

CHAPTER XVIII.

THE POSTAL SERVICE—THE NATIONAL ROAD—THE TELEGRAPH SERVICE—THE RAILROAD SERVICE—THE TROLLEY SERVICE—THE TELEPHONE SERVICE.

The post office is the solar plexus of the community in which it is located. From it radiates the social and commercial communication of the people, and the present system of the mail service has reached that degree of efficiency that it appears little more could be desired.

In 1786 a postal service was established between Philadelphia and Pittsburgh by which mails were received twice a month. In 1789 there were but seventy-five post offices established; the length of the postal routes then being but 2,275 miles; and the gross revenue accruing to the government was \$7,510; the expenditures being \$7,560.

The receipts at the Uniontown post office for the fiscal year ending June 30, 1913, were \$68,862.46, and the annual payroll of the office is \$30,520.

The postal rates of 1792 were 6 cents, not exceeding 30 miles; 8 cents from 30 to 60 miles; 10 cents from 60 to 100 miles; 12½ cents from 100 to 150 miles; 15 cents from 150 to 200 miles; 17 cents from 200 to 250 miles; 20 cents from 250 to 350 miles; 22 cents from 350 to 450 miles and 25 cents for all over 450 miles, these rates were for single sheets; double sheets were double postage. The postal rates for 1800 were for single sheets, not exceeding 40 miles 8 cents, over 40 and not exceeding 80, 12½ cents; over 150 and not exceeding 300, 17 cents; over 300 and not exceeding 500, 20 cents; over 500 miles, 25 cents; double sheets, double postage. At this rate the postage on a single sheet to Philadelphia was 17 cents, and to New Orleans, 25 cents.

No change was made in these rates until the administration of President Polk, 1845, when the rates were reduced to 5 cents for 300 miles, and over 300 miles, 10 cents, the postage to be paid at either end of the route. By the Act of March 3, 1847, the use of adhesive stamps was authorized and stamps of the denominations of 5 and 10 cents were issued.

In 1851 the rate of postage was reduced to 3 cents for every half ounce for 300 miles, and 6 cents for greater distance within the United States. In 1853 stamped envelopes were introduced.

These envelopes contained the advertisement of a Mr. Nebitt which met with such remonstrance from the press and the people that the issue was withdrawn and others without advertisements were issued. In 1858 the prepayment of postage was made compulsory, before which time each postmaster kept a book of accounts against patrons of the office. In 1863, a uniform rate, without regard to distance, was fixed and reduced from 3 to 2 cents per half ounce, and in 1885 the rate was reduced to 2 cents per ounce. The registry system was introduced in 1855. The money order system was established May 17, 1864, which enabled the soldiers engaged in the War of the Rebellion to send their money home to their families. Postal cards were introduced in 1873. Through the efforts of Postmaster Patterson the office was raised to that of a Second Class office July 1, 1890. Free delivery by carriers was established at this office October 1, 1891, with the following as carriers: Frank M. Whaley, A. Ewing Baily, Jacob S. Miller and Charles Jackson with Charles Greene as substitute, who, upon the resignation of Mr. Miller became a regular and George Jenkins became a substitute, who upon the retirement of Mr. Greene became a regular and Clarence Crable, Edgar O'Neil and Charles E. McGill became substitutes. Joseph Johnson was appointed special delivery boy July 1, 1894.

Rural Free Delivery was established from this office November 3, 1903, with the following carriers: Route No. 1, William E. Chick, substitute, Frank Crossland; Route No. 2, William M. Cloud, substitute, Ed. Humbert; Route No. 3, Harry Hayden, substitute, John R. Hayden; Route No. 4, Charles Kerr, substitute, Morgan Kerr; Route No. 5, James F. Reed, substitute, James Frasher. This last route was soon abandoned and Mr. Reed took Route No. 1 upon the resignation of Mr. Chick.

The office was brought under the Civil Service rule in 1893; and a Sunday service was tried here as an experiment in 1898, but meeting with no demand, was discontinued.

The Parcels Post law became effective January 1, 1913, by which fourth class matter, not exceeding eleven pounds, could be sent by mail for a distance not exceeding fifty miles at from 5 cents for one pound, to 15 cents for eleven pounds; and graded up to 1,800 miles for 12 cents for one pound to \$1.32 for eleven pounds. Special stamps were issued to be used on matter sent

by parcels post which could not be used interchangeably with the ordinary postage stamp. These parcels post stamps ceased to be issued after July 1, 1913.

Samuel King, a merchant of the town, was the first postmaster, receiving his appointment from President Washington, and established the office in his store January 1, 1795.

John Cadwallader succeeded Mr. King, receiving his appointment from President Adams, April 1, 1799. He served but one year.

John Lyon succeeded Mr. Cadwallader, receiving his appointment also from President Adams, April 1, 1800.

Thomas Collins succeeded Mr. Lyon, receiving his appointment from President Jefferson April 1, 1802.

John Campbell succeeded Mr. Collins, receiving his appointment from President Jefferson November 18, 1807. Mr. Campbell held the office for thirty years, lacking one month, the longest tenure in the history of the office.

Matthew Irwin succeeded Mr. Campbell, receiving his appointment from President Van Buren, October 20, 1837.

William McDonald succeeded Mr. Irwin, receiving his appointment from President Tyler, July 13, 1841. Owing to dissatisfaction in the mail service he was relieved from the office.

Daniel Smith succeeded Mr. McDonald, receiving his appointment from President Tyler, May 19, 1843.

Armstrong Hadden succeeded Mr. Smith, receiving his appointment from President Polk, May 5, 1845.

John F. Beazell succeeded Mr. Hadden, receiving his appointment from President Taylor, May 13, 1849.

Armstrong Hadden succeeded Mr. Beazell, receiving his appointment from President Pierce, April 19, 1853, and was re-appointed by President Buchanan, April 12, 1858.

James H. Springer succeeded Mr. Hadden, receiving his appointment from President Lincoln, April 17, 1861.

