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## BRIDGEPORT BOROUGH AND TOWNSHIP.

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BRIDGEPORT—borough and township, both covering the same area and lying within the same limits—is situated on the right bank of the Monongahela, extending up the river from the mouth of Dunlap's Creek. The latter stream forms its eastern and the river its northwestern boundary. On its other sides it is bounded by the township of Luzerne, from Dunlap's Creek to the river.

For a period of more than half a century prior to the time when travel and traffic became diverted by the opening of the railway lines in Western Pennsylvania this town was a point of great comparative importance as a place of manufacturing industries, of flat-boat, keel-boat, and steamboat building, and as (practically) the head of steamboat navigation on the river. By reason of the lack of railway facilities, for many years Bridgeport lost much of its relative importance, but it is still one of the principal business-points on the Monongahela, and the recent opening (in the spring of 1881) of the Pittsburgh, Virginia and Charleston Railroad line from Pittsburgh to West Brownsville cannot fail to add materially to its prosperity. Its population by the United States census of 1880 was 1134.

### EARLY SETTLEMENTS AND INDUSTRIES.

Within the territory now embraced in the limits of the borough and township of Bridgeport the earliest landholder of whom any account is found was Capt. Lemuel Barrett, a native of Maryland, who, in 1763, obtained "a military permit from the commandant at Fort Pitt, for the purpose of cultivating lands within the custom limits of the garrison then called Fort Burd," the military work which had been built four years earlier on the other side of Dunlap's Creek. The land embraced in this "military permit" was the site of the town of Bridgeport, but no patent covering it was ever issued to Barrett, nor did he ever hold any title to it under Pennsylvania warrant or Virginia certificate, his being merely a

"claim" which the later owner of the land thought it expedient to purchase in order to secure an unquestioned title. In fact, there were other claims, resulting from the same class of military permits, which adjoined and to some extent overlapped and conflicted with that of Barrett. These were chiefly above and south of the present territory of Bridgeport borough,<sup>1</sup> yet there was one, Angus McDonald,

<sup>2</sup> "The land just above Bridgeport, on the river, embracing some three or four hundred acres, was in early times," says Judge Veech, "the subject of long and angry controversies—from 1769 to 1785—between adverse claimants under military permits. It was well named in the official survey which one of the parties procured of it under a Pennsylvania location 'Bone of Contention.' One Angus McDonald claimed it, or part of it, under a military permit from Col. Bouquet, dated April 26, 1763, and a settlement on it. In March, 1770, he sold his claim to Capt. Luke Collins, describing the land as 'at a place called Fort Burd, to include the field cleared by me where the saw-pit [doubtless a saw-pit constructed by Col. Burd's men when building the fort] was, above the mouth of Delap's [Dunlap's] Creek.' Collins conveyed it to Capt. Michael Cresap, on the 13th of April, 1772, 'at half-past nine in the morning,' describing it as situate 'between Point Lookout and John Martin's land,' recently owned, we believe, by the late Mrs. John S. Krepps. Cresap's executors in June, 1781, conveyed to one William Schooley, an old Brownsville merchant, who conveyed to Rees Cadwalader. The adverse claimants were Henry Shyrook [of Frederick County, Md.] and William Shearer, assignee of George Andrew. Their claim reached farther southward towards the creek, and farther up the river, covering the John Martin land. They sold out to Robert Adams and Thomas Shain. Although they had the oldest *permit* (in 1762) their title seems to have been overcome by the settlement and official location and survey of their adversary.

"One Robert Thorn seems also to have been a claimant of part of the land, but Collins bought him out. This protracted controversy involved many curious questions, and called up many ancient recollections. No doubt the visit to this locality of Mr. Deputy Sheriff Woods, of Bedford, in 1771, was parcel of this controversy. Many of these early claims were lost or forfeited by neglect to settle the land according to law, and thus were supplanted by others. They were valued by their owners at a very low mark, and often sold for trifling sums.

"These settlements by virtue of military permits began about this period—from 1760 to 1765—to be somewhat numerous in the vicinity of Forts Pitt and Burd, and along the army roads leading thereto. They were subsequently recognized as valid by the Penns even before they had bought out the Indian title. This was a departure from their general policy, required to maintain those forts and keep up access to them. They were indeed regarded as mere appendages to the forts, and as accessories to the trade and intercourse with the Indians, and not as per-

who asserted his ownership, under such claim, of lands embracing a considerable part of the land now embraced in Bridgeport.

In 1783, Rees Cadwallader acquired by purchase the claims of both Angus McDonald (which in the mean time had passed through several intermediate hands) and of Capt. Lemuel Barrett to the lands now embraced in the borough of Bridgeport. He had already taken steps to obtain a title under the State of Pennsylvania, and received a warrant of survey which secured it, but the patent did not issue to him until Oct. 1, 1787. The name of the tract, as mentioned in the warrant and patent, was "Peace," a very appropriate designation to give it in token of the final settlement of the conflict of claims to it and contiguous territory.

Rees Cadwallader was then the first permanent settler in what is now the borough of Bridgeport. His residence was on the bank of Dunlap's Creek, and farther up that stream he built a mill, where the "Prospect Mills" of William H. Miller now stand. The race started from the creek, at a log dam (located where the present dam is), and ran round the foot of the hill to the mill. Another mill was built soon afterwards by Jonah Cadwallader at the point where Harvey Leonard's saw-mill now stands, on the creek at the borough line.

Isaac Rogers came from Chester County, Pa., to Bridgeport about 1795, and erected a dwelling where John Springer's warehouse now stands. He was a merchant, and opened a store in a frame building that stood on the lot now occupied by Joseph Rogers. About 1804 he went into business with Rees Cadwallader, in a store that stood on a lot now vacant, opposite Dr. Hubbs' drug-store. He was also a justice of the peace for years. He had five children. His only son, Thomas, studied law in Uniontown with John Lyon, was admitted to the bar in 1822, and practiced in that town for several years. He was captain of the "Jackson Artillerists," and was accidentally killed while on the way to take part in an encampment of troops at Pittsburgh. His sister, Affinity Rogers (second daughter of Isaac), became the wife of Samuel B. Page (a son of Jonathan Page, of Connellsville), who came to Bridgeport in 1826. Some years after the death of his wife he married Mary, another daughter of Isaac Rogers. He (Page) was by trade a shoemaker, and started a shoemaker's shop in Bridgeport in 1827. For a few years after his coming to Bridgeport he worked at his trade and also kept a shoe-store. In 1832 he went as a clerk on one of the river steamboats. He afterwards became a builder and owner of steamboats, which ran on the Monongahela and Ohio, and by his activity and enterprise accumulated considerable property. In 1843 he purchased

manent settlements for home and subsistence. The Monongahela River below Fort Burd, being in fact an army highway, came in for a share of these favors. Their aggregate was few, and they were often far between."

David Binns' place on the hill, and lived there until 1861, when he sold to Levi Colvin. In 1856 he was elected member of Assembly. He died in July, 1878. His widow now resides in Brownsville.

The town of Bridgeport was laid out by Rees Cadwallader in 1794. The first sales of lots in the town were made by him, late in the year 1795, and after that they were sold with considerable rapidity. On the 3d of November, in the year mentioned, he conveyed "to the Citizens of Bridgeport a plat of land for a public ground, commencing at the North West extremity of Bank Street, and running along said street one hundred and sixty-five feet to Water Street, and up Water Street to — Street, along said street one hundred and forty-eight feet to the Monongahela River."

In June, 1796, Rees Cadwallader, Jonas Cattle [Cattell?], and Obed Garwood, of Fayette County, and Amos Hough, of Washington County, sold to Samuel Jackson, John Dixon, and William Dixon, of Fayette County, and Ebenezer Walker, of Westmoreland County, "Trustees in behalf of the People called Quakers," eight acres of land, which had been patented to Andrew Gudge, June 10, 1788, and by him sold on the 18th of October following to Rees Cadwallader and the other grantors above named.

Feb. 29, 1799, Rees Cadwallader sold to the Friends' society three acres of land in Bridgeport, comprising the Quaker grounds on the hill, on a part of which the present union school-house stands. On this plat was set apart the earliest burial-ground of Bridgeport.

Rees Cadwallader died a few years after the commencement of the present century, and a large number of town lots then remaining unsold passed to the possession of his heirs. His sons emigrated to Zanesville, Ohio, some years afterwards, and none of his descendants are now living in Bridgeport or vicinity.

Robert Rogers, who was for a period of almost sixty years a well-known and enterprising citizen of Bridgeport and Brownsville, was a nephew of Isaac Rogers, whose settlement in Bridgeport about 1795 is noticed above. Robert was born in Queen Anne County, Md., Jan. 15, 1794, and after the death of his father, in 1806, lived with an uncle until the fall of 1807. At that time another uncle (Lambert Boyer), who had settled in Washington County, Pa., visited Maryland, and it was decided that Robert Rogers should return with him to the West. They accordingly set out on their long journey across the mountains, having only one horse for the two travelers. This "ride-and-tie" method of journeying (in which doubtless the boy Robert performed most of the pedestrian part) was a slow process, but they finally reached that important point in the western bound travel of that day, — the mouth of Dunlap's Creek. This for Robert was the end of the journey, for here he found his uncle, Isaac Rogers, with whom it was decided he should

remain,—his uncle Boyer proceeding on to his home west of the Monongahela.

On his arrival at Bridgeport young Robert Rogers was placed in the store of his uncle Isaac, and also attended school during the small portion of the time in which schools were then taught at this place. In the fall of 1809 he was apprenticed in Bridgeport to Cephas Gregg<sup>1</sup> (who had himself just completed his apprenticeship with Jacob Webb) to learn the trade of potter. "I continued work" [says Mr. Rogers<sup>2</sup>] "at my trade as apprentice till the middle of January, 1815, when I was twenty-one. Then I left Bridgeport on a flat-boat, and went to Pittsburgh for work." The night before he started on this trip from Bridgeport there was a deep fall of snow. The river was so low that on arriving, in the middle of the night, at Baldwin's mill-dam, near Cookstown (Fayette City), and attempting to run the chute, the boat struck on the rocks, "and, being iron-loaded, sunk immediately and we had to climb on the roof, which was still out of water." Some of Baldwin's people came with a boat and took them off, and they stayed at the house until morning, but nearly perished of cold. This was on the Fayette County side of the river. In the morning Rogers and others started on down the river on foot, and after a most fatiguing day's travel reached Elizabethtown in the evening. The next day he walked to Pittsburgh, and there "obtained employment in a queensware factory at the head of 'Hog Pond' [between Grant and Smithfield Streets], lately established by a Scotchman from Edinboro' named Trotter [a man 'who 'was seven feet tall in his boots, and being rather slim looked even taller']. Queensware was scarce, and ours sold readily and high, common yellow cups and saucers at one dollar per set, and heavy, clumsy ones they were." The diary continues: "This spring [1815], while working in Pittsburgh, news came of the treaty of Ghent and the battle of New Orleans, in consequence the town was illuminated. Soon after peace foreign ware began to come in, and we could not compete. . . . I returned to Bridgeport and Trotter to Scotland. . . . On my arrival at Bridgeport I went to work with John Riley (who was carrying on another shop from the one I learned my trade in), and continued with him till late in the fall of 1815. . . ." Then he was employed on a steamboat on the river; visited New Orleans in the spring of 1816; in the following fall returned to Bridgeport, where he was married in October of that year, and "undertook to carry on the shop for Cephas Gregg on shares." In the spring of 1818 he again went on the river, but soon returned to Bridgeport,

<sup>1</sup> Cephas Gregg's pottery-works were located where the new brick house of Seaburn Crawford now stands. They were afterwards carried on by Robert Rogers, with his other business, for about thirty years.

From about 1814 John Riley had a pottery where Herbertson's machine-shops now are. Riley's pottery was in operation as late as the year 1820, and probably after that time.

<sup>2</sup> In a diary of his which is still in existence, and from which these extracts in reference to him are made.

and during the almost half-century of his subsequent life was prominent in matters of business enterprise, both in Bridgeport and Brownsville, to which last-named place he removed his residence in April, 1834. He died of paralysis on the 27th of January, 1866, aged seventy-two years.

The journal of Robert Rogers, from which extracts have been given above, contains the following remarks, having reference to the business of Bridgeport from the time of his arrival there in 1807, viz.:

"It was some time after this that the National road was built from Cumberland west, and there was great emigration from the Eastern States and from Europe. They crossed the mountains and came to Redstone Old Fort, and the road was so long and rough that the emigrants would be so tired when they got here that they seldom went beyond this by land, but mostly in flat-boats called arks, floating only with the current. These were mostly twenty to fifty feet long, and twelve to sixteen feet wide, put together with wooden pins (no spikes in use), generally poplar gunwales, roof of thin boards, doubled and bent, and fastened with wooden pins. . . . It was big business here to supply emigrants with these boats, provisions, farming implements, and housekeeping articles to take with them. When the National road was completed to the Monongahela River, the arrivals of emigrants [meaning those who stopped here to construct or purchase boats] was very great for several years; but after the road was extended then emigration was divided, some taking that route. In the early days there were considerable quantities of flour and apples shipped hence to New Orleans in large flats. It took a long time to make this trip, as the river was not then well known, and they could not run at night. Country produce was then very low here, and merchants and mechanics had a good time, as living was very cheap.

