup> .....	698	976	1,233	1,362	2,369	1,334	1,749	1,489
Brownsville.....						244	286	246
Bullskin.....	1,439	1,484	1,231	1,275	1,428	1,523	1,657	2,732
Connellsville <sup>1</sup> .....	498	600	1,205	1,436	1,553	996	1,292	43,615
Connellsville.....						489	1,163	1,366
Dawson <sup>1</sup> .....								453
Dunbar.....	2,066	1,895	1,722	2,070	2,156	2,224	2,972	6,327
Fayette City <sup>1</sup> .....					972	820	889	667
Franklin.....	1,623	1,749	1,464	1,396	1,432	1,418	1,299	1,373
Georges.....	2,086	2,031	2,416	2,371	2,536	2,656	2,544	3,332
German.....	2,079	2,379	2,395	2,310	1,894	2,046	1,911	1,834
Henry Clay.....			805	891	1,117	1,077	951	1,232
Jefferson.....				1,516	1,435	1,510	1,381	1,613
Lower Tyrone.....								1,976
Luzerne.....	1,538	1,610	1,625	1,715	1,869	1,896	1,807	1,744
Masontown <sup>1</sup> .....								376
Masontown.....	1,228	1,376	1,083	1,377	1,411	1,412	1,376	1,461
Masontown.....							333	442
New Haven <sup>1</sup> .....					1,354	1,313	1,359	51,514
Nicholson.....						1,749	1,683	3,170
North Union.....								1,476
Perry.....				1,350	1,272	1,414	1,445	1,476
Redstone.....	1,224	1,207	1,209	1,159	1,287	1,155	1,152	1,066
Salt Lick.....	994	1,172	1,499	1,911	879	989	1,209	1,372
South Union.....						978	860	1,177
Springfield.....					1,080	1,376	1,629	1,713
Spring Hill.....	1,837	2,086	1,934	2,385	1,685	1,687	1,644	1,558
Stewart.....					338	995	1,266	1,498
Tyrone.....	989	1,058	1,139	1,189	1,419	1,485	2,276	
Union.....	1,821	1,947	2,475	2,723	2,873			
Uniontown <sup>1</sup> .....	999	1,058	1,341	1,710	2,433	2,007	52,503	73,265
Upper Tyrone.....								3,306
Washington.....	2,160	2,749	2,926	1,515	1,276	1,506	1,065	1,257
Wharton.....	922	1,206	809	1,325	1,853	1,623	1,478	1,704
	24,714	27,285	29,248	33,574	39,112	39,909	43,284	58,852

<sup>1</sup> Boroughs. All others townships.

<sup>2</sup> Population of Brownsville township included with Brownsville Borough from 1820 to 1850, inclusive.

<sup>3</sup> From 1830 to 1850, inclusive, the figures for Connellsville Borough include also the population of Connellsville township.

<sup>4</sup> East Ward, 1926; West Ward, 1689; total, 3615.

<sup>5</sup> Including New Geneva, 286.

<sup>6</sup> East Ward, 1169; West Ward, 1334; total, 2503.

<sup>7</sup> East Ward, 1582; West Ward, 1683; total, 3265.