Peter Heck succeeded Mr. Springer, receiving his appointment from President Lincoln, July 12, 1865.

Peter A. Johns succeeded Mr. Heck, receiving his appointment from President Grant, June 7, 1870.

Mariette Johns succeeded Mr. Johns, receiving her appointment from President Grant, October 4, 1876.

Orin Jones Sturgis succeeded Miss Johns, receiving his appointment from President Arthur, March 26, 1884.

Michael D. Baker succeeded Mr. Sturgis, receiving his appointment from President Cleveland, October 8, 1885.

Robert I. Patterson succeeded Mr. Baker, receiving his appointment from President Harrison, February 27, 1890.

George W. Semans succeeded Mr. Patterson, receiving his appointment from President Cleveland, April 11, 1894.

C. H. Beall succeeded Mr. Semans, receiving his appointment from President McKinley in March, 1899, and took charge of the office April 1st.

J. L. Malcolm succeeded Mr. Beall receiving his appointment from President Roosevelt, December 17, 1903, and was relieved of the office April 1, 1908, which was placed under the care of J. V. E. Ellis until the appointment of his successor.

William W. Greene succeeded Mr. Malcolm, receiving his appointment from President Roosevelt, April 6, 1908, and took charge of the office May 1st.

Harry Hagan succeeded Mr. Greene, receiving his appointment from President Wilson, June 13, 1913, and took charge of the office July 1st.

Peter A. Johns died in office September 20, 1876, and Marietta Johns died in office January 2, 1884. She had held the office of deputy postmaster for seven years and five months, and that of postmaster for exactly the same length of time. Upon her death Robert F. Hopwood was placed in charge of the office until the appointment of her successor.

THE NATIONAL ROAD.

The first road of communication over the Allegheny mountains connecting the East with the unsettled West was over the old Indian trail which had been worn by the foot of the red man. This was opened to a bridle path in 1748 by the Ohio Company which had acquired a grant of 500,000 acres of land on the Ohio river, and had established a handgard or storehouse at the mouth of Redstone creek. This bridlepath was widened by Washington's little army in 1754 as far west as the crest of the mountains, and still further improved for the passage of Braddock's army in 1755, and Col. James Burd opened it from Braddock's road to the Monongahela river in 1759. Over this primitive road the early settlers laboriously wended their way into the Ohio valley with their packhorses laden with their few household effects. It is asserted that the first wagon load

of goods that crossed the mountains was in 1789, when John Hayden, with a four-horse team, brought 2,000 pounds of merchandise for Jacob Bowman of Brownsville, requiring one month to make the trip. Other wagons were put on the old road which was used until the advent of the great National road.

No sooner had the clouds of the Revolutionary war cleared away, and a new nation been born to mother earth, than the warrior-statesman of that day realized the necessity of a bond of federation; of reorganization and the construction of internal improvements.

Washington, no less a statesman than a warrior, realized the fact that a bond of union must be established between the settlers west of the Allegheny mountains and those of the Atlantic seaboard. This range of mountains had already encouraged France to establish herself in the great Mississippi valley, and would prove a barrier to estrange the inhabitants of the West from those of the East.

With this object in view, Washington made a tour, in person, in 1784, to the Ohio valley, on which occasion he met and consulted with the more intelligent and practical inhabitants as to the most feasible plan of connecting the headwaters of the Potomac with those of the Monongahela. He had traversed the rough road over which he had led his little army against the French, and over which Braddock had marched to defeat. It was a problem as to how to effect the desired object.

It was during this tour of inquiry and inspection that Washington first met Albert Gallatin, then a young man, who suggested the most feasible route over the Alleghenies. Nothing further, however, was accomplished during the lifetime of Washington.

Before the construction of the National road a private corporation had already built a good road, having Baltimore as its eastern and Cumberland as its western terminus. The extension of a great highway from this point over the Allegheny mountains into the Mississippi basin would open for settlement three millions of square miles of the richest land on the planet, and for which two great powers of the old world had yearned and fought, and this was the most important step in the movement of internal improvement and national expansion conceived at that time.

The vast territory of the West hung by a slender thread

to the fragile republic east of the mountains for the same geographical reasons as separated Italy from France. Could the East and the West be held in one common brotherhood? Could their interests, sympathies and ambitions be made one? The spectre of the National road echoed "Yes," and time has proven that the population which poured into the Ohio valley over this road saved the western states to the union.

Fortunately, President Jefferson favored the movement and appointed a commission to report on the feasibility of the project, and it was to the master mind of Albert Gallatin, an adopted son of Fayette county, then secretary of the treasury, to devise the means by which the conception could become a reality. The first funds for the construction of the National road were derived from the sale of land in Ohio, amounting to \$12,652, and became available on the first day of October, 1805. These funds were from the two per cent. reserved for the laying out and making roads to the state of Ohio by virtue of an act of congress, April 30, 1802, forming that state.

By an act approved March 29, 1806, was authorized the laying out and the making of the road from Cumberland in Maryland to the state of Ohio, and the legislature of Pennsylvania authorized the construction of the road across her territory by the act of April 9, 1807, providing the route be changed so as to pass through Uniontown, which was done.

The frontier settlers of the West now turned their faces with bright anticipations to the East, and in the beams of the rising sun they beheld the mirage of the great highway over which there was to be borne to them the happiness and prosperity of civilization.

The construction and control of the road was placed under the supervision of the War Department of the general government, and was the first internal improvement attempted exclusively by the government, whence the name of the National road, but from the fact that it began at Cumberland and ran westward, it was also known as the Cumberland road.

The first contract was let in April, 1811, for the first ten miles west of Cumberland, and from which time section after section was let and constructed until in 1818 the great national highway was opened for travel and traffic to the Ohio river at Wheeling, reducing the time from Baltimore to Wheeling from eight days on horseback over the old Braddock road, to three

days by stage coach over the new National road. The great eastern mails leaving Washington city were delivered at Wheeling in fifty-five hours, thus fulfilling one of the important objects for which the road was constructed. The road was continued through the states of Ohio and Indiana and into the prairies of Illinois, a total length of 800 miles.