"About 1811, Daniel French arrived here from Philadelphia with big schemes of manufacturing, steamboat building, and navigating Western waters. He told people great advantages would accrue, and induced many prominent citizens to subscribe to stock for a cotton manufactory and two steamboats, all new to people here; but they were wise enough to secure charters for each company, viz., one for the factory and one for steamboats, and, as they felt a deep interest and believed French, the people subscribed liberally to both. Work commenced, but the enterprise was new to all, and it was a long time before it was completed. And when they were ready there was no one experienced in running factories or steamboats, and neither enterprise made money, but run in debt, and the factory was sold by the sheriff, and the boats were sold by the company after they had run them as long as there seemed any hope of profit." The building and operation of the old factory and the company's two steamboats will be more fully mentioned in another place in this history.

## INCORPORATION OF THE BOROUGH AND ERECTION OF THE TOWNSHIP OF BRIDGEPORT.

The incorporation of Bridgeport as a borough was effected by an act of Assembly approved March 9, 1814, by which it was provided and declared "That the town of Bridgeport, in the county of Fayette, shall be and the same is hereby erected into a borough, which shall be called the borough of Bridgeport, which borough shall be comprised within the following boundaries, to wit: Beginning at the mouth of Dunlap's Creek; thence up the Monongahela River with the several meanders thereof one hundred and forty-eight perches; thence leaving the river . . . [and proceeding by a number of described courses and distances] . . . to the north abutment of Jonah Cadwallader's mill-dam; thence down the meanders of Dunlap's Creek to the place of beginning."

The second Tuesday in May next following was designated in the act as the day for holding the first borough election. The meeting was held accordingly, and resulted in the election of the following-named persons as the first officers of the borough of Bridgeport: Burgess, Samuel Jones; Councilmen, John Cock, Joseph Truman, Enos Grave, Morris Truman, John Bentley, William Cock. The reason why the full number of (nine) councilmen was not elected does not appear.

At the April sessions of the Fayette County court in 1815 a petition of citizens of Bridgeport borough was presented, praying that the said borough be erected into a township. Upon this petition the court appointed Charles Porter, Israel Gregg, and William Ewing commissioners to inquire into and report on the propriety of granting the prayer of the petitioners. At the August sessions next following the committee submitted a favorable report, which was approved, and at the November term in the same year the court confirmed the proceedings and issued an order erecting the "township of the borough of Bridgeport;" its boundaries being the same as those of Bridgeport borough.

## LIST OF TOWNSHIP AND BOROUGH OFFICERS.

Following is a list of the officers of the borough and township of Bridgeport from their organization to the present time. It is not, however, claimed that it is entirely accurate or complete, but this is wholly due to the loose and careless manner in which the clerks have kept the records, from which source alone such information can properly be obtained.

## BOROUGH OFFICERS.

- 1814.—Burgess, Samuel Jones; Council, John Cock, Joseph Truman, Enos Grave, Morris Truman, John Bentley, William Cock; Clerk, Enos Grave.  
1815.—Burgess, Morris Truman; Council, James Meek, Enos Grave, William Troth, Joseph Truman, John Bouvier, Elisha Gregg; Clerk, Enos Grave.

- 1816.—Burgess, Henry Troth; Council, Morris Truman, Joseph Truman, John Morgan, John Bouvier, William Troth.<sup>1</sup> Enos Grave, Asa Richards, Robert Patterson, George Carruthers; Clerk, John Bouvier.  
1817.—Burgess, George Carruthers; Council, James Meek, William Cock, Evan Chalfant, James Hutchinson, John Nelan, Jesse Ong, Cephas Gregg, Andrew Porter, Israel Gregg; Clerk, James Meek.  
1818.—Burgess, Cephas Gregg; Council, Henry Troth, John Morgan, Joseph Truman, Andrew Porter, Amos Townsend, William Cock, Evan Chalfant, Levi Burden, Abraham Kimber; Clerk, John Morgan.  
1819.—Burgess, William Cock; Council, James Meek, Levi Burden, Amos Townsend, Abraham Kimber, Evan Chalfant, Henry Willis, John Morgan, Joseph Truman, Henry Troth; Clerk, John Morgan.  
1820.—Burgess, Solomon G. Krepps; Council, Amos Townsend, Henry Willis, Joseph Truman, John Morgan, Robert Rogers, Robert Bathe, Morris Truman, Washington Hough, and Levi Burden; Clerk, John Morgan.  
1821.—Burgess, Solomon G. Krepps; Council, Robert Rogers, John Lanning, Robert Patterson, James Tomlinson, James Meek, Moses Dennall, John Nelan, Adolph Minehart, Robert Baldwin; Clerk, Robert Rogers.  
1822.—Burgess, Solomon G. Krepps; Council, James Reynolds, Adolph Minehart, Nicholas Swearer, Jr., Amos Townsend, Thomas Bang, Moses Durnal, John Smedley,<sup>2</sup> John Nelan, Daniel Worley; Clerk, Daniel Worley.  
1823.—Burgess, James Meek; Council, James Reynolds, Nicholas Swearer, Jr., Moses Durnal, John Lanning, Amos Townsend, John Nelan, John Arnold, Solomon G. Krepps, John Gatenby; Clerk, James Truman.  
1823, September.—Burgess, Joseph Truman; Council, Joel Oxley, James Truman.  
1824.—Burgess, Joseph Truman; Council, James Townsend, John Nelan, Amos Townsend, Thomas L. Rogers, John Gatenby, Robert Rogers, Washington Hough, Moses Durnal, John Lanning; Clerk, James Truman.  
1825.—Burgess, Joseph Truman; Council, Benedict Kimber, John Troth, Thomas Burke, Thomas Berry, John Lanning, Caleb Hunt, Solomon G. Krepps, James Truman, Washington Hough; Clerk, James Truman.  
1826.—Burgess, Thomas G. Lamb; Council, John Troth, Benedict Kimber, Robert Booth, James Reynolds, Amos Townsend, Joel Painter, Solomon G. Krepps, Caleb Hunt, John Nelan; Clerk, James Truman.  
1827.—Burgess, Joshua Wood; Council, Benedict Kimber, James Truman, Robert Kimber, Rees C. Jones, Robert Booth, David H. Chalfant, Peter Swearer, John Troth, John Vanhook; Clerk, James Truman.  
1828.—Burgess, Benedict Kimber; Council, Robert Booth, Samuel B. Page, Thomas Acklin, Joshua Vernon, Joseph Reynolds, Joseph Manner, Peter Swearer, James Reynolds, Jr., Robert Kimber; Clerk, James Reynolds, Jr.  
1829.—Burgess, James Reynolds, Sr.; Council, David H. Chalfant, Amos Townsend, Robert Kimber, James Reynolds, Jr., Samuel B. Page, Joshua Vernon, Joshua Wood, Robert Booth, James Moffat; Clerk, James Reynolds.  
1830.—Burgess, Joseph Truman;<sup>3</sup> Council, Adolph Minehart, Joel Oxley, David Binns, Amos Townsend, Ebenezer Shion,

<sup>1</sup> William Troth died in July, 1816; Amos Townsend was elected to fill the vacancy.

<sup>2</sup> George Smedley elected, *vice* John Smedley, resigned.

<sup>3</sup> Francis Worcester elected burgess 13th of May, 1829, *vice* Joseph Truman.

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- Samuel Jones, Tilson Fuller, James Reynolds, Benedict Kimber; Clerk, Joel Oxley.
- 1831.—Burgess, John Lanning; Council, Joel Oxley, James Reynolds, Adolph Minehart, Moses Durnell, Samuel B. Johnson, Peter Swearer, Tilson Fuller, Isaac Banks; Clerk, Joel Oxley.
- 1832.—Burgess, John Gatenby; Council, Washington Hough, David Binns, Michael Miller, Andrew Hopkins, Joseph Reynolds, Isaac Bennett, James Moffitt, Abel Coffin, Charles McFall; Clerk, Washington Hough.
- 1833.—Burgess, Andrew Hopkins; Council, Tilson Fuller, James Reynolds, Jr., Joshua Armstrong, John Buffington, John Riley, Thomas Acklin, Joseph Manner, David H. Chalfant, Andrew Porter; Clerk, James Reynolds, Jr.
- 1834.—Burgess, Thomas Duncan; Council, David H. Chalfant, Joshua Armstrong, John Buffington, Joseph Manner, James W. Moffitt, James Reynolds, Joel Oxley, Andrew Porter; Clerk, Joel Oxley.
- 1835.—Burgess, Benedict Kimber; Council, Thomas Duncan, D. H. Chalfant, Moses Durnall, Joel Oxley, Joseph Manner, Nicholas Swearer, John Buffington, Andrew Porter; Clerk, Joel Oxley.
- 1836.—Burgess, James Truman; Council, Joshua Wood, John Pringle, Joel Oxley, Joseph Reynolds, Charles McFall, Caleb Woodward, Benedict Kimber, Joseph T. Rogers, Iden V. Ball; Clerk, John Morgan.
- 1837.—Burgess, James Truman; Council, Joel Oxley, Iden V. Ball, Charles McFall, Joshua Armstrong, Joseph Reynolds, John Pringle, Benedict Kimber, Jonathan Binns, John Gatenby; Clerk, John Morgan.
- 1838.—Burgess, James Truman; Council, John S. Pringle, Albert G. Bathe, Robert Kimber, William Hoover, Thomas Duncan, Joshua Armstrong, Jonathan Binns, Thomas Craven, Daniel Councilman; Clerk, John Morgan.
- 1839.—Burgess, John Herbertson; Council, Peter Swearer, John Riley, Adolph Minehart, Charles McFall, Albert G. Bathe, Benedict Kimber, Henry Bulger, James Berry; Clerk, John Morgan.
- 1840.—Burgess, James Truman; Council, Noah Worcester, John Troth, Aaron Bronson, James Berry, John W. Porter, Moses Durnall, Joseph T. Rogers, William Hoover, Thomas Craven; Clerk, John Morgan.
- 1841.—Burgess, James Truman; Council, Jonathan Binns, Thomas Gregg, Thomas Faull, Milton Woodward, Thomas Craven, Noah Worcester, William Hoover, William C. Fishburn, Joseph T. Rogers; Clerk, H. Casson.
- 1842.—Burgess, Thomas Faull; Council, William C. Fishburn, Thomas Duncan, James Berry, James McDonwold, Leonard Lainhart, Robert Mitchell, Joseph Reynolds, Adolph Minehart, James Goe; Clerk, H. Casson.
- 1843.—Burgess, John Herbertson; Council, C. C. Sherwood, Aaron Branson, Noah Worcester, James C. Auld, N. G. Mason, William Hoover, Calvin Richey, James Berry, Thomas Gregg; Clerk, H. Casson.
- 1844.—Burgess, James C. Auld; Council, John Herbertson, Henry Bulger, Benedict Kimber, James Truman, Milton Woodward, James Goe, Samuel Worcester, Henry Troth, Robert Mitchell; Clerk, Henry Casson.
- 1845.—Burgess, Moses Durnell; Council, James Goe, John Herbertson, Zeph. Carter, James C. Auld, Thomas Craven, Aaron Branson, John W. Porter, William Wharf, Thomas Gregg; Clerk, Henry Casson.
- 1846.—Burgess, Moses Durnell; Council, Thomas Duncan, John Springer, Thomas Faull, James Truman, George Steinmetz, Robert Wilson, William Wharf, Benedict Kimber, Henry Troth; Clerk, Henry Casson.
- 1847.—Burgess, Samuel B. Page; Council, Thomas Duncan, John Buffington, James Goe, John G. Gregg, Aaron Branson, John Riley, Joseph John, Isaac Bennett, John Lanning; Clerk, R. K. McLean.
- 1848.—Burgess, Samuel B. Page; Council, Thomas Duncan, William H. Bennett, James Goe, James C. Auld, Samuel I. Cox, John Herbertson, John W. Porter, John S. Roberts, James N. Abrams; School Directors, Samuel B. Page, Joseph T. Rogers, W. H. Bennett; Clerk, R. K. McLean.
- 1849.—Burgess, Henry Bulger; Council, John Springer, George Stemmetz, S. J. Cox, Henry Wilson, Alexander Scott, Samuel B. Page, William H. Bennet, James M. Abrams; Clerk, R. K. McLean.
- 1850.—Burgess, Jacob Shepherd; Council, John Springer, William Wolf, William Wharf, C. C. Cromlow, Henry Troth, John Buffington, Henry Wilson, A. G. Minehart; Clerk, William C. Fishburn.
- 1851.—Burgess, John Buffington; Council, S. A. Wood, Henry Cannon, Alfred Offord, S. J. Cox, Thomas Faull, Jr., John Anderson, Henry Springer, William Woodward, John W. Porter; School Directors, Henry Cannon, Henry Bulger; Clerk, William C. Fishburn.
- 1852.—Burgess, Samuel J. Cox; Council, John Anderson, William H. Bennett, James C. Auld, John S. Roberts, William Hoover, C. T. Hurd, Aaron Branson, James M. Carver, Thomas Faull, Jr.; School Directors, Robert W. Jones, Benjamin Leonard; Clerk, William C. Fishburn.
- 1853.—Burgess, William Hoover; Council, William L. Faull, Joshua Murphy, Henry C. Drum, George Stemmetz, John S. Wilgus, James Martin, William H. Bennett, R. D. Marcus, W. H. Crookham; School Directors, James M. Carver, John Herbertson; Clerk, William C. Fishburn.
- 1854.—Burgess, John Buffington; Council, William H. Bennett, James M. Carver, Thomas Duncan, Joshua Murphy, Robert W. Jones, Alexander Moffit, William Hoover, Henry Cannon, John Anderson; School Directors, M. O. Jones, John S. Wilgus; Clerk, W. C. Fishburn.
- 1855.—Burgess, James A. Cromlow; Council, Alfred Offord, William Worrell, Courtland Durnell, R. D. Marcey, Thomas Duncan, Joshua Murphy, James M. Carver, Alexander Moffit; School Directors, Elisha Bennett, James C. Auld; Clerk, William C. Fishburn.
- 1856.—Burgess, A. G. Booth; Council, A. B. Gaskell, William L. Faull, C. M. Goe, A. Offord, T. Duncan, J. M. Carver, R. D. Marcey, W. Worrell; School Directors, B. W. Jones, S. B. Page, G. Stemmetz; Clerk, W. C. Fishburn.
- 1857.—Burgess, A. G. Minehart; Council, Courtland Durnell, William L. Faull, Joshua F. Murphy, C. T. Hurd, William Worrell, Alfred Offord, W. C. Drum, A. B. Gaskell; Clerk, A. G. Booth.
- 1858.—Burgess, A. G. Minehart; Council, John S. Roberts, W. C. Fishburn, Thomas G. Aubrey, William H. Lanning, James Stewart, John Mason; School Directors, Elisha Bennett, A. G. Minehart; Clerk, A. G. Booth.
- 1859.—Burgess, A. G. Minehart; Council, J. T. Rogers, A. Hopkins, Z. Carter, Thomas Aubrey, W. H. Lanning, James Stewart; School Directors, Thomas Duncan, M. O. Jones, John Herbertson; Clerk, A. G. Booth.
- 1860.—Burgess, James Stewart; Council, J. Murphy, P. Carroll, M. Woodward, R. D. Marcy, J. L. Rogers, John S. Roberts; School Directors, John Mason, Joseph Wells; Clerk, A. G. Booth.
- 1861.—Burgess, James Stewart; Council, Jesse Bulger, M. Morehouse, M. Woodward, Z. Carter, J. T. Rogers, William Woodward; School Directors, John Herbertson, S. B. Page; Clerk, A. G. Booth.

- 1862.—Burgess, John S. Roberts; Council, John Herbertson, John Buffington, James Moffit, John Springer, M. Woodward, William Woodward, M. Morehouse; School Directors, Thomas Duncan, Levi Colvin; Clerk, A. G. Booth.
- 1863.—Burgess, J. S. Roberts; Council, S. B. Page, E. H. Bar, William Leonard, Joshua Murphy, John Herbertson, J. K. Bulger, William Woodward; School Directors, William Hoover, John Mason; Clerk, A. G. Booth.
- 1864.—Burgess, W. H. Lanning; Council, A. G. Minehart, E. N. Coon, W. W. Auld, J. Murphy, E. H. Bar, S. B. Page, John Herbertson, William Leonard, John Buffington; Clerk, A. G. Booth.
- 1865.—Burgess, J. S. Roberts; Council, S. B. Page, E. H. Bar, William Leonard, A. G. Minehart, Edward Toynbee, E. L. Moorhouse, J. Armstrong; Clerk, A. G. Booth.
- 1866.—Burgess, William Hoover; Council, John Wilson, Thomas Wright, John W. Porter, J. S. Roberts, A. G. Minehart, Thomas Wright, W. W. Auld, E. Toynbee, E. L. Moorhouse, E. N. Coon; Clerk, A. G. Booth.
- 1867.—Burgess, O. C. Cromlow; Council, E. Toynbee, P. S. Wright, E. N. Coon, John Wilson, John Porter, H. B. Cock, J. S. Roberts, E. Moorhouse, Joseph Wells; Clerk, Edward Brawley, Sr.
- 1868.—Burgess, John S. Roberts; Council, John W. Porter, E. N. Coon, E. Toynbee, Thomas I. Wright, Philo Norton, E. L. Moorhouse, Joseph Wells, John Wilson, Henry B. Cock; Clerk, E. Brawley.
- 1869.—Burgess, O. C. Cromlow; Council, Thomas S. Wright, Isaac Mason, Daniel Delaney, E. L. Moorhouse, E. P. Coon, Philo Norton, Edward Toynbee, H. B. Cock, Joseph Wells; School Directors, Jesse H. Bulger, J. B. Mason; Clerk, Henry Delaney.
- 1870.—Burgess, Thomas Shuman; Council, E. Toynbee, H. B. Cock, Daniel Delaney, Isaac Mason, J. W. Porter, Nathan Crawford, Thomas S. Wright, Philo Norton; Clerk, Henry Delaney.
- 1871.—Burgess, O. C. Cromlow; Council, E. L. Moorhouse, John W. Porter, Thomas S. Wright, Isaac Mason, N. Crawford, Daniel Delaney, H. B. Cock; Clerk, Henry Delaney.
- 1872.—Burgess, Eli Leonard; Council, John Allison, Thomas Shuman, Daniel Delaney, O. R. Knight, James Reynolds, E. L. Moorhouse, N. Crawford, John W. Porter, H. B. Cock; School Directors, Eli Leonard, Thomas Shuman; Clerk, A. G. Booth.
- 1873.—Burgess, S. A. Wood; Council, O. R. Knight, D. Delaney, Thomas Shuman, E. L. Moorhouse, James Reynolds, W. L. Faull, H. Leonard, Thomas Brawley; Clerk, S. S. Fishburn.
- 1874.—Burgess, John Buffington; Council, John Allison, H. B. Leonard, D. Delaney, G. B. Mason, J. R. Crawford, C. F. Hurd, W. T. Faull, Thomas Brawley, Thomas Shuman; Clerk, S. S. Fishburn.
- 1875.—Burgess, J. Buffington; Council, C. F. Hurd, G. B. Mason, J. R. Crawford, W. H. Miller, C. T. Brawley, W. L. Faull, Thomas Aubrey, N. Crawford; Clerk, A. G. Booth.
- 1876.—Burgess, John Buffington; Council, H. B. Cock, Thomas Aubrey, G. B. Mason, N. Crawford, W. R. Miller, C. T. Hurd, R. Crawford; Clerk, A. G. Booth.
- 1877.—Burgess, S. S. Fishburn; Council, William Cock, John Allison, W. L. Faull, N. Crawford, T. D. Hoover, H. B. Cock, R. Mitchell, H. H. Hormel, W. H. Miller; Clerk, A. G. Booth.

<sup>1</sup> J. H. Bulger elected burgess to succeed O. C. Cromlow, deceased.

- 1878.—Burgess, Solomon G. Krepps; Council, T. B. Wilgus, N. T. Terrell, Edward Hurd, H. B. Cock, William Cock, John Allison, Robert Mitchell, J. R. Crawford, James Stewart; Clerk, A. G. Booth.
- 1879.—Burgess, H. B. Leonard; Council, James Martin, James Blair, J. R. Crawford, John Allison, Edward Hurd, N. Terrell, William Cock, John A. Hubbs, R. Mitchell; Clerk, A. G. Booth.
- 1880.—Burgess, S. S. Fishburn; Council, R. Crawford, Eli B. Cock, Edward Hurd, James Blair, James Martin, J. A. Scott, J. A. Hubbs, John Allison, William Cock; Clerk, A. G. Booth.
- 1881.—Burgess, H. B. Leonard; Council, J. A. Hubbs, William Cock, Joseph A. Scott, Eli B. Cock, William Herbertson, James Martin, James Blair, Miles Bulger, John Allison.

#### JUSTICES OF THE PEACE.

- Samuel Jones, Luzerne, appointed for Bridgeport township and borough, Feb. 17, 1817.
- Robert Patterson, Luzerne, appointed for Bridgeport township and borough, Sept. 7, 1819.
- Robert Rogers, Luzerne, appointed for Bridgeport township and borough, Feb. 19, 1822.
- Moses Baird Potter, Luzerne, appointed for Bridgeport township and borough, Dec. 8, 1823.
- Joshua Vernon, Luzerne, appointed for Bridgeport township and borough, April 23, 1828.
- Hugh Gilmore, Luzerne, appointed for Bridgeport township and borough, Nov. 25, 1831.
- Joshua Ham, Luzerne, appointed for Bridgeport township and borough, Dec. 7, 1835.
- George D. Stevenson, Luzerne, appointed for Bridgeport township and borough, Aug. 22, 1836.
- Zephaniah Carter, Luzerne, appointed for Bridgeport township and borough, Jan. 16, 1838.
- Elijah Crawford, Luzerne, appointed for Bridgeport township and borough, Dec. 19, 1838.

#### Elected.

- |                            |                         |
|----------------------------|-------------------------|
| 1840. Albert G. Booth.     | 1862. A. G. Booth.      |
| James Truman.              | John Buffington.        |
| 1845. William C. Fishburn. | 1867. A. G. Booth.      |
| Albert G. Booth.           | Edward Brawley.         |
| 1855. John Wilgus.         | William Hoover.         |
| William C. Fishburn.       | Henry Delaney.          |
| Albert G. Booth.           | 1872. A. G. Booth.      |
| 1856. John Buffington.     | S. A. Wood.             |
| 1859. William C. Fishburn. | 1877. Alfred G. Booth.  |
| John C. Rickey.            | 1879. James A. Cromlow. |
| 1861. William Hoover.      | 1880. Samuel A. Wood.   |
| James L. Irwin.            | 1881. David M. Hart.    |

#### ASSESSORS.

- |                             |                           |
|-----------------------------|---------------------------|
| 1840. James Fitzsimmons.    | 1863. N. G. Booth.        |
| 1841. Samuel Johnson.       | 1864-66. John Buffington. |
| 1842. William Hoover.       | 1867. William G. Bane.    |
| 1843-44. James Fitzsimmons. | 1868-69. Joshua Norcross. |
| 1845. John Buffington.      | 1870. George W. Springer. |
| 1846. Thomas Duncan.        | Joshua Norcross.          |
| 1847-48. Thomas Gregg.      | 1879. T. D. Hoover.       |
| 1849-55. John Buffington.   | 1880. Samuel S. Fishburn. |
| 1856-59. Alfred Offard.     | 1881. S. S. Fishburn.     |
| 1860-62. John Buffington.   |                           |

## BRIDGEPORT BOROUGH AND TOWNSHIP.

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## LIST OF TAXABLES OF BRIDGEPORT IN 1816.

James Allison.	John Haines.
Snowden Auchoss, Sr.	Robert Hurrey.
John Bentley.	John Harrison.
Bridgeport Manu- facturing Company, cotton- factory.	Margaret Harland.
Robert Booth.	Stacy Hunt.
Robert Barton.	Solomon Hipsley.
Jacob Bowman.	Samuel Jones.
John Bouvier.	John Jacobs.
Joshua Burgen.	Isaac Jacobs.
Levi Burden.	Humphrey Johnson.
William Boyd.	Christopher Irvin.
James Breeding.	John Krepps.
Ezekiel Baldwin.	Abraham Kimber.
John Barry.	Solomon G. Krepps.
Robert Baldwin.	Thomas King.
Sarah Briscoe.	Timothy Kirk.
Samuel Berry.	John Knight.
Lydia Berry.	Richard Ledwith.
Goldsmith Chandlee.	Joseph H. Laning.
Joseph Crawford.	John Miller, Sr.
David Cattel.	John Miller, Jr.
James Campbell.	Jacob Malon.
Hannah Crider.	Adolph Merchant.
Enos Coldren.	John Morgan.
Reuben Chal ant.	Larkin Macklefresh.
Rees Cadwallader.	Ebenezer Major.
William Chappin.	Cooper Marsh's heirs.
Jonas Cadwallader.	James Meek.
James Chalfant.	Joseph Moore.
George Carruthers.	Joseph May.
John Cock.	John Nelan.
Robert Clark.	Joseph Nelan.
William Cock.	Mary Nicholson's heirs.
Evan Chalfant, Sr.	Henry Nichols.
Caleb Carr.	John Newburn.
George Dilhouse.	George Newburn.
Francis Dobbs.	Joel Oxley.
Henry G. Dales.	Jesse Ong.
Van Dunn.	Vincent Owens, Sr.
Peter Drum.	Vincent Owens, Jr.
Robert Dilhouse.	William Ogle.
William Dodge.	Jesse Pennell.
James Dunlap.	Robert Patterson.
Arthur Donaldson.	Andrew Porter.
Luke Enslow.	Thomas Price.
Benjamin Fell.	Alexander Price.
John W. Fell.	Mary Pray.
Rebecca Fitzgerald.	Eliza Phelps.
William Ferguson.	William Perry.
Foundry Company.	Joel Painter.
John Fenny.	Samuel Parks.
Daniel French.	John Riley.
Israel Gregg.	John Reynolds.
Cephas Gregg.	Mary Rogers.
Mary Gosling.	Asa Richards.
Thomas Grizzle.	Israel Randolph.
Daniel Goodwin.	Robert Rogers.
Pennell Garrett.	John Rabe.
Samuel Gillespie.	James Richards.
Caleb Hunt.	Thomas Stokely.
William Heifer.	Philip Shaffner.
Samuel Harmon.	Thomas Stockdale.
Samuel Hines.	James Springer.
	Nicholas Swearer.
	William Stevenson.