The construction of this great highway was the crowning act of national expansion of all that had gone before, and proved to be the most historic road in America, and one of the most famous in the world—a splendid monument of national foresight and of national greatness. Not like stupendous monuments erected in other countries for the purpose of show or of aggrandizing the pride of some despotic monarch, but this was a work of utility, tending to cement the bond of union, and bring together the distant parts of the republic, and diffuse wealth among a free people, and instead of impoverishing the nation, it was made the richer by its construction.

Upon the advent of the National road, Uniontown, as well as all other towns along the route, took on new life. All kinds of business was revived; shops were built for the manufacture of stage coaches, wagons and other vehicles; dwellings were erected, and houses of entertainment were opened for the comfort and accommodation of those who thronged this great thoroughfare. All kinds of farm produce found a ready market at remunerative prices, and the people became prosperous.

Towns sprang into existence along its route, taverns were established at convenient distances, at which the weary traveler could procure refreshment and lodging, and the whole length of the road soon became thronged with home-seekers desiring to cast their lots and make their homes in the fertile valleys of the West. At the same time a counter tide was flowing eastward, consisting principally of immense and continuous droves of horses, cattle and hogs and other products of the farm to supply the markets of the East.

Four-horse stage coaches were put on the road for the conveyance of passengers and the United States mails; and wagons of every capacity, from the ponderous Conestoga, with its burden of ten tons, drawn by six powerful bell-bedecked horses, to the smallest, thronged the way, conveying freight and families with their household goods. The Good Intent stage coach line and the National Road stage company were the principal competing

lines on the road. The latter having the National House on Morgantown street as its stopping place, and having a large stageyard in connection, where coaches were built and sheltered and horses stabled. These stage coaches were furnished with three seats and would accommodate three passengers on a seat, and a seat on the front with the driver was preferable in fine weather on account of the opportunity it afforded to enjoy the scenery along the route. These coaches were also furnished with a front and a rear boot, the front for the United States mails and the rear for trunks and baggage, and rocked and rolled on wide leathern supports known as thoroughbraces instead of springs.

A pony express was put on the road for carrying light mails. This consisted of a single horse and boy rider, who rode in relays of six miles each and was intended to carry urgent mail with greater speed than the stage coach.

In a test to ascertain the shortest time in which a mail could be carried from Cumberland to Wheeling a coach and relays of four horses were placed in charge of Redding Bunting, who left Cumberland at 2 o'clock a. m., reached Uniontown, a distance of 63 miles, at 8 a. m., Washington, a distance of 94 miles, at 11 a. m., and arrived at Wheeling, a distance of 131 miles, at 2 p. m., making the whole distance in just 12 hours.

Among the distinguished personages who passed over the old National road and honored Uniontown with their presence, may be mentioned Andrew Jackson, Martin Van Buren, James Monroe, William Henry Harrison, James K. Polk, John Tyler, John Quincy Adams, Abraham Lincoln, Henry Clay, Thomas Benton, Lewis Cass, General Lafayette, General Santa Anna, the Indian chief Black Hawk, Jennie Lind, P. T. Barnum, General Winfield Scott and others.

The immense traffic on the road soon made a demand for repairs and it became a grave question as to Congress having the authority to make an appropriation for this purpose. It would be hard to conceive how Congress could have the power to construct a road over which to carry the United States mails and have no power to repair and maintain the same. But so grave was the question that it was deemed expedient to pass the road over to the states through which it passed, and upon the government so doing, the legislature of Pennsylvania passed an act, which was approved April 4, 1831, providing for the erection of six toll-gates to be erected within her limits at which tolls should

be collected sufficient to keep the road in good repair. This system prevailed until by an act of the legislature the gates were thrown open and the old pike was made free on the first day of June, 1905.

But alas! this great national highway which had throbbed with animation; over which the wheels of traffic had rolled, and over which the stage coach had sped, was doomed to be superseded by the superior facilities of the railroad and steam car.

The same faces that had lighted up with joy and animation in anticipation of the coming of the National road, and beheld in it a mighty colossus standing over the land beneath whose giant strides passed the commerce of a nation, now turned pallor as they viewed with horror the blighting hand of a spectre stretching over the road which they had learned to love. They contended earnestly for the exclusion of the railroad and for the maintenance of the old road. But the demands of the growing West could no longer be met in the old way, and American enterprise was to meet the demands.

Upon the completion of the Baltimore and Ohio railroad to Wheeling, January 13, 1853, the death knell of that part of the National road between Cumberland and Wheeling was heard in the scream of the steam whistle of the locomotive, and

“ We hear no more of the clanging hoof,
And the stage coach rattling by,
For the steam king rules the traveled world,
And the old pike’s left to die.”

Proud towns which once enjoyed the prosperity of the road have dwindled to comparative insignificance. The stage lines were removed to other roads, the tavern keepers sought other avocations, and travel no longer thronged the old highway; but it still remains a monument of a past age, both interesting and venerable. Having carried thousands of population and millions of wealth into the West, it served as a bond of union between the East and the West, and harmonized and brought together in a common interest an otherwise divided peoples. It was the principal means of building up and strengthening a great and growing republic, and was the pride and glory of its day, and the government that built it, instead of being impoverished was enriched thereby.

“ It stands all alone like a goblin in gray,
 The old-fashioned inn of a pioneer day,
 In a land so forlorn and forgotten, it seems
 Like a wraith of the past rising into our dreams;
 Its glories have vanished, and only the ghost
 Of a sign-board now creaks on its desolate post,
 Recalling a time when all hearts were akin
 As they rested at night in the welcoming inn.”

“ Oh! the songs they would sing and the tales they would spin,
 As they lounged in the light of the old country inn.
 But a day came at last when the stage brought no load
 To the gate, as it rolled up the long dusty road.
 And lo! at the sun-rise a shrill whistle blew
 O'er the hills—and the old yielded place to the new—
 And the merciless age with its discord and dinn
 Made a wreck, as it passed, of the pioneer inn.”