Ebenezer Shiver.	Samuel Tolbert.
William Saint.	John Tap.
James Stephens.	Persifer Vernon.
Nathan Smith.	Samuel Jones and William B. Irish.
Amos Townsend.	John Williams.
Morris Truman, Sr.	Enoch Watson.
Joseph Truman.	Thomas Wraith.
Morris Truman, Jr.	Barnet Williams.
James Truman.	Daniel Worley.
Jesse Townsend.	Caleb Woodward.
Robert Townsend.	Robert White.
John Troth.	Timothy Woods.
Henry Troth.	Hercules Young.
Joseph Thurston.	George Yarnall's heirs.
James Tomlinson.	

Below is given a list of persons engaged in 1816 in the several occupations indicated, being taken from the assessment-roll of Bridgeport for that year :

Merchants.	Potters.
Caleb Hunt.	John Riley.
Israel Gregg.	Robert Rogers.
Cephas Gregg.	Blacksmiths.
Solomon G. Krepps.	Asa Richards.
Jesse Pennell, also physician and brewer.	Samuel Hines.
Mary Rogers.	Thomas Grizzle.
Jesse Townsend.	Hercules Young.
James Tomlinson.	Hatters.
Daniel Worley.	Robert Booth.
John Krepps, also saw- mill and ferry (just commenced).	Luke Enslow.
Printer.	Samuel Jones.
John Bouvier.	Saddler.
Boat-builders.	James Campbell.
William Chappin.	Carpenter.
John Cock.	William Boyd.
Cotton-factory.	Moulder.
Bridgeport Mfg. Co.	John W. Fell.
Steel-maker and factory.	Brick-maker.
Morris Truman.	Robert White.
Wire-weavers.	Cooper.
Morris Truman, Jr.	John Morgan.
Joseph Truman.	Shoemaker.
James Truman.	Timothy Woods.
Pipe-maker.	Cabinet-maker.
Joshua Burgen.	Israel Randolph.
Inn-keepers.	Seamstress.
John Nelan.	Mary Gorling.
Robert Patterson.	Teachers.
	Joseph H. Laning.
	Arthur Donaldson.
	Saw-mill.
	Jonah Cadwallader.

The following description of Bridgeport in 1821 is found in "The Navigator," a book published in Pittsburgh in that year, containing directions to pilots on the Monongahela and other rivers, with references to the towns and settlements located on their banks :

"Dunlap's Creek.

"Here has been a fish-dam ; the chute is near the middle of the river. Immediately above the mouth

of this creek stands Bridgeport, a small village, connected with Brownsville by a chain-bridge over the creek. In it are several mercantile stores, an earthen pottery, tan-yard, a wire-weaver, card-maker, hatters, a boat-yard, and a market-house. It contains fifty-six dwellings. A glass-works, commenced in October, 1811, for the making of green glass."

#### MARKET-HOUSE.

A public market-house was built in Bridgeport a number of years before the town became a borough. Soon after the incorporation, on the 8th of July, 1814, the Council directed that necessary repairs be made on the market-house. On the 22d of the same month an ordinance was passed declaring "that from and after the first day of the ninth month next a market shall be established and held in the Market-House of this Borough, on the fourth and seventh days of each week, and from daylight until nine o'clock A.M. on each of said days in the first, second, third, tenth, eleventh, and twelfth months, and from daylight until eight o'clock A.M. on each of said days in the fourth, fifth, sixth, seventh, eighth, and ninth months." The stalls on the north side of the building were ordered rented to butchers, at a yearly rent of five dollars. On the 20th of September, 1814, the Council ordered the erection of an addition to the market-house eight feet in width, and extending the whole length of the building. "Twenty feet of Rack, for the convenience of Market people to hitch their horses," was also ordered to be built.

The old market-house was sold to D. H. Chalfant, July 4, 1829, for ten dollars, twelve and a half cents. On the 20th of October, 1831, there was presented to the Council a petition signed by seventy citizens, praying for the erection of a new market-house. On this petition a committee was appointed (October 22d) to examine and report on a suitable site, also on the proper size and estimated expense of such market-house. This committee reported the public ground as the proper place, and recommended a building sixty-two feet six inches by thirty feet in dimensions. The report was adopted and a building committee appointed, who reported Nov. 24, 1831, that the stonework was contracted for, and March 15, 1832, reported contract for lumber and lath let to Bracken & Rogers. The building was completed and occupied in the fall of 1832. This market-house is still (November, 1881) standing, the main part of the building being used as a town hall and council-room.

#### PUBLIC WAREHOUSE AND WHARF.

On the 26th of April, 1815, the Borough Council granted to Israel Gregg for the term of ten years a part of the public ground, on which to erect a frame building for a warehouse fifty by twenty-five feet on the ground, and one and a half stories high, to contain a fireplace, a chimney of brick, and a small counting-room, the building to become the property

of the borough at the end of ten years. It did so revert at the end of that time.

In 1826 a committee was appointed by the Council to repair the building and rent it. This was done, and on the 30th of December in that year it was rented to Benedict Kimber at \$20 per annum from April 1, 1827. On the 1st of April, 1829, it was rented for one year to Charles McCollester. In May, 1831, it was rented to Joshua Armstrong for one year at \$20, but before the expiration of the time (in February, 1832) it was rented to Randolph Dearth for one year at \$50. Jan. 16, 1837, Thomas Acklin rented the warehouse for two years at \$40 per annum.

In 1844 the warehouse was sold, to be removed to give room for the building of a wharf. The contract for building the wharf was given to Henry Marshall, and it was erected in 1845, at a cost of \$963.54. In August of that year the Council fixed the first rates of wharfage for steamboats, viz.: one dollar per trip, and fifty cents per day when laying over in a navigable stage of the river, and five dollars per month in winter. Keel-boats, twenty-five cents per landing or per day.

The wharf is still public property, under control of the borough.

#### FERRIES AND BRIDGE OVER THE MONONGAHELA.

The first ferry across the Monongahela River within the boundaries of Bridgeport was established by John Krepps before 1794, as the court records of Fayette County show that in that year a petition was presented for "a road from Krepps' Ferry to the bridge at the mouth of Dunlap's Creek." The ferry landing on the Bridgeport side of the river was at or very near the foot of Spring Street (or Alley), northeast of the residence of Solomon G. Krepps. This ferry remained in operation until some time after the completion of the Monongahela bridge, and towards the last of its existence a ferry-boat propelled by steam was used upon it.

The original owner of this ferry, John Krepps, always lived on the west side of the Monongahela; but his sons, Samuel J. and Solomon G. Krepps, settled on the east side of the river, the latter being a resident of Bridgeport as early as 1813, when he built the brick house which is now the residence of his nephew (his brother Samuel's son), Solomon G. Krepps. He (Solomon G. the elder) was a merchant in Bridgeport in 1816, as is shown by the assessment-roll of that year. He lived in Bridgeport until his death, and was for many years one of the prominent citizens of the place. In 1832 he, with Zephaniah Carter, built the "Friendship Paper-Mill" in Bridgeport, but died soon after, and before the mill was in full and successful operation. He served one term in the State Legislature, and was several times elected burgess of Bridgeport; also served as a member of the Borough Council. His brother, Samuel J. Krepps, settled in Bridgeport about 1823, where Eli Leonard



now lives, and carried on the saw-mill at the Jonah Cadwallader dam on Dunlap's Creek, also operating the coal-banks on that property. In 1832 he built a residence in Brownsville (the same which is now kept as the "Monongahela House" by the widow of his son, John B. Krepps), and removed to it. In 1834 he built the "Valley Mills" on Dunlap's Creek, in Bridgeport. He, like his brother, Solomon G. Krepps, was a prominent and public-spirited citizen, and identified with the business interests of both boroughs for many years. About 1846 he removed to the old Krepps homestead, west of the Monongahela, and soon afterwards to the Neal Gillespie farm, where he died March 6, 1866. In 1854 he was elected to the Legislature from Washington County.

The other children of the old ferry-owner, John Krepps, were John, who lived and died in West Brownsville; Christian, who went West, and whose subsequent history is unknown; and Helen, who became the wife of Judge Eli Miller, of Mount Vernon, Ohio.

The Gillespie ferry, which was first established to cross the river from Brownsville, was moved up from there in or about 1820, and located near the foot of Bridge Street in Bridgeport. This was kept in operation till after the opening of the Monongahela bridge. On the 22d of February, 1825, application was made to the Council of Bridgeport for the privilege of a ferry landing between the east side of Bank Street and the west side of the public lot for the term of five years, and on the 3d of March the ground was rented for that period at five dollars per year to Moses Durnel, concerning whose occupancy no further information has been obtained.

There was no communication by bridge across the Monongahela River at Bridgeport until the year 1833, all traffic and travel across the stream at this point being accommodated by the ferries up to that time. More than twenty years earlier, however, the project of bridging the river at some point near the mouth of Dunlap's Creek was agitated by some of the most prominent men of the vicinity on both sides of the river. In 1810 an act was passed (approved March 20th in that year) "to authorize the Governor to incorporate a company for erecting a bridge over the Monongahela River at or near where the road leading from Brownsville to the town of Washington crosses the same," thus authorizing the location of the bridge at Brownsville or Bridgeport as might be decided on. The act designated and appointed "Neal Gillespie, Jr., Parker Campbell and Thomas Acheson, of the county of Washington, Jacob Bowman, Thomas Mason, Charles Shaffner, Samuel Jackson, David Ewing, and Michael Sowers, of the county of Fayette," commissioners to receive subscriptions to the stock of the company to be formed. It was provided and required by the act that the bridge should be so

constructed as not to obstruct navigation (except so far as might be done by the erection of the two abutments and three piers in the river), "or in any manner to obstruct the passage over the usual fording-place, which shall at all times be open as heretofore to persons desirous of passing through the same." The company was of course authorized to collect tolls. The bridge to be commenced in three years, and finished in seven years from the passage of the act, under penalty of forfeiture of rights and franchises. References to the probable early commencement and completion of the bridge are found in the newspapers of that time, but no work was ever actually done on it, nor does it appear that the bridge site was definitely determined on, or the necessary amount of stock subscribed.

On the 16th of March, 1830, the Monongahela Bridge Company was incorporated, with a capital of \$44,000. The incorporators were George Hogg, James L. Bowman, Valentine Giesey, and Robert Clarke, of Fayette County, Daniel Moore, Jesse Kenworthy, Ephraim L. Blaine, John Kingland, and Thomas McKennan, of Washington County. By the terms of the incorporation William Davidson, George Craft, Isaac Meason, and Andrew Oliphant, of Fayette County, and John Park, Jr., William Berry, and John Watson, of Washington County, were appointed commissioners to locate the site of the bridge. These men, taking into consideration the great amount of travel and traffic then coming to the river over the National road, fixed the location at the point where that road strikes the river in Bridgeport, and where the bridge now spans the stream.

Books were opened for subscriptions to the stock in July, 1830, and the requisite amount was soon obtained. The contract for building was awarded to Messrs. Le Baron & De Mond, at \$32,000, with \$5000 additional for the approaches. They commenced work in the fall of 1831, and on the 23d of November received the first payment of \$500 on the contract. Apparently the work was not pushed very vigorously, for the bridge was not completed until 1833, the first tolls being received on the 14th of October in that year.

The bridge is a covered structure of wood, six hundred and thirty feet in length, in three spans, standing on two piers in the river between the abutments. For almost half a century it has stood firm against the ice and the numerous great floods in the Monongahela, the most remarkable of which was, perhaps, that which reached its most dangerous point on the 6th of April, 1852.<sup>1</sup> The bridge has always been a very profitable investment to the stockholders, but more particularly so in the palmy days of the National road, before the railways had diverted its travel and traffic into other channels.

<sup>1</sup> This fact, with many others noted in these pages, was obtained from the diary of that veteran citizen of Bridgeport and Brownsville, Robert Rogers.

The first officers of the company were George Hogg, president; Thomas McKennan, secretary; James L. Bowman, treasurer. Mr. Hogg was succeeded in the presidency by James L. Bowman, whose successor is George E. Hogg. The following-named gentlemen are the present (1881) officers: Managers, George E. Hogg (president), J. W. Jeffries, Capt. Adam Jacobs, Eli J. Bailey, N. B. Bowman, Joseph T. Rogers, George W. Lenhart; Secretary and Treasurer, William Ledwith.

The several bridges built across Dunlap's Creek, connecting Bridgeport and Brownsville, have been noticed in the history of the last-named borough.

#### STEAMBOAT AND KEEL-BOAT BUILDING.

In the extracts given in preceding pages from the journal of Robert Rogers it is narrated that about the year 1811 Daniel French came from Philadelphia to Bridgeport, "with big schemes of manufacturing, steamboat building, and navigating Western waters," and that some of the most influential and well-to-do citizens of Bridgeport, Brownsville, and the vicinity became so impressed with the apparent feasibility of his projects that they subscribed liberally to the stock of two companies which were formed, one for manufacturing, and the other for the building and running of steamboats.