During the interim between the taking off of the great mail and passenger coaches and the immense freight traffic, upon the completion of the Baltimore and Ohio railroad, and the present time, the National road continued to be a great thoroughfare of constant and valuable use; and since the legislature of Pennsylvania has made provisions to rehabilitate the old road, and the same spirit has been manifested along its entire route, this old National road may soon be the route selected for a grand ocean-to-ocean boulevard, which as a national highway and boulevard will surpass any national monument ever attempted by any of the world powers, and is destined to be thronged by the elite of this and other countries, whose touring cars, which for speed and comfort, vie with the palatial Pullman coach, shall glide over this continental highway and cause the great spirits of Washington, Jefferson, Gallatin, Stewart and others who were instrumental in its construction to exclaim, “ Surely we have builded better than we knew.”

For a full and complete history of this old National road, the reader is referred to that able work of Colonel Thomas B. Searight, entitled “ The Old Pike.”

THE TELEGRAPH.

Congress appropriated the sum of \$30,000 to enable Professor Morse to construct a telegraph line between the two cities, Washington and Baltimore, Governor Wallace of Indiana, then a member of congress, casting the deciding vote. Miss Anna Ellsworth, daughter of the Commissioner of Patents, first conveyed the news to Professor Morse that his bill had passed, upon which the professor promised that she should have the honor of dictating the first message over the line. When the line was completed Miss Ellsworth was sent for and dictated the following message: "What hath God wrought?" This first message that ever passed over an electric telegraph line is still preserved in the archives of the Historical Society at Hartford, Connecticut.

The first message was sent on the 24th day of May, 1844, from the supreme court chamber in the capitol at Washington to the Mount Clair depot at Baltimore.

The line between Baltimore and Washington was opened for public business under the auspices of the Post Office Department, April 1, 1845, and one cent for every four characters was charged, and during the first four days only one cent was received. After a week the receipts reached one dollar. In 1845, New York and Philadelphia were connected, and in 1846, Philadelphia and Baltimore were connected.

The *Genius of Liberty* of January 14, 1847, contained the following: "The magnetic telegraph line has been completed to Pittsburgh, and that place has been brought into communication with the eastern cities. Communications from Pittsburgh are sent and replies received from Philadelphia and Washington in the short space of ten or fifteen minutes."

Poles carrying the wires were erected along the National road from Baltimore to Wheeling and were placed in Uniontown in July, 1848, and were about half the size of those in present use and bore only two wires.

The first telegraph office established in Uniontown was in the fall of 1848, and was located in a small brick building next south of the Episcopal church on the old stage-yard lot on Morgantown street. The first operator was William Bart, who acquired the sobriquet of Telegraph Bill, and William Smith, son of Daniel Smith, Esq., was employed as assistant and messenger boy. The first message sent over the line from Union-

town was dictated by Joshua B. Howell, Esq., to a friend in New Jersey requesting him to send a box of peaches. The first election returns received over the telegraph line were those of the election of Zachary Taylor in the fall of 1848, on which occasion a mass of people congregated in the vicinity of the office to receive the returns in this novel way.

The above incidents show how closely Uniontown has kept upon the heels of progress. The telegraphic system, like all other public utilities, came to stay, and Uniontown has never been without telegraphic communication with the commercial world since its advent.

A company composed of citizens of the town constructed a line along the right of way of the old Fayette County railroad company, which did a telegraphic business for the public until the road passed into the hands of a lessee company who devoted it exclusively to private use.

The Western Union Telegraph company have maintained an office here for many years, and have transacted the principal part of the telegraphic business of the town.

The Postal Telegraphic company opened an office in Uniontown in April, 1899, with James Case as operator, and have conducted an office here ever since.

The first successful submarine cable spanning the Atlantic was laid from Valentia, off the coast of Ireland, to Heart's Content, a fishing hamlet off the coast of Newfoundland. Mr. Cyrus W. Field, the master spirit of the enterprise, announced to his friends in New York the consummation of his project as follows: "Heart's Content, July 27, 1866,—We arrived here at nine o'clock this (Friday) morning. All well. Thank God, the cable is laid and is in perfect working order. Signed, Cyrus W. Field."

The first European tidings flashed across the cable to the western hemisphere were—that a treaty of peace had just been signed between Austria and Prussia—a most fitting message for the grand accomplishment. The queen of England sent her salutations to President Johnson as follows: "The Queen congratulates the President on the successful completion of an undertaking which she hopes may serve as an additional bond of union between the United States and England." To this the president responded by saying: "The President of the United States acknowledges with profound gratification the receipt of

Her Majesty's dispatch, and cordially reciprocates the hope that the cable which now unites the eastern and western hemispheres may serve to strengthen and to perpetuate peace and amity between the Government of England and the Republic of the United States."

After sending several signal messages in codes in an experimental way across the Atlantic, Marconi, on Sunday, December 21, 1902, announced for publication that he had just succeeded in sending inaugural wireless messages from Glace Bay, Cape Breton, Canada, to Poldhu, Cornwall, England, with complete success, including one from the Governor General of Canada to King Edward VII of England and one from Dr. Parkin, M. P., special correspondent of the London Times, to that paper. Thus 1902 marks the introduction of one of the grand improvements of the age.

ADVENT OF THE RAILROAD.

The Baltimore and Ohio railroad company was incorporated by the legislature of Maryland in 1826 and was the first corporation which made any actual movement toward the construction of a railroad line through the valleys of the Youghiogheny and the Monongahela rivers. This company applied to the general assembly of Pennsylvania for authority to construct their road through the state to or toward a terminus on the Ohio. This privilege was granted requiring the company to complete their road within fifteen years from the passage of the act.

Preliminary surveys were made through Fayette county in 1835, and deeds on record show that the proposed route entered the county at the confluence of Casselman river with the Youghiogheny, and followed the left bank of the latter to New Haven, thence up the valley of Opossum run, thence one survey ran down Boland's run, and another down Bull's run to Redstone creek, thence following that stream to its confluence with the Monongahela river. Another survey came down Cove run and Shute's run, near the present lines of the B. & O. and the Southwest Pennsylvania railroads to the confluence of Shute's run with Redstone creek, thence down the latter to its mouth.

Still another survey came down the right bank of the Monongahela river through New Geneva to Brownsville, while one came through near the present route of the Coal Lick run

branch to Uniontown. From the mouth of Redstone the route lay along the valley of Ten Mile creek and up that valley to its head, thence down the valley of Templeton's run and Wheeling creek to Wheeling. A branch was to leave the main road at the mouth of Redstone creek and have its terminus at Pittsburgh.

The road was completed and opened for traffic to Cumberland in the early 40s, and the Monongahela Navigation company completed their slack water navigation to Brownsville about the same time. The section of the road from Baltimore to Cumberland absorbed the company's funds and the section through Pennsylvania was delayed beyond the limit allowed by the act of assembly and those who in 1838 and 1839 strongly favored the road, now as strenuously opposed it as a competitor with the proposed Pennsylvania railroad and of the Cumberland turnpike. The Pennsylvania railroad was being built westward across the Alleghenies with Pittsburgh as its western terminus, while the Baltimore and Ohio was to have Wheeling, a rival city, as its terminus. In 1842 the Baltimore and Ohio company's scrip was at a discount of 20 per cent., while the Good Intent stage company's shin-plasters commanded their full value and were redeemed upon presentation to the company.

A convention was assembled in the Episcopal church at Brownsville on the 25th and 26th of November, 1835, at which were delegates from Baltimore, Cumberland, Wheeling, Pittsburgh and other localities. Hon. Andrew Stewart was made president; he also serving as a representative of the Chesapeake and Ohio Canal company.

At this convention resolutions were adopted that the great and growing commercial and social intercourse between the Atlantic and the western states demands the early completion of the Baltimore and Ohio railroad from Cumberland to Pittsburgh and Wheeling, and that we memorialize the congress of the United States, the legislatures, of Pennsylvania, Ohio, Virginia and Maryland, the municipal authorities of Baltimore, Pittsburgh and Wheeling, asking for aid for the extension and completion of the road.

Frequent meetings were held urging the speedy completion of the road until the Monongahela Slack Water Navigation company completed their improvements to Brownsville, November 13, 1844, when the sentiment of the people changed. It was now thought that the Cumberland turnpike road would be

of more profit to the western counties than a railroad; travel would be increased between Cumberland and the head of navigation, and the railroad must forever have its terminus at Cumberland.

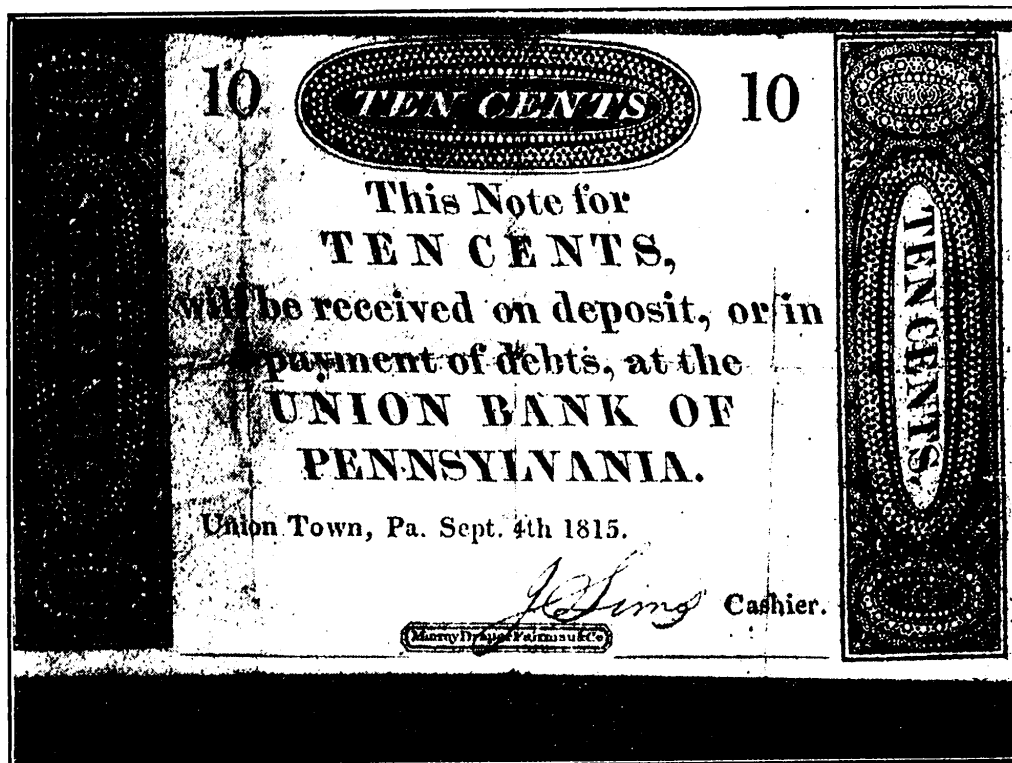
At a meeting held at Uniontown in July, 1845, General Henry W. Beeson, who had previously represented this district in congress, and had been an ardent advocate of a railroad, now strenuously opposed the completion of the Baltimore and Ohio road as a dangerous competitor of the Cumberland road.

In his address on this occasion he urged that steam power would utterly supplant horse power. He then went into details to show how many horses were employed in the traffic over the Cumberland road; how much hay and grain would be consumed as food for these horses; how many sets of harness and other equipments required; how many blacksmiths and the number of horse shoes necessary to keep these horses shod; the number of coaches, wagons and other vehicles required on the road; the number of drivers, wagoners, drovers and others employed in handling the traffic, and the profits accruing to those who administered to the comforts of the numerous patrons of the road, and the ready markets and remunerative prices received for the products of the farm.