The latter company commenced operations without much delay, building two steamboats, the "Enterprise" and the "Dispatch." The former was built under the superintendence of Israel Gregg, Henry M. Shreve,<sup>1</sup> and Daniel French, on the bank of the river, above Dunlap's Creek, the ground on which Gregg built in the next year the warehouse which afterwards came into possession of the borough. The "Dispatch" was built on the spot where the "Monument Mills" of Mason, Rogers & Co. now stand. The engines of both the "Enterprise" and "Dispatch" were built by Daniel French. The career of the former boat is thus mentioned in the journal of Mr. Rogers:

"In 1814 the largest of the two boats (the 'Enterprise') was sent to New Orleans, with Henry M. Shreve as captain. She arrived there when Gen. Jackson's army was there, and was pressed into government service to carry troops and stores, and continued to do so till the close of the war. Then Shreve started with her for Pittsburgh with considerable money, but on the way up the boat was robbed (as he said) of all her money. She finally arrived at Pittsburgh, and the company got possession of her again. Then they employed Israel Gregg as captain. He ran her for a time, but made no money, though freight and passage was high. The company then chartered her to James Tomlinson, who put his son-

in-law, Daniel Worley, on her as captain, but he made no money, and let the boat sink (a short distance below the Falls of the Ohio), so the company lost both the money and charter." The "Enterprise," of Bridgeport, was the first steamer that ever made the trip from Pittsburgh to New Orleans and return.

The company's other boat, the "Dispatch," is described by Mr. Rogers (who was employed on board of her in her first trip down the river) as follows: "Our engine was on the low-pressure principle, condensing the steam, and the fires were made inside the boilers. We had two boilers, laid on the bottom of the boat. She was open hull, and was eighty feet keel and eleven feet beam. The water-wheel was only eight feet in diameter, and worked inside the boat, the rudders being aft of it. . . . I was second engineer, with Israel Gregg as captain." The boat started on her trip in December, 1815. Part of the load was taken on at Bridgeport, and this having been done, it was announced that she would take her departure the next morning; but no watchman was kept on board, and during the night the river fell, so that her bow grounded at the bank, and her stern sunk and filled with water, so that several days more elapsed before she could be raised and made ready again. This was finally accomplished, and she proceeded down the river without further accident to Pittsburgh, where she remained a few days, and then went on down the Ohio.

At the mouth of Big Beaver the river was filled with floating ice, and a furious gale sprung up, which obliged Capt. Gregg to tie up to the shore, with the intention of remaining only till the next morning, but as the river fell rapidly during the night, he was compelled to stay there for about two weeks. At the end of that time the ice disappeared, the weather became good, and the "Dispatch" proceeded down the river, but "struck on the bar at Wheeling, on the island side, and having no niggers on board" [says Mr. Rogers] "we were compelled to jump into the river, full of floating ice as it was, and pay her off with rails." From there no accident occurred until the boat reached Walker's bar, below Cincinnati, and there she stuck fast and remained for two weeks before the river rose sufficiently to float her off. Mr. Rogers proceeds: "At Louisville Capt. Gregg left the boat, leaving the engineer in command. I then became first engineer, and had to clerk, as well as act as steward, there being none on board." Passing from the Ohio into the Mississippi, the boat's company frequently saw Indians, who came down to the river-bank and sold them venison. For fear of these savages they dared not run by night, but laid up, and employed the hours of darkness in cutting wood for the next day's fuel, as there was then no wood for sale along the river.

Thus the entire winter was passed on the river, and early in the spring of 1816 the "Dispatch" arrived at New Orleans. There she was boarded by Edward

<sup>1</sup> A son of Col. Israel Shreve, who commanded a regiment of New Jersey troops in the Continental line in the war of the Revolution, and who, after the close of the war, emigrated from that State to Fayette County, Pa., locating in what is now the township of Perry, on lands purchased by him from Gen. Washington.

Livingston, United States marshal of that district, who notified the engineer in charge that he (Livingston) and Robert Fulton had the exclusive right to navigate the waters of Louisiana with steamboats, and they would not permit that right to be infringed. But the master of the "Dispatch" pleaded ignorance of that fact, and promised to leave Louisiana and not return, upon which he was permitted to depart with the boat without prosecution.

But it would appear that they did not live up to the agreement, for the journal says they "then took in freight and passengers, and started for Alexandria, at the rapids of the Red River," whence after discharging they started on the return trip to Pittsburgh. The boat was small and weak, and so made slow progress against the current of the Mississippi, though some advantage was gained by her light draft of water, on which account she "could run close in shore and around the willow banks." Arriving at the Falls of the Ohio the water was found to be low, so that the boat was hauled by a slow and laborious process up the rapids close into the Kentucky shore.

"It was late in the summer," says the journal, "when we arrived at Pittsburgh, and our trip being so long in making that we did not save any money. I acted as clerk and first engineer on the trip from Louisville to New Orleans and back to Pittsburgh. On the whole route from New Orleans to Pittsburgh we were not passed by a steamboat, nor did we meet a boat on the Ohio. There were then in existence the following boats, 'New Orleans,' 'Etna,' 'Vesuvius,' and 'Buffalo,' on the Mississippi River. I do not remember seeing any on the Ohio." And in writing of a trip which he made two years later (1818) down the Monongahela and Ohio on a flat-boat, Mr. Rogers says, "I saw no steamboat from the time I left Brownsville till I reached Louisville."

In 1825, Robert Rogers, Cephas Gregg, Abram Kimber, and others built the steamboat "Reindeer." She was built in John Cock's boat-yard, a short distance above where Mason Rogers & Co.'s flouring-mill now stands, and was launched on Christmas-day in the year mentioned. Upon her completion she was placed under command of Capt. Abram Kimber, and ran for some years on the Ohio, between Pittsburgh and Louisville, Ky.

About 1826, Abel Coffin and Michael Miller commenced the building of keel-boats in Bridgeport on an extended scale, and an almost incredible number of them were turned out by these builders. John Cock also built large numbers of them, and he as well as Coffin and Miller built some steamboats. In 1827, Mr. Cock built for James May, of Pittsburgh, the two Ohio River steamers, "Erie" and "Shamrock." Coffin and Miller built the "Reindeer" (second of that name), the "Mountaineer," the "Champion" (Capt. Thomas Sloan), and many others.

John S. Pringle (now living in West Brownsville

at the age of about seventy-five years, and who has been the builder of more boats than any other person on the Monongahela River) came to this place from the eastern part of the State in 1826. The first boat on which he worked here was the "Highlander," built by Robert Rogers, on a spot opposite the saw-mill on Water Street. John Herbertson also worked on the same vessel. In the early part of 1828, John S. Pringle built for Robert Rogers and Samuel Clarke a flat-bottomed boat called the "Visitor," which ran the following summer from Pittsburgh to Louisville, and made a remarkable success, earning two thousand dollars more than her entire cost during that one season, and was then sold at two thousand dollars advance on her cost. The success of this boat caused the building of others of similar construction by Mr. Pringle. He established a boat-yard where Mrs. William Cock now lives. There he built a great number of steamers and other river craft, continuing in the business at that place till 1843, when he purchased from Ephraim Blaine the site of his present yard in West Brownsville. It is stated that Mr. Pringle has built at his yards on both sides of the river more than five hundred steamboats, besides a great number of barges and other small craft. He has not unfrequently had three or four steamer hulls on the stocks at one and the same time. The largest boat ever built by him was the "Illinois," three hundred and eight feet long and seventy-two feet beam, which was floated down the river on high water to Pittsburgh to receive her engines. Mr. Pringle built the first tow-boat on the river, the "Coal Hill," and afterwards built twenty-five more of the same model and construction.

#### MANUFACTURING ESTABLISHMENTS.

##### THE OLD "BRIDGEPORT STEEL-WORKS."

In or about the year 1810 Morris Truman with his three sons,—Morris, Jr., Joseph, and James,—all Quakers, came from Philadelphia to Bridgeport, where they erected and put in operation works for the manufacture of steel, where James Aubrey now lives. They afterwards built also a machine and engine-shop where is now the brick house of Mr. Dougherty. The precise date of the starting of the steel-works is not known, but that they were in operation in the early part of 1811 is shown by a communication found in the "Pittsburgh Magazine Almanac" of that year, and of which the following is a copy :

"CROSS CREEK, July 1, 1811.

"MESSRS. PRINTERS:

"I have been accustomed to making various kinds of edge tools for forty years, and have no hesitation in pronouncing the steel made by Morris Truman & Co. equal to any imported or made elsewhere.

"J. MARSHALL."

In the same Almanac for the year 1813 it is mentioned that "the steel manufactory of Morris Tru-

man, which was started about eighteen months since, is doing well, and is capable of furnishing seventy tons of good steel annually." The steel-works were abandoned about the year 1825. From their machine-shop the Messrs. Truman turned out the engines of the "Reindeer," the "Mountaineer," and other steamers, and did an extensive business in that line. They were men of education and of great mechanical ability. Morris (Jr.) and Joseph Truman were bachelors, James was a justice of the peace for some years, and all of the three brothers were at times members of the Borough Council. They died in Bridgeport, where many years of their lives were spent.

#### THE BRIDGEPORT GLASS-WORKS.

The old glass-works in Bridgeport were built and put in operation in 1811<sup>1</sup> by a joint-stock company, composed of John Troth, Henry Minehart, Isaac Van Hook, and their associates. The works embraced a main building about fifty-five feet square, and several smaller buildings near it, all located on the lots afterwards occupied by the distillery of John Hopkins, and still later owned by Edward Toynbee.

The company and their successors continued the manufacture of glass with varying success till about 1840. The works were rented for some years by Benedict Kimber, who was very successful, accumulating a small fortune, which, however, he afterwards lost in the building of boats. After his failure he again ran the glass-works, but was not as successful as before, and finally the works ceased to be used for their original purpose. On the 4th of May, 1847, Samuel B. Page transferred to the borough "the four lots formerly held by the Bridgeport Glass-Works," for which he was released from all borough taxes for the period of ten years.

#### THE BRIDGEPORT MANUFACTURING COMPANY'S COTTON-FACTORY.

The formation of this company and the erection of its cotton-factory in Bridgeport nearly seventy years ago was promoted by the representations of Daniel French, who came here from Philadelphia about the year 1811, and advocated his industrial schemes with so much enthusiasm that the people were induced to subscribe liberally to enterprises for manufacturing and steamboating, as has been narrated on preceding pages in an extract from the journal of Robert Rogers.

The date of the commencement of work in the erection of the cotton-factory has not been ascertained, but that it was before 1814 is shown by the following extract from the "Pittsburgh Magazine Almanac" for that year, referring to Bridgeport, viz.: ". . . There is also a large cotton-manufactory building, in which

they intend to use steam-power;" and also from an advertisement by the company's manager, dated "Bridgeport, August 15, 1814," and found in a newspaper of that time. It announces to the public that "the factory is nearly ready to go into operation, which will be drove by steam, where we intend keeping a constant supply of cotton yarn of various descriptions, which we will sell at the most reduced prices. And, in addition to the above, we have two new wool-carding machines with first-rate cards, and having engaged an experienced carder, we hope, from our determined intentions to do our work with neatness and dispatch, and at the usual prices, to merit a share of the public patronage. (Signed) Enos Grove, Manager of the Company."

The factory building was of stone, about fifty by one hundred feet in ground dimensions, and four stories high. It was completed at about the time above indicated, but for some reason which does not appear the company was not incorporated until 1816.

An act of the Legislature, approved February 8th in that year, incorporates "The Bridgeport Manufacturing Company, . . . for the purpose of manufacturing cotton and woolen goods, and who have erected an establishment for that purpose in the Borough of Bridgeport, in Fayette County;" the capital stock not to exceed \$200,000, in shares of \$500 each. The incorporators were John Krepps, James Tomlinson, Elisha D. Hunt, William Griffith, John McClure Hezlip, Morris Truman, and Enos Grave.

The factory had been started with great expectations some time prior to the incorporation of the company. "And when they were ready," says Mr. Rogers' diary, "no one being experienced in running factory or steamboats, neither enterprise made any money, but ran in debt, and the factory was sold by the sheriff." After being operated for a time by Mr. Grave for the company, it was run successively by James Meek, of Greene County, James Hutchinson, Robert Burke, and others. After years of unprofitable attempts to run it for the purpose for which it was built it was abandoned as a cotton-factory, and then, after some years of disuse, it was occupied as a carriage-factory. Finally it was destroyed by fire, and so ended the cotton-factory enterprise of Bridgeport.

#### FRIENDSHIP PAPER-MILL.

A paper-mill, named as above by its proprietors, Zephaniah Carter and Solomon G. Krepps, was built by them on Water Street, Bridgeport, and put in operation in 1832. Before the business had become firmly established Krepps died, and his interest in the mill was sold to Robert Clarke, whose advertisement, announcing the purchase, and the continuance of the business under the new proprietorship, also expressing his regret that an enterprise which gave such good promise of success should have been checked so soon after its commencement by the death of Mr.

<sup>1</sup> The date is fixed by the following mention of the concern, found in the "Pittsburgh Magazine Almanac" for 1813, viz.: "The Bridgeport Glass Company got in motion in October, 1811, a glass-works for the making of all sorts of green glass," etc.

Krepps, is found in the *Washington Examiner*, dated November, 1833. The paper-mill continued in operation for a number of years, but finally the business was abandoned, and the building sold, in 1857, to Mason Rogers & Co., who converted it into a flouring-mill, which is still operated by them.