These and much more, would necessarily be done away with by the advent of the railroad. The general in closing his remarks appealed to the citizens of Western Pennsylvania to stand firm to the interests of the Pennsylvania canal and the Cumberland road and compel the Baltimore and Ohio railroad to fix its terminus at Cumberland.

General Beeson has been severely criticised for his utterances on this occasion, when he but voiced the sentiment of the people as they saw the situation at that time, but individually, he was always foremost and liberal in his views and donations toward public improvements as he saw them.

American enterprise knows no bounds; it halts at no obstacle, but bounds the river, scales the mountain and tunnels the hill as it pursues its way; and when the legislature of Pennsylvania refused to renew the charter, the Baltimore and Ohio railroad passed through Virginia and within a few feet of the southwest corner of the Keystone state to Wheeling, and subsequently reached Pittsburgh by the purchase of another road already constructed. Thus the people of Western Pennsyl-



BANK NOTE OF UNION BANK.

vania lost not only the railroad, but the travel and traffic of the Cumberland road and the Pennsylvania canal as well.

An act incorporating the Pennsylvania railroad company was passed, April 13, 1846, and on the 25th of February, 1847, Governor Shunk granted a charter to the company, and on the 2nd of August following, he issued his proclamation declaring the privileges granted to the Baltimore and Ohio railroad abrogated.

The opening of the Pennsylvania railroad to Pittsburgh in 1852, aroused the citizens of Uniontown to immediate action, and on the 11th of January, following, a rousing railroad meeting assembled at the court house over which the Honorable John Dawson presided. A stirring address was delivered by James Veech, Esq., in which he depicted the wonderful prosperity that would accrue to the citizens of Fayette county by the advent of a railroad. At the close of his address Mr. Veech offered the following resolution, which was unanimously adopted: Resolved—That it is expedient for the county of Fayette by her commissioners, to subscribe at least two hundred and fifty thousand dollars to the stock of the Pennsylvania railroad for the construction of the Uniontown branch, and that the General County Committee be directed to take the proper and necessary measures to have such a subscription made with the least possible delay. Resolved—That the proceedings of this meeting be published in the papers of this and of Westmoreland county, and that copies thereof be sent to our representatives at Harrisburg.

At the above meeting Alfred Patterson, Esq., president of the General Committee of the county, stated that the object of the meeting was to urge the prompt and energetic action on the part of the citizens of Fayette county to secure a branch from the Pennsylvania road from either Greensburg or Latrobe to Uniontown; and that such measures be taken at this meeting as would convince the board of directors of the Pennsylvania railroad that the citizens of this county are deeply interested in the projected branch, and that the same might be laid before them at their meeting to be holden at Philadelphia on Saturday, the 15th instant. On motion, a committee consisting of Dr. Smith Fuller, Alfred Patterson, Esq., E. B. Dawson, Esq., and Eleazer Robinson was appointed to solicit and obtain donations and subscriptions for stock in the branch road. This committee soon solicited subscriptions to the amount of over

\$4,000, and Dr. Hugh Campbell, Colonel Samuel Evans, Hon. Andrew Stewart and Isaac Beeson were delegated to "represent and promote the interests of the Uniontown branch of the Pennsylvania railroad in the city of Philadelphia, and in the meetings of the stockholders or board of managers of that company soon to be held, so far as deemed proper and expedient."

From some cause all the efforts of our citizens to procure this branch road proved abortive, and their attention was next directed to the Pittsburgh and Connellsville road which was completed to Connellsville in 1855, by and over which Uniontown was later connected with Pittsburgh by rail.

THE FAYETTE COUNTY RAILROAD.

As the Fayette County railroad was the first to enter Uniontown, a detailed history of this road is appropriate in this work.

By an act of assembly passed May 1, 1857, the Fayette County railroad company became incorporated with a capital of \$750,000 in shares of \$100 each. Connellsville was to be its northern and Uniontown its southern terminus. The determination was to secure subscriptions to the amount of \$100,000 before letting the contract for the construction of the road. Mr. F. H. Oliphant, the enterprising ironmaster of Fairchance, completed this amount by a subscription of \$5,000, to be paid in merchantable bar iron. Huzzahs greeted Mr. Oliphant's liberal subscription, as the iron was as good as the cash to the company, and on the same day the secretary advertised for bids for the construction of the road. The line was to be 12.67 miles in length, one mile of which was to be on the right of way of the Pittsburgh and Connellsville company, which afterwards proved to be a bad arrangement. Honorable Nathaniel Ewing was elected president of the company, and S. D. Oliphant as secretary. William Wilson was elected treasurer and John N. Lewis, chief engineer. Many subscribers failed to respond when their subscriptions fell due, and on February 19, 1859, the president was authorized to issue bonds, secured by a mortgage, to the amount of \$30,000.

On July 4, 1859, the road was publicly declared open for traffic and travel from Connellsville to Mount Braddock, just half the length of the proposed road. The celebration of the opening of the road to this point was the occasion of an im-

mense assemblage of the people of the county. Free trains were run between that point and Connellsville, a free lunch was dispensed, and the advent of the road into the very heart of the county was welcomed with much rejoicing. Addresses were delivered by Judge James Veech, Peter A. Johns, Esq., and others, while the crowd awaited the arrival of the trains. Judge Veech in his admirable address rehearsed in his usual forceful manner the wonderful progress which had been made within the brief period of one generation. Among other things he said: "The sound of the blood-curdling war whoops of the marauding savages had scarcely ceased to echo through this valley which now resounds the welcome whistle of the steam locomotive. Almost within the span of one short lifetime the same hand that grappled the throat of the blood-thirsty savage can now reach forth and stroke the mane of the all-conquering yet tractable iron horse.

The peaceful smoke that rose from the first settlement west of the Alleghenies directed the weary traveler to the very spot on which this refined assemblage is now gathered; and hard by yonder gushing spring stood the humble cabin of Christopher Gist, the competent and efficient agent for the Ohio Company, and here he entertained his youthful friend whom we now love to honor as the father of his country.

Within a short distance from the line of this road lay the great Catawaba war train, the great highway of the Six Nations, leading from their northern homes to their southern foes. Over this trail passed the bands of painted warriors with their trophies and prisoners of their conquered foes.

And while we recall with amazement the wonderful advancement in the brief space of time in which this region was first trodden by the foot of the white man, yet by the advent of the steam car, to which it is our great pleasure to extend a hearty welcome today, the children of this generation shall witness still greater things in the future."

Mr. Veech was followed by Peter A. Johns, Esq., in an eloquent and pleasing address. Peter, as he was wont, soon soared aloft into the rarefied strata of his imagination, and held his hearers spell-bound while he threw upon his canvas in prismatic hues a most glowing picture of the prosperity that was now about to dawn upon the inhabitants of Fayette county.

As Judge Veech had given a retrospective view, Mr. Johns

proceeded to give the perspective view, in which he welcomed the advent of the railroad into the very center of the county. The trail, scarcely grown cold from the stealthy tread of the painted savage, is now superseded by the iron band of civilization. The iron horse, with his muscles of brass, sinews of steel, lungs of fire and breath of smoke, shall make this valley tremble with his mighty tread as he draws his ponderous load of freight and produce in exchange for the products of other marts and climes.

The time is now near at hand when these mighty hills shall yield up their treasures of rocks and timber; the mines will open up their vast stores of wealth, and Pomona will pour her overflowing horn of plenty into the lap of husbandry, and peace and prosperity shall flow through this valley like the current of a mighty river. The forests that so recently resounded the roar of the roving beast of prey shall resound the echo of the woodman's ax, the song and hum of the harvester and the merry voice of romping, innocent childhood; and joy and gladness shall cover the land as the waters cover the sea.

The road was formally opened for travel and traffic to Uniontown on Monday, January 2, 1860, by the running of free excursion trains the length of the road, and a cordial invitation was extended to the public to enjoy the hospitalities of the management of the road. Then Uniontown felt herself once more in touch with the outside world from which she had been so cruelly severed by her own, although well meant, indiscreet acts.

Arrangements were made with the Pittsburgh and Connellsville company to take the management of the road, under which arrangement the road was operated until the following summer, when it was thought the Fayette County branch was not getting her full share of the profits of the road and it was determined to equip the road and operate it themselves. Two small locomotives and a combined passenger and baggage car were purchased, one Billy Songster was brought out from Philadelphia to take charge of the locomotives, and when Billy got "half seas over" which was quite frequent, it was any thing but safe to ride behind him. "Tap" Sampsel, a Uniontown boy, was put on to learn firing under Billy, and he subsequently became one of the trusty engineers of the B. & O. road in whose service he spent many years.

Many amusing anecdotes could be related in connection

with the management of this road while in its embryonic stage. Alpheus Clark was employed as the first conductor, who frequently overslept himself and the ticket agent would make his run. Clark was soon superseded by J. L. Summers who was an efficient conductor, and he was succeeded by John F. Gray who held the position for many years. Mr. F. B. Titlow was employed as the first ticket agent, and although the passenger traffic was not heavy, the ticket agent's duties were arduous; in addition to the sale of tickets he was to keep all the books pertaining to the freight and ticket office, collect all freight bills, help car the hogs, cattle and horses shipped from this point, see that a supply of cord-wood was on hand, with which the engines were fired, and numerous other duties, all of which Mr. Titlow discharged with promptness and ability.

Barney Collier, from Johnstown, succeeded Billy Songster as engineer, and every passenger felt a sense of relief riding behind Barney, as he was known to be a careful and trusty man. He held the position for ten years.

After running the road with varying success, a meeting of the stockholders was held on January 13, 1862, at which a committee was appointed to confer with Mr. Edgar Thompson, president of the Pennsylvania railroad with the view of connecting the Fayette County with the Pennsylvania at Greensburg. Hon. Nathaniel Ewing made the proposition that if the Pennsylvania would raise \$100,000 toward the enterprise he would hold himself individually responsible for the balance. To this proposition Mr. Thompson replied that he was unable to furnish the \$100,000, and further that he did not think a railroad connecting these two points would be remunerative. Time has shown whose was the better judgment.

At a meeting held August 18, 1862, plans were discussed for the liquidation of the debts of the road, but on September 5th of that year the road was sold by the sheriff, and purchased by John K. Ewing, Esq., in trust for the stockholders, for the sum of \$34,000. A new organization was effected by a new board of directors and Judge Nathaniel Ewing as president. On October 27, 1864, the directors leased the road to the Pittsburgh and Connellsville company for the term of ninety-nine years, for the sum of \$9,000 per annum. When the Pittsburgh and Connellsville road was leased to the Baltimore and Ohio

company in December, 1875, the latter company assumed all responsibility to comply with the requirements of this lease.

On April 11, 1884, a charter was granted to the State Line railroad, to extend from Uniontown southward to the state line, with the view of connecting with the main line of the Baltimore and Ohio in West Virginia. On May 14, 1893, the first regular passenger train was run over this road to Smithfield; and on the second of April, 1894, just ten years almost to the day, a formal opening of the road to Morgantown, West Virginia, was celebrated by the running of excursion trains from Pittsburgh through to Morgantown. By the completion of this road the old Fayette County road became one of the arteries through which the life blood of our nation's prosperity flows.

On Friday, June 20, 1902, a sale was consummated in which the Fayette County railroad passed into the ownership of the Baltimore and Ohio. The number of shares at that time was 2,148, and the price paid was \$150 per share, and the additional sum of \$21 per share for back rental, since which time the management has been entirely under the control of that company.

THE SOUTHWEST PENNSYLVANIA RAILROAD.

By an act of March 16, 1871, the Southwest Pennsylvania Railroad company was incorporated, with power to construct a railroad from Greensburg, Westmoreland county, Pa., by the way of Connellsville to Uniontown, and thence southward to the boundary line of West Virginia. The capital stock was \$500,000, and Thomas A. Scott was elected its first president. This road, which connected with the Pennsylvania railroad at Greensburg was opened to the public to Uniontown in the fall of 1876, and in June, 1880, the line was completed to Fairchance.