#### FOUNDRIES AND MACHINE-SHOPS.

The first machine-shop of Bridgeport was that of Daniel French, who (as has been already mentioned in an extract given from the journal of Robert Rogers) came from Philadelphia to the mouth of Dunlap's Creek about the year 1811. He was a man full of mechanical ideas, and a practical machinist. Mr. James L. Bowman, in an article written for and published in the *American Pioneer* in 1843, said, "The facility of obtaining iron and the abundance of bituminous coal for working it caused the establishment of various manufactories in this section. Among them we may name that of a steam-engine shop, under the direction of Daniel French, in Bridgeport, from which emanated an engine which was put on board the hull of the steamer 'Enterprise' in 1814." The engine of the "Dispatch," twin-boat with the "Enterprise," was built in the same shop. Mr. French was the inventor of the oscillating cylinder for engines. He left Bridgeport about 1820, and went to Jeffersonville, Ind., where his sons became extensive boat-builders, and where he was still living in 1872.

Between 1825 and 1830, John Krepps, and others associated with him, started a foundry where now is the residence of Thomas Cock. While run by them the foundry was under charge of William Cock as foreman. Afterwards he ran it on his own account; then it was rented by him to Culbertson & Rowe, who carried it on for two or three years, and in 1835 it was rented by John Snowdon, who had taken the contract to furnish the castings for the iron bridge then about to be built across Dunlap's Creek. The metal was furnished by the government, and the castings were made in the old foundry by the contractor, Snowdon. This was the last casting done at these works.

The present foundry and machine-shop business of Herbertson & Co. was started in 1838 by John Herbertson and Thomas Faull, the former having been the superintendent of Snowdon's foundry when the castings were made for the Dunlap's Creek bridge. The mason-work of the Faull & Herbertson foundry was done by Thomas Butcher. In 1842 the partnership between Herbertson and Faull was dissolved, the former continuing the business. The establishment was at first but a small one, but extensions and improvements have been made from time to time, and the manufacture of machinery has been added to the original foundry business, until the works have been brought to their present capacity. A specialty is now made in the manufacture of marine and sta-

tionary engines. The present firm of Herbertson & Co. is composed of John Herbertson, G. S. Herbertson, W. H. Herbertson (the latter two sons of John Herbertson), W. H. Ammon, and A. C. Cock.

Faull's foundry, located between Water Street and the river, and above the Monument Mills, was started by Thomas Faull soon after he retired from the partnership with John Herbertson. His son now carries on the business.

#### THE MONUMENT MILLS.

These mills are situated on Water Street, Bridgeport, on the eastern bank of the Monongahela River. The building was erected in the year 1832 by Zephaniah Carter and Solomon G. Krepps, and by them and others operated as a paper-mill for a number of years. In 1857 it was purchased by Mason Rogers & Co., and converted into a merchant flouring- and grist-mill, and it is still running on that work. The motive-power of the mill is a forty horse-power steam-engine, which drives three run of stones. The mill has a capacity of about forty barrels of flour per day.

#### PROSPECT MILLS.

These flouring-mills, owned and operated by W. H. Miller, are located on Dunlap's Creek, about three-fourths of a mile above and outside of the borough limits, yet they properly belong with the manufacturing industries of Bridgeport. The Prospect Mills are on or very near the site of the ancient grist-mill built by Rees Cadwallader before the commencement of the present century. After Cadwallader, the property passed to other hands, and was at one time owned by Rogers & Truman, by whom it was sold to William Miller. The old dam, originally built by Cadwallader, was used for the later mills until within a few years, when a new one was built by Mr. Miller, father of the present proprietor of the mills.

#### VALLEY MILLS.

The flouring- and grist-mills known by the above name are located on Dunlap's Creek, a short distance below and within the borough line, and were built in 1834 by Samuel G. Krepps, who operated them for many years. Subsequently the property passed through several hands, and in 1867 was purchased by Eli Leonard, who ran the mills for about ten years. They are now owned and operated by Snyder & Crispin.

#### SAW-MILLS.

The saw-mill of Harvey Leonard is on Dunlap's Creek, at the point where the borough line strikes that stream, a short distance above the Valley Mills, and at or very near the spot where Jonah Cadwallader's saw-mill stood in 1814 (the descriptions of the lines of the boroughs of Bridgeport and Brownsville, erected in that year, making "Jonah Cadwallader's mill-dam" a point of departure from Dunlap's Creek). The water which is used to propel both Leonard's

saw-mill and Valley Mills, below it, is still taken from the creek at the place where Cadwallader erected his mill-dam seventy years ago.

The saw-mill and planing-mill of Gibbons, Wood & Crumlow, situated on Water Street and Cherry Alley, is one (and by no means the least important) of the industrial establishments of Bridgeport.

#### THE MEDICAL PROFESSION IN BRIDGEPORT.<sup>1</sup>

Dr. Jesse Pennel was born of Quaker parents in Philadelphia, Sept. 5, 1772. He received a liberal education, afterwards studying medicine and attending lectures in the Medical Department of the University of Pennsylvania. A certificate, of which the following is a correct copy, is still possessed by his daughter, Miss Susan Pennel, of Pittsburgh:

"This is to certify that Jesse Pennel hath attended a course of my lectures on the Institutes of Medicine, and on Clinical Cases, with diligence and punctuality.

"BENJN. RUSH, M.D.,

*"Professor of the above branches of Medicine in the University of Pennsylvania.*

*"PHILADELPHIA, 24<sup>th</sup> February, 1792."*

Dr. Pennel was married to Miss Hannah Grubb, of Winchester, Va., at which place the two resided for one year, when they moved to Bridgeport in 1795, where he practiced his profession the remainder of his life. On the 5th of February, 1819, Dr. Pennel died of typhus fever, which at the time was epidemic in the county. He was a consistent member of the Society of Friends up to the time of his death, as was also his wife. Miss Susan Pennel, his daughter, and Mrs. John A. Murphy, a granddaughter, both residents of Pittsburgh, Pa., are his only surviving descendants.

Dr. Henry William Stoy was born in Lebanon, Pa., Sept. 7, 1784. He was the son of Dr. Henry Wilhelm Stoy, a native of Germany, who emigrated thence to Lebanon County, Pa., some years previous to the birth of his son. There he practiced medicine and officiated as minister of the gospel for a considerable time. Dr. Stoy was educated in Lancaster, Pa., and studied medicine with Prof. Baker, of Lancaster. He came to Bridgeport in 1817, where he engaged in the practice of his profession, remaining until 1822, at which time he went to Greensburg, Westmoreland Co., but in 1832 returned to Bridgeport, where he continued to follow his profession until 1852, when he removed to Shinston, Harrison Co., Va., and died there Feb. 2, 1858. He continued in active practice up to within three months of his death. Dr. Stoy was twice married,—in 1814 to Katharine E. Cook, who died in 1824, leaving five children; in 1826 he was married to Eleanor M. Watt, who died in 1852, leaving also five children. While in Bridgeport he enjoyed the esteem and confidence of the community, and maintained an extensive prac-

tice. In politics he was an ardent and enthusiastic Democrat; he was also an active member of the order of Freemasons for fifty years preceding his death. His surviving descendants are Capt. William H. Stoy, the well-known professor of music; Mrs. Dorothy A. Kimber, of Oil City, Pa., and Mrs. Charlotte Reese, of Pittsburgh, Pa.

Dr. Thomas G. Lamb was born in Connellsville, Fayette Co., Pa., in 1796; studied medicine with Dr. Moore, of Connellsville, and in the Medical Department of the University of Pennsylvania, at Philadelphia. He came to Bridgeport and engaged in the practice of his profession in 1820, continuing in active business until 1836, in which year his death occurred. He was married Jan. 27, 1822, to Sarah W., daughter of Dr. Jesse Pennel. He was a man of active habits and dignified presence. In religion he was a Quaker, having a birthright in the Society of Friends.

Dr. Caleb Bracken was born in 1804 in Washington County, Pa., about three miles up the Monongahela River from Bridgeport. In 1826 he came to Bridgeport and engaged in the practice of medicine, remaining until 1836, when he removed to Belmont County, Ohio, where he engaged in agricultural pursuits and died in 1877. Dr. Bracken was a consistent member of the Society of Friends, being a preacher in that religious denomination. While practicing medicine in Bridgeport he was also the proprietor of a drug-store, and at the same time followed the business of brewing beer on the premises now owned by James Miller, Esq. The doctor was evidently a gentleman of considerable versatility of character.

Dr. Abraham Stanley was born in the neighborhood called Cedar Creek, Hanover Co., Va., Aug. 30, 1804. In early life he taught school in Ohio, then the far Northwest. He studied medicine in the office of Dr. Pettit, of Columbiana County, Ohio, and spent one winter at the Cincinnati Medical College. He came to Bridgeport in 1836, purchased the drug-store of Dr. Bracken, and at the same time began the practice of his profession. The drug business proving unremunerative was soon abandoned, and the remainder of his business life was devoted steadily to his professional duties. Soon after his arrival in Bridgeport he was married to Lydia, daughter of Eli Haines. He was a prominent member of the Society of Friends, occupying an important position in the councils of that body; he was also, like most of the Quakers of the North, a strong Abolitionist, taking an active and heartfelt interest in all that pertained to the abolition of negro slavery in the United States. He was a number of times importuned by his friends and influential persons in the community to permit his name to be used as a candidate for Congress on the Anti-Slavery ticket, but always peremptorily declined. He was appointed by the State authorities a manager of the House of Refuge for Western Pennsylvania, which position he held with credit for several years. In private life he was kind and urbane,

<sup>1</sup> By W. S. Duncan, M.D.

charitable to the extent of his means, and universally respected wherever known. While returning from Harrisburg, where he had been on business connected with the House of Refuge, he met with a railroad accident, from the effects of which he died in the summer of 1856, leaving no children. He was a member of the Fayette County Medical Society.

Mathew Oliver Jones, M.D., was born of Quaker parents in Southampton County, Va., on the 1st day of May, 1822. In early childhood he emigrated with his parents to the State of Ohio, and studied medicine in the office of Dr. Flanner, in Mount Pleasant, Jefferson Co., Ohio, attending one term of medical lectures in the Medical Department of the University of Pennsylvania during the winter of 1841-42. In December, 1843, he came to Bridgeport, forming a partnership with Dr. A. Stanley in the practice of medicine. In the autumn of 1849 he returned to the University of Pennsylvania, where the degree of M.D. was conferred upon him in March, 1850. He remained in Bridgeport, devoting his entire attention to the study and practice of his profession, until the spring of 1861, when he removed to the city of Pittsburgh, where he now resides, enjoying a large practice and an honorable position in his profession. On the 29th of April, 1851, he was married to Margaret C., daughter of Capt. Elisha Bennett, of Bridgeport, by whom he had two children, a son and a daughter. The son, Dr. W. W. Jones, is now engaged in the practice of medicine in Allegheny City, Pa. The daughter remains with her father. In 1844, Dr. Jones assisted in organizing the first medical society in Fayette County, which, however, was short-lived. He is the author of a paper on the causes and treatment of vomiting during pregnancy, which not only attracted much attention among the profession in this country, but was extensively published in the medical journals of England and other European countries. He is a member of the Allegheny County Medical Society, also of the Medical Society of the State of Pennsylvania, and of the American Medical Association. In politics he was an old-time Abolitionist, and is now a Republican. His religion is that of the Society of Friends.

Dr. James B. Grooms was born July 22, 1827, at Carmichael's, Greene Co., Pa. He was educated at Greene Academy, in Carmichael's; studied medicine in the office of Dr. John Whitsett, at Washington, Pa., attending the lectures in Cleveland Medical College in the winter of 1852-53. He began the practice of medicine in his native town in 1853, continuing there until the latter part of 1862, when he entered the army as a member of the Ringgold Battalion, which was afterward a part of the Twenty-second Pennsylvania Cavalry. He served in the army three years, part of the time as assistant surgeon, and located in Bridgeport in 1866, where he has since remained, engaged in the practice of his profession. Dr. Grooms is the inventor of the first

repeating rifle that was ever successfully operated in the United States, and for which he obtained a patent in 1855. The rifle was tested satisfactorily, in the presence of officers of the army and navy, the same year, in Washington City. Owing to unexpected business arrangements the invention was for some time neglected, the manufacture of the rifle being postponed until others, profiting by the doctor's invention, brought the improvements they had made thereon before the public and the government, after which no further attention was given to the original invention. In 1858 he also took out letters patent for a rotary steam-engine. The principle involved in this invention has since come into extensive use in the manufacture of steam fire-engines and steam-pumps. The doctor, although the first to apply successfully the valuable principles involved, has, like many other inventors, failed to reap any pecuniary benefit from his labors. He is a member of the Fayette County Medical Society; also of the Methodist Episcopal Church.

William Stevens Duncan, M.D., son of Thomas Duncan, and grandson of Dr. Benjamin Stevens, one of the earliest medical practitioners of the county, was born in Bridgeport, May 24, 1834, and educated at Mount Union College, Stark Co., Ohio. He began his medical studies in 1855, in the office of Dr. M. O. Jones, then of Bridgeport; matriculated in the University of Pennsylvania, and received the degree of M.D. from that institution in March, 1858. The same year he formed with his preceptor a partnership in the practice of medicine, which was terminated in about two years and a half by the removal of Dr. Jones to the city of Pittsburgh. He has been actively engaged in professional pursuits up to the present time, still occupying the same office in which his first prescription was written. He served as a volunteer surgeon at Gettysburg, and was captured by the Confederates, but managed to escape. In 1869 he was instrumental in securing the reorganization of the County Medical Society, which had not held a meeting for twenty-five years, being elected its president. In 1871 he went to San Francisco, Cal., to attend a meeting of the American Medical Association. Besides various articles on miscellaneous subjects, published in newspapers and magazines, he is the author of the following scientific papers, viz.: "Malformations of the Genito-Urinary Organs," "Belladonna as an Antidote for Opium-Poisoning," "Medical Delusions," "Reports of Cases to State Medical Society," 1870-72, "Iliac Aneurism Cured by Electrolysis," 1875, "The Physiology of Death," and various reports published in the "Transactions of the State Medical Society." He is a member of the Fayette County Medical Society, the Medical Society of the State of Pennsylvania, the American Medical Association, the Rocky Mountain Medical Association, and an honorary member of the California State Medical Society.



James R. Nelan, M.D., was born in Luzerne township, Fayette Co., on the 10th of September, 1851; educated at Waynesburg College, Greene Co., Pa.; studied medicine under the tutorage of Dr. Duncan, of Bridgeport, and received the degree of M.D. in the Medical Department of the University of Pennsylvania in the spring of 1877, the subject of his graduating thesis being "Nervous Influence." In the same year he began the practice of his profession in Bridgeport. He is a member of the Fayette County Medical Society and the Medical Society of the State of Pennsylvania; has served several years faithfully as a director of the public schools, and is an active Democratic politician.

Dr. Charles Hubbs was born in New Jersey in 1767, pursued his medical studies under the direction of Dr. Benjamin Rush, of Philadelphia, and practiced his profession in Germantown, Pa., and Baltimore, Md., until 1816, when he removed to Mount Pleasant, Westmoreland Co., Pa.; came to Bridgeport in 1820, remained one year, returned to Mount Pleasant, and died there in 1847.

Dr. William G. Hubbs (of the so-called Physio-Medical School), son of Dr. Charles Hubbs, was born in Baltimore, Md., Feb. 21, 1811; studied medicine under the direction of his father and brother, Dr. N. G. Hubbs. He began the practice of medicine in Cookstown (now Fayette City), Pa., in 1830, remaining there until 1861, when he removed to Greenfield, Pa., and from there in June, 1867, to Bridgeport, where he continued to practice his profession until within a few weeks of his death from typhoid fever, April 6, 1881.

John Allen Hubbs, M.D., son of Dr. W. G. Hubbs, was born in Fayette City, Pa., Feb. 13, 1840. He studied medicine under his father and Dr. J. R. Nickel; attended lectures in the Physio-Medical College at Cincinnati, Ohio, in 1855-56, and the winter of 1856-57; practiced in partnership with his father at Fayette City until he attended another course of lectures in the Physio-Medical Institute at Cincinnati, Ohio, from which institution he received the degree of M.D. in February, 1860, when only twenty years of age. He practiced his profession in Fairview, Greene Co., Pa., until 1867, when he came to Bridgeport, where he has since been engaged in practice, also in the drug business. He takes an active interest in the affairs of the town, and has served several years as a member of the Borough Council.

#### PUBLIC-HOUSES.

The earliest tavern stand in Bridgeport was the old red house that stood on the corner of Water and Bridge Streets. In that house Isaac Kimber opened a tavern in the year 1814. After Kimber, its landlords were Robert Patterson and others. Another early tavern was opened by John Nelan about 1818, at the place where now is the residence of Burnet Mason. Little beyond these facts has been learned

in regard to these old taverns. Bridgeport has never had many public-houses, the greater part of the business of the vicinity in that line in the palmy days of the National road and of Western emigration being done on the other side of the creek in Brownsville. The principal hotel of Bridgeport at the present time is the "Bar House," kept by Matthew Story on the site where Kimber opened the first tavern of the place in 1814.

#### FIRE APPARATUS.

On the 29th of November, 1842, the Council of Bridgeport, in accordance "with the will of the people, expressed at a town-meeting called for the purpose," subscribed one hundred dollars for the purchase of a fire-engine for the use of the borough. Afterwards the sum of two hundred and fifty dollars was subscribed by citizens, when, as one hundred dollars more was necessary, that additional amount was subscribed by the Council. An engine was then built for the borough by Faull & Herbertson, and a company was raised and organized to take charge of and work it. The subsequent history of Bridgeport with regard to the extinguishment of fires has been the same as that of Brownsville. Fire companies have been raised from time to time, and have as often gone down and disbanded, and at the present time Bridgeport, like Brownsville, is without a fire department or any effective means of preventing serious disaster to the borough from the ravages of fire.

#### NATIONAL DEPOSIT BANK OF BROWNSVILLE.

This institution (located in Bridgeport notwithstanding its name and style) was organized in 1872 as a State bank, named the Deposit and Discount Bank of Brownsville, with Dr. W. Cotton as president, and O. K. Taylor, cashier. The bank commenced business in the building at present occupied by it on the 1st of April in the year named. In 1873 it sustained severe losses, from which it recovered only after several years of successful business. In April, 1880, it was reorganized under the national banking system, with its present name and a capital of \$50,000. It is now in a prosperous condition and has the confidence of the community. The present (1881) officers of the institution are: Directors, Dr. W. Cotton (president), Joseph S. Elliott (vice-president), William H. Miller, Samuel Thompson, Joseph Farquar, O. K. Taylor (cashier), E. H. Bar, Dr. S. S. Rogers, Jeremiah Baird.

#### SCHOOLS.

For some years after small schools had begun to be taught at irregular intervals in Brownsville, Bridgeport had none, and consequently during that period such of the scholars of the last-named place as attended school at all were compelled to cross Dunlap's Creek to do so. The first schools of Bridgeport were opened under the auspices of the Friends who lived there, and the earliest teacher of whom any knowledge can be gained at the present day was Joseph



Oxley, a Quaker, and a man of no little fame as a mathematician, who taught in a building that stood near the site of the grist-mill of Mason Rogers & Co. Another very early teacher was Eli Haynes.

Joshua Gibbons, now living in Bridgeport, but retired from active life, has been a resident of the county for seventy years, of which fully sixty years have been spent by him in educational employment, teaching every year except when serving as county superintendent of schools, which office he filled for four terms of three years each, commencing as the first superintendent of the county, under the school law of 1850. Two of his sons, James W. and Henry, are also successful teachers. Another son, Rev. H. O. Gibbons, is pastor of a Presbyterian Church in Philadelphia, and a daughter married the Rev. Robert Fulton, of Baltimore, Md. This digression is thought to be excusable in making honorable mention of a man who has labored as long and faithfully in the cause of education as has the veteran teacher and school officer, Joshua Gibbons, of Bridgeport.

Not only were the Quakers of Bridgeport the first to open a school in the town, but the fact is also to be recorded that the first building erected here especially as a school-house was built by members of the Society of Friends, on their grounds on Prospect Street. One of the teachers in this old stone house was Eli Haynes, above mentioned.

The earliest reference to a school-house found in the borough records of Bridgeport is under date of Jan. 1, 1815, being a mention of the amount to be paid "to Israel Gregg for the expense of purchasing a lot and building a school-house on Second Street, and to procure a Deed and have it executed on behalf of the Corporation." The school-house here referred to was on the 29th of May, 1823, rented by the Council to John Stump for the term of three months, to be used for teaching a "subscription school," and on the 8th of September in the same year the borough school-house (without doubt the same building referred to above) was rented to Charles Van Hook for the term of six months.

March 25, 1824, the school-room was rented to James Reynolds for three months; but on the 21st of April following he declined using it, and resigned the privilege which had been granted to him. Three days later, Joel Oxley "requested the privilege of the use of the School-House as a school-room for two years from the first day of May next," and on this application "the Burgess was directed to lease the same to Joel Oxley for the above term, reserving the customary privileges of the Council, and to the Methodists as a Meeting-House."

Oct. 8, 1828, "Major King and James Reynolds applied for the use of School-House," and the privilege was granted to Reynolds.

Under the public school law of 1834, the courts of the several counties in the State appointed school directors for each township district. At the January

term of Fayette County Court, in 1835, Caleb Bracken and Joshua Wood were appointed as such officers for Bridgeport. On the 15th of June following the Borough Council took action, ordering a tax of twenty-five cents on the \$100, to be levied for the use of common schools, in addition to the tax levied by the county commissioners for that purpose. Aug. 13, 1835, the township of Bridgeport complied with the requirements of the law, and so notified the county treasurer. The amount of money received from the State in that year for school purposes in Bridgeport was \$39.78; received from the county of Fayette, \$79.56.

On the 6th of May, 1837, the Council took into consideration the question "of erecting a building on the west end of the Market-House, to answer the double purpose of a Town Hall and School-House for the Borough," and a committee was appointed to act with the school directors in the matter, the Council agreeing to pay \$200 towards the erection of the building. The committee contracted (June 6, 1837) with Joel Armstrong to build the hall and school-house, and on the 23d of April, 1838, the Council transferred the school-house and lot to the school directors.

In this old building the schools of the borough were taught until they were transferred to the present Union school-house, which was built in 1852-53, on a lot which was purchased for \$400, located on Prospect Street, and being part of the grounds occupied by the old Friends' meeting-house. The cost of the Union school-house was \$2948.90, and of the furniture and fixtures, \$1150.85; making, with the cost of the lot, a total of \$4499.75. From November, 1854, the old stone school-house was used for the schooling of colored pupils until 1875, when it was demolished and a new brick school-house erected on its site.

The schools of the borough are now under charge of Thomas S. Wood, principal, who is assisted by seven teachers. The whole number of scholars is two hundred and seventy-six. Total receipts for the year for school purposes, \$2965.67; expenditures, \$2631.77. Valuation of school property, \$10,000.

The present (1881) board of school directors is composed as follows: W. S. Duncan, president; William H. Miller, William Cock, Daniel Delaney, James Reynolds, and Jesse H. Bulger.

Following is a list of persons whose names appear on the records as having been elected to the office of school director in Bridgeport since the commencement of the operation of the school law of 1834, viz.: 1835, Caleb Bracken, Joshua Wood, "reported Aug. 13, 1835;" 1836, Tilson Fuller, Thomas Duncan; 1856, R. W. Jones, S. B. Page; 1857, Benjamin Leonard, John W. Porter, Dr. M. O. Jones, Thomas Duncan; 1867, O. C. Cromlow, Thomas Duncan; 1870, Edward L. Moorehouse, Daniel Delaney; 1874, William H. Miller, C. W. Wane; 1875, Daniel Delaney,

O. R. Knight, G. W. Springer; 1876, Jesse H. Bulger, John S. Wilgus; 1877, William Patterson, William J. Porter; 1878, James Reynolds, William S. Duncan; 1879, Daniel Delaney, James Blair, William Cock; 1880, J. H. Bulger, W. H. Miller; 1881, James Reynolds, W. S. Duncan.

#### RELIGIOUS HISTORY.

##### FRIENDS' MEETING.

In the early period, before 1820, the members of the Society of Friends in Bridgeport outnumbered those of all other denominations, and their meetings for divine worship were held here many years before any other churches were organized in the place, beginning as early as about the year 1790. For a few years they met in private dwellings. On the 28th of February, 1799, a lot of three acres of land was purchased from Rees Cadwallader, and soon afterwards a meeting-house was built upon it. It was a stone building, low, but nearly or quite one hundred feet in length. Some years afterwards, when the Hicksites seceded from the regular congregation, this old meeting-house was partitioned across in the middle so as to accommodate both meetings. This was continued for some years, but gradually, by reason of removals and the death of members, the congregation became reduced in numbers, and finally religious worship after the manner of the Quakers ceased to be held in Bridgeport.

Besides the old stone meeting-house built by the Friends on the lot purchased from Rees Cadwallader, they also built on it a stone school-house (the first school-house in Bridgeport), and set apart a portion of the ground for a burial-place. Upon the lot purchased by the Friends from Cadwallader there now stand the residences of William Miller, Eli Cock, and Richard Swan, and the Union school-house of the borough.

##### SECOND METHODIST EPISCOPAL CHURCH OF BROWNSVILLE.

This church, although located in Bridgeport, received and has retained its designation as "of Brownsville" from the fact that it was an offshoot from the church of Brownsville, its original members being from the membership of that church. The date of the Bridgeport organization has not been ascertained, but it is certain that it was as early as or prior to the year 1833. Before that time, for many years, the Bridgeport members of the Brownsville Church had been accustomed to hold meetings for religious worship in the stone school-house on the hill in Bridgeport. In 1833 they purchased from Ruth Jones lot No. 54 of the Bridgeport plat, situated on Second Street, for \$230, and that lot was accordingly conveyed by the grantor to Joseph Reynolds, Adolph Merchant, Charles McFall, Thomas Gregg, and Edmund Draper, trustees for the Second Methodist Episcopal Church of Brownsville. On this lot in 1834 a church edifice was built, thirty-five by fifty-

five feet in dimensions, and costing about \$2000. Its location was opposite the site of the present church.