William C. Snyder was the first ticket agent for the company in Uniontown.

The first Pullman service between Pittsburgh and Uniontown was inaugurated November 26, 1900.

THE MONONGAHELA DIVISION.

A railroad which was to follow Redstone creek from Brownsville to Uniontown was projected by the Brownsville railroad company, and after considerable grading was done financial difficulties intervened, and on February 5, 1878, the road was sold at sheriff's sale, and was afterwards merged with the Pittsburgh, Virginia and Charleston railroad. The last

named road and its franchise passed in May, 1879, to the control and management of the Pennsylvania railroad company, by which it is now operated as the Monongahela Division of its lines.

Construction on this line was begun by the Pennsylvania company in January, 1881; starting on the west side of the Monongahela river, opposite Brownsville, and crossing that river at the mouth of Redstone creek and following the same to its junction with Shute's run, now known as Redstone junction, about one mile north of Uniontown, where it connects with the Southwest branch of the Pennsylvania railroad. This branch was opened for traffic, June 1, 1882, thus giving to Uniontown three different routes to Pittsburgh.

THE COAL LICK RUN BRANCH.

The Coal Lick Run branch of the Southwest railroad was completed in the year 1900. This branch established a station at West Main street, and named it South Uniontown, and followed Coal Lick run to its source, thence by Brown's run to the Monongahela river, and was opened to Huron coke works on that river, November 26, 1900, on which date the first passenger train passed over the road.

THE TROLLEY SERVICE.

On April 14, 1890, a franchise was granted to Albert D. Boyd, and his associates, known as the Uniontown Electric Street Railway company.

This company constructed a line, the eastern terminus of which was at the junction of East Main, Connellsville, and Cool-spring streets and Stewart avenue, and its western terminus at Union Cemetery on West Main street.

This company was granted a charter, August 29, 1890, and on May 6, 1891, the first car passed over the line, having been started by the hand of Miss Rixie McCormick, daughter of William C. McCormick, the superintendent of the road, with James Doran as conductor.

A car barn and power house was established on East Main street, and the line operated from that point. The line was subsequently extended out Connellsville street to a grove of several acres which had been converted into a park, and where several amusements were instituted. This park became a favor-

ite place for recreation and amusements, and especially for public gatherings. Financial troubles soon overtook the company and on October 9, 1900, the road was sold to Hon. W. H. Graham, Governor William A. Stone, M. K. Saulsbury and others for \$35,000, at the par value of \$50 per share, and they assuming a debt of \$25,000, the sale amounting in all to \$60,000. This new company soon extended the line to Connellsville, and on November 15, 1900, a banquet was given by the councils of Connellsville, New Haven, directors of the Yough bridge company and some of the stockholders of the new company, which was characterized by speech making and free exchange of good cheer and congratulations.

The first through car from Uniontown to Greensburg over the Pittsburgh, McKeesport and Connellsville line left Uniontown Tuesday morning at 5:30 a. m., September 6, 1904, and two West Penn cars ran from Connellsville to McKeesport on Wednesday, June 29, 1910.

The Uniontown and Monongahela Valley Electric railway company was capitalized at \$450,000, and granted a franchise to construct a road over Mount Vernon avenue, beginning at the junction of West Main street and South Mount Vernon avenue and running southward along South Mount Vernon avenue to the borough limit. This franchise was granted, October 22, 1900, and the contract was let for the construction of the work on the 24th of the same month. This line was opened through to Masontown on September 6, 1907, and as far as Riverside on December 18, 1911, and to Martin in February, 1912.

The West Penn Railways company opened a trolley line, connecting Uniontown with Brownsville by building a line from Brownsville to Masontown junction, where it connected with the road already built by the Uniontown and Monongahela Valley Electric railway. This line was opened by running special car on Thursday, June 25, 1908, taking several of the officials of the road on a tour of inspection. The opening was celebrated with considerable demonstration at Brownsville on July 2nd, following, which was attended by delegations from Uniontown and elsewhere.

Trolley service connecting Uniontown with Fairchance was established August 10, 1902.

In 1912, property was secured on East Main and Peter streets for the establishment of a terminal of the different

branches of the West Penn Street Railways service. Old buildings were removed and others remodeled to meet the requirements of the company, and tracks were laid to these buildings, which were finished for occupancy August 20, 1913.

THE TELEPHONE SERVICE.

William A. Mouck introduced the first telephone used in Uniontown, about 1880. He had seen where the different appliances for the construction of such an instrument could be procured, and following the instructions accompanying the same, he constructed a line connecting his furniture ware rooms with his cabinet work shops at the foot of Beeson avenue. These instruments, though crude, answered the purpose for which they were intended in a most satisfactory manner. These instruments were constructed by stretching a membrane across a small box and connecting the two instruments by a copper wire; each instrument acting as both transmitter and receiver.

These instruments were subsequently and for some time used to converse between the office and machine shops of the Johnson Machine company at the west end of town.

The Bell Telephone company opened an office in Uniontown in January, 1889, at the demand of the Columbia Iron and Steel company who had much business over the line, and for some time was the only subscriber. Miss Anna Green, now Mrs. F. H. Rosboro, was placed in charge of the office which did a very insignificant business at first but soon grew into immense proportions. The "Phone" is now an indispensable acquisition to the business of the country. This company now has 1,632 lines, 2,832 stations and employs 31 operators at Uniontown.

The Maryland, Pennsylvania and West Virginia Telegraph and Telephone company, known as the Tri-State Telephone company, was introduced into Uniontown in June, 1898. This company connected up Baltimore with Uniontown in 1905, and Judge R. E. Umbel received the first message sent over this line, January 10th of that year.

This company was merged with the American Union Telephone company July 1, 1907, and was connected up with Pittsburgh through the P. & A. line in 1908.