In that first church building the congregation worshipped for thirty years. Before the end of that time it was thought necessary to build a new edifice, and arrangements were made to erect one, but a consideration of the high prices prevailing during the war of the Rebellion caused it to be delayed. The new house was, however, completed in 1866, at a cost of about \$12,000, and was dedicated by the Rev. William Pershing of Pittsburgh. The Rev. Charles W. Smith was at that time pastor of the church.

Among the preachers who have ministered to this church during the past twenty-two years have been the Revs. Artemus Ward (1859), J. W. McIntyre, Charles W. Smith, J. J. Hayes, J. R. Mills, S. W. Horner, C. W. Scott, Homer Smith, John C. Castle, T. N. Eaton, and Charles Cartwright, the present (1881) pastor. The church now numbers two hundred and seventy-five members. In connection with it is a Sabbath-school, having an attendance of about three hundred, under the superintendency of J. Well Porter.

##### METHODIST PROTESTANT CHURCH.

This church was organized in Bridgeport in 1830 by the Rev. William Collins, who was its first preacher. In the following year a stone building was erected as a house of worship on lot No. 46, which was at that time bargained to the trustees of this church, but was not transferred by deed until Oct. 16, 1849. The location was on the side of the hill, where the residence of James Kidnew now stands. This old church edifice was used by the society until 1866, when the building of the Wesleyan Methodists was purchased. The old meeting-house was then sold, and the Wesleyan building has since that time been used as the Methodist Protestant house of worship.

The Rev. William Collins, above mentioned as the organizer of this church, was succeeded by the Rev. John Lucas, since whose time there have been a great number of preachers serving the congregation, among whom are recollected John Wilson, George Hughes, William B. Dunlevy, and Zachariah Ragan in the old church, and the Revs. Stillwagon, Caruthers, Mark Taylor, J. Simpson, and Henry Lucas since the occupation of the house purchased from the Wesleyans. The Rev. Henry Lucas is the present preacher in charge. The church now numbers fifty members.

##### WESLEYAN METHODIST CHURCH.

The date of the organization of this church has not been definitely ascertained, but it is known that it was in existence some years prior to 1848, at which time it had a membership of about seventy-five, and in which year also its meeting-house (the same which is now the Methodist Protestant house of worship) was erected. During its existence the church was served by the Revs. — Smith, John P. Bedker,

Lyell, Laughead, Tolgen, Planet, McBride, and A. D. Carter, who was the last of its preachers. At about the close of the war of the Rebellion the society disintegrated, and their church edifice was sold to the Protestant Methodists as before mentioned.

Concerning the African Methodist Episcopal and the African Zion Wesleyan Methodist Churches of Bridgeport little information has been obtained beyond the fact that the trustees of the former organization purchased, on the 13th of June, 1840, from Robert Patterson, for the consideration of forty dollars, lot No. 136, on Cadwallader Street, for church purposes, and that the trustees of the Wesleyan Church (which is not now in existence) purchased lot No. 130 from Lucinda Tucker on the 4th of March, 1840. More extended sketches of these churches were requested from, and promised by, the Rev. Benjamin Wheeler, but they have not been received.

#### CUMBERLAND PRESBYTERIAN CHURCH.<sup>1</sup>

In February or March, 1832, two ministers of a new denomination, known as the Cumberland Presbyterian, came to the town of Brownsville. The names of these preachers were Alfred M. Bryan and Milton Bird. Both came from what was then the far Southwest. The church they represented had been organized in Tennessee about twenty years before, and had already in the West grown into a denomination of strength and influence. About the beginning of the century a great religious revival had been kindled in many of the Presbyterian Churches in Kentucky and Tennessee, in the region then known as the Cumberland country. This revival continued for ten years, and the whole aspect of society in that region was affected by it. New life was imparted to the church, and Christian truth acquired new power over the hearts and lives of many. Growing out of this revival certain questions sprung up which brought disagreement, and out of these questions grew the hopeless breach which caused the formation of a new and independent Presbytery in February, 1810, and finally of the Cumberland Presbyterian denomination.

In the spring of 1831 this new church held its General Assembly at Princeton, Ky. A communication was laid before this body from certain ruling elders of a Presbyterian Church in Washington County, Pa., asking information about Cumberland Presbyterians, and requesting that ministers of the new church should be sent to Western Pennsylvania. In answer to this request several preachers had come to Washington County in the fall of 1831. Their preaching everywhere was attended with surprising results. Scores of anxious inquirers knelt at every service. The revival influence spread rapidly. Several congregations of the new denomination were organized in Washington and Greene Counties.

<sup>1</sup> By Rev. J. M. Howard.

The two preachers named above—Bryan and Bird—had crossed the Monongahela, and were holding a meeting at an old Methodist meeting-house four miles from Brownsville, known as Hopewell. The usual result had followed, and a great revival was in progress. At the solicitation of friends of the new movement, these two ministers came to Brownsville to spend two days. Mr. Bird preached in the forenoon of the first day at the Methodist Episcopal Church. Mr. Bryan preached in the evening. Crowds of people left their work to attend the services. A large number of "seekers of religion" crowded the altar. Next day and evening the services were held in the Episcopal Church, and even greater results followed than on the day before. Many of the leading people in the town professed faith in Christ. Some who are yet living and who still occupy prominent places in society here were among the converts. The meeting ended with these two days, and, strange to say, no effort was made to organize a church, and the fruits of the two days' revival was gathered by the other churches of the town.

The Rev. John Morgan, who about this time became pastor of the Cumberland Presbyterian Church at Uniontown, did not visit Brownsville till a good while later, but he and others still preached here occasionally. Among these early preachers the names of Le Roy Woods, S. M. Sparks, I. N. Cary, John Cary, S. E. Hudson, and W. E. Post are mentioned. As early as the year 1840 the last-mentioned minister began to hold meetings once or twice a month in an old stone building on Front Street, Brownsville (formerly the Black Horse tavern), standing on or near the lot now known as the Sweitzer property. Some time afterward the Baptists, who then had a flourishing congregation here, finished their church, which still stands on Church Street, and moved out of Masonic Hall, where they had worshiped hitherto. The Cumberland Presbyterians now rented this hall, and held services in it regularly every two weeks.

We are told that considerable success attended these efforts, but we have no record of the work until the spring of 1844. In April of that year a petition signed by a number of the citizens of Brownsville and vicinity was presented to Union Presbytery, asking that body to organize a church here. The record informs us that after Presbytery duly considered the propriety of the petition it was granted, and the Rev. S. E. Hudson was appointed to assist Rev. W. E. Post in said organization. For some reason this action was not carried out until five months later, Sept. 10, 1844. The Rev. J. T. A. Henderson was present and assisted at the organization. There are thirty names on the original roll. Josiah Waggoner and William Robbins were elected and ordained ruling elders.

Mr. Post continued his labors with the congregation thus organized until October, 1846. The growth of

the church was not rapid, the roll showing less than forty names at that date. The services were still held in Masonic Hall. From October, 1846, to April, 1847, "the congregation was furnished with preaching by supplies." Rev. J. T. A. Henderson, Rev. A. G. Osborn, Rev. A. M. Blackford, and Rev. Isaac Hague visited and preached for the congregation in this interval.

In April, 1847, Rev. Isaac Hague, now of Galesburg, Ill., took charge of the work, continuing his services till the fall of 1848. In the mean time the place of meeting had been changed from the Masonic Hall, Brownsville, to the Methodist Episcopal Church, Bridgeport.

Mr. Hague's efforts were quite successful, and in one revival meeting there were thirteen additions to the church. Removals and deaths, however, left not more than sixty in communion when he closed his labors. Mr. Hague lived in the country, and as his visits were only semi-monthly, he could not look constantly after the work as he might have done with a home in the midst of the people.

On June 23, 1847, William H. Bennett and James M. Abrams were elected ruling elders.

The Rev. A. B. Brice succeeded Rev. Isaac Hague in the fall of 1848. He preached here one-half his time till the fall of 1849. In January, 1850, he took charge of the congregation, giving his entire time to the work. Mr. Brice remained in charge of the work for six years, and during his stay "there were frequent outpourings of the divine spirit and many were brought into the church."

About the year 1850, Oliver C. Cromlow was elected ruling elder. Dr. Brice was editor of the *Cumberland Presbyterian*, the organ of the denomination in Pennsylvania and Ohio. This paper was for several years published at Brownsville, having been moved here from Uniontown.

About the close of Mr. Hague's labors it became necessary to change the place of holding the meetings, and the congregation moved to the old town hall in West Brownsville. The necessity of building a church began to be recognized, and subscriptions for the purpose were started. In the spring of 1848 a lot was secured in the upper part of Bridgeport, and a neat brick structure, one story high, forty by sixty feet, was erected. The plastering was finished in December, 1848, and the church was dedicated in February, 1849, Rev. Hiram Hunter, then pastor at Uniontown, preaching the dedicatory sermon.

The Rev. A. B. Brice, D.D., continued in charge of the church until April, 1855. His successor was the Rev. William Campbell, D.D., who also succeeded Dr. Brice as editor of the *Cumberland Presbyterian*. He continued to labor as pastor and editor till April, 1857, when he resigned the charge of the church and took the paper to Pittsburgh.

The Rev. A. J. Swain became pastor in April, 1857, continuing to labor in that capacity four years,

till April, 1861. The record shows about forty accessions in the six years following 1855. Rev. N. D. Porter succeeded Rev. A. J. Swain. This was the memorable year which marked the beginning of the great Rebellion. The work of the church was greatly retarded at the time by the prevailing excitement, but in January and February, 1862, there was an extensive revival, with one hundred and fourteen professions and nearly seventy accessions to the church. Mr. Porter was assisted in this meeting by the Rev. Henry S. Bennett, of Brownsville, and Rev. G. F. Wright, of White Hall, N. Y. The congregation afterwards continued to enjoy a good degree of prosperity, though there was no other extensive revival under Mr. Porter's ministry.

Freeman Wise had been made ruling elder in March, 1859, and that office was conferred on J. D. Armstrong in March, 1862.

Mr. Porter ceased to labor with this church in January, 1864. The congregation was without a minister until the July following, when Rev. G. W. McWhorter was called as a supply, and continued in that capacity until April, 1865. The congregation was again without a pastor until July, 1865, when "Rev. J. T. A. Henderson was called for six months," and in April, 1866, "he was called to supply the church for an indefinite period." Mr. Henderson divided his time between Brownsville and Hopewell. There had been very few additions to the church since the revival of 1862 until February, 1866, at which time, under Mr. Henderson's ministry, about thirty were added to the church.

At some time during the spring or summer of 1868 (the record does not show the exact date) Rev. J. T. A. Henderson resigned, and the congregation was again for a time without a minister. Rev. L. Axtell was next called as a supply, and continued for some months in that capacity.

About the 1st of November, 1870, Rev. J. H. Coulter took charge of the work. During the time of these frequent changes the church made little progress. In October, 1871, Mr. Coulter, assisted by Rev. A. J. Baird, D.D., of Nashville, Tenn., held a series of meetings of the most successful character. About forty were added to the church, and the work for a time received a new impetus. About the middle of June, 1872, Rev. J. H. Coulter resigned, and the congregation was without a minister until December of the same year, when Rev. J. M. Howard, the present pastor, was called. At this time there were many things to dishearten and few to encourage the friends of the struggling congregation. During the first two years of Mr. Howard's ministry here not more than a dozen joined the church, and this gain was balanced by losses by removals, dismissions, and deaths.

On the morning of the 8th of October, 1874, the church was entirely destroyed by fire, and there being no insurance on the property the loss seemed fatal to the congregation. Efforts were, however, immediately

set on foot to raise funds to rebuild, and in the spring of 1875 work was begun on the present building. The congregation secured the use of what is known as "Templars' Hall," in that part of the town called "The Neck," and the regular services were continued there. The basement of the new building was ready to occupy Feb. 20, 1876. At that time an "opening service" was held, Rev. A. B. Miller, D.D., president of Waynesburg College, preaching an appropriate sermon. Rev. Henry Melville, then pastor of the Cumberland Presbyterian Church in Uniontown, assisted in the services and preached in the evening. The new building and lot have so far cost about \$7000. The congregation still worship in the basement, but the audience-room is to be finished this year (1881). The building committee having the work in charge consists of J. D. Armstrong, Seaburn Crawford, and George L. Moore.

In February and March of 1876 an extensive revival of religion prevailed in this church. Mr. Howard, the pastor, was assisted by Rev. A. J. Swain. There were, growing out of this revival, about fifty accessions to the church. The Sunday-school had grown from about forty in 1872 to more than two

hundred, being at this time the banner school in the county.

In October, 1877, there was another extensive revival. At this time the pastor was assisted by Rev. W. S. Danley, of Carmichael's, Greene Co. More than sixty members were added to the church. In the spring of 1877 the "Murphy temperance work" had begun in this church, and a large number who had been reclaimed from intemperance joined the church during the revival in October.

In February, 1881, the church enjoyed another revival, which resulted in about one hundred professions and about fifty accessions to the church. The Rev. Samuel McBride, pastor of the Cumberland Presbyterian Church of McKeesport, and Rev. A. W. White, pastor of Hopewell Church, assisted the pastor.

In September, 1874, John S. Pringle, John Springer, and Geo. L. Moore were chosen ruling elders; these, with J. D. Armstrong, constitute the present board of elders.

The number now on the church roll is about two hundred. The Sunday-school has about two hundred, with an average attendance of one hundred and thirty. The present pastor has been here nearly nine years.