

WESTERN PENNSYLVANIA HISTORICAL MAGAZINE

Vol. 1, No. 4.

October, 1918.

Price, ~~7~~ 5 Cents.

Old Allegheny.

BY CHARLES W. DAHLINGER.

INTRODUCTORY.

Allegheny is a city of the past, yet her story has never been written. She was not one of the great cities of the United States. It is true that in population she was the third city of Pennsylvania, but her neighbor across the Allegheny River was so much more important, that her fame was always more or less obscured thereby. There was nothing startling in her history. The narrative of her early existence is the story of many other pioneer communities; her entry into industry, and its development within her boundaries, is only a repetition of that which happened in a greater degree in Pittsburgh. A publication of her annals may not serve any great end; historians will not find in them matter that would tend to aid other cities in passing over the rough places in urban life. Yet an account of the defunct city is worth preserving. Here the Indians tarried longer than in Pittsburgh; some of the noblest figures in Colonial history moved over her paths and through her woods. To the descendants of the men and women who made up the early life and maturer years of Allegheny, her history should bring up tender recollections of their ancestors and of the scenes through which they moved and had their being.

THE WESTERN PENNSYLVANIA HISTORICAL MAGAZINE is published quarterly by the Historical Society of Western Pennsylvania, Bigelow Boulevard and Parkman Avenue, Pittsburgh, Pa. Subscription price, \$1.00 per Annum to members of the Society when paid in advance with regular annual dues; to all others, \$1.50 per Annum.

CHAPTER I. INDIAN DAYS.

On March 12, 1783, the legislature of Pennsylvania enacted a law setting apart three thousand acres of the public lands opposite Fort Pitt, for the purpose of carrying into effect an older law which provided that the depreciation certificates issued to the Pennsylvania soldiers in the Revolutionary armies, should be received in payment for lands of the State on a parity with gold and silver. The three thousand acres became known as the reserve tract opposite Pittsburgh. At this time the title to all the lands in Pennsylvania north and west of the Allegheny and Ohio rivers was in the Indians. Although there had been settlers in the country south and east of the two rivers since 1758, when General Forbes captured Fort Duquesne from the French, the territory on the other side of the two streams was still the haunt of the red men, mingled with whom were a few renegade whites, and criminals who had fled from the settlements.

The country was of sylvan beauty; it was a land of hill and dale, forest and meadow, with silvery streamlets murmuring toward the rivers. Savage beasts inhabited its depths. In the hills beyond the rivers skulked the wolf; bears infested the country; the panther prowled about seeking victims. Wild turkeys were plentiful. Over the waters of the Allegheny and Ohio rivers echoed the weird cry of the loon.

On the north side of the Ohio River, eighteen miles from Allegheny, immediately below the present town of Economy, the Shawanese had established a hamlet in 1730. The French named it *Chiningue'* and the English Logstown, probably because some of the cabins were built of logs, and to distinguish it from other Indian villages where the inhabitants lived in ruder shelters. From this point the influence of the Indians radiated in every direction. Here the French and English built trading houses. When the contention for supremacy in the Ohio Valley between the French and English became acute, Logstown was the objective of all the agents sent out by the rival nationalities, to conciliate

the savages. The land between the Allegheny and Ohio rivers was early looked upon as the strategic point in the impending struggle. Moved by interest as well as curiosity, the Indians watched every movement of the contending forces. In order to be nearer the scene of probable action, the Senecas established a village on the north side of the Allegheny River, in what was subsequently the First Ward of the city of Allegheny. (1)

The village was ruled by Queen Alliquippa, celebrated in history and story. Conrad Weiser, who in 1748 was sent by the Council of the Province of Pennsylvania, to visit the Indians of the Ohio country and gain their confidence and friendship, stopped at the Seneca hamlet. With a small party, in which was William Franklin, afterward royal governor of New Jersey, the son of Benjamin Franklin, Weiser had come down the Allegheny from the Kiskiminetas, on his way to Logstown. His coming and the fact that he was bringing presents were known to the Indians, who received him with every demonstration of joy; many guns were fired. "We saluted the town by firing off four pistols," Weiser recorded in his journal. "An old woman reigns there with great authority"; and he related that he dined with Alliquippa at her house. (2) DeCeleron in command of an expedition consisting of two hundred soldiers and a band of Indians, traveling in twenty-three birch-bark canoes, was sent the next year from Canada to take constructive possession of the Ohio country in the name of the French king. Like Weiser, he lingered at the Indian hamlet while on his way to Logstown. He described the site of the village as the "most beautiful" which until that time he had seen on *La Belle Riviere*. But the place was nearly deserted, and white flags were flying from a number of the cabins; all the inhabitants except four, one of whom was the sturdy queen, and six English traders had fled in alarm at DeCeleron's approach. (3) The chaplain, who came with DeCeleron, Father Joseph Pierre de Bonnecamps, who described himself as a Jesuit and mathematician, was without doubt the first clergyman of any persuasion who was ever on the location of Allegheny.

Queen Alliquippa is best known however because young Major George Washington spoke of her in the journal which he kept in 1753, when sent by Robert Dinwiddie, governor of Virginia, to visit the commander of the French forces collected in the Ohio Valley. By that time Alliquippa had removed to the bank of the Monongahela River at the mouth of the Youghiogheny, where Washington called on her. He desired the friendship of the old queen and used the method current on the frontier, for gaining his end. He related that he made her a present of a matchcoat. This was a large loose coat or mantel made of coarse woolen cloth, supplied by the traders, and made to resemble the fur-skin of which matchcoats were originally made. He added flippantly that he also gave her a bottle of rum, "which latter was thought much the better present of the two." (4)

The Indian trail from the east to the west ran through Allegheny. At the small Delaware village called Shannopin's Town, located in Pittsburgh at the mouth of Two Mile Run, it crossed the Allegheny River to Herra Island; thence it continued over the island northerly to Ohio Street on the mainland. (5) It went down Ohio Street to the West Park, across that to what was originally called Water Lane, and is now Western Avenue, and along Water Lane to Fulton Street. Here it took a northwesterly direction, coming out where Fayette Street and Beaver Avenue intersect; it ran thence over Beaver Avenue to Strawberry Lane and along Strawberry Lane to near the location of the Pittsburgh, Fort Wayne and Chicago Railroad; thence it followed approximately the line of the railroad and paralleled the Ohio River westwardly to the location of Beaver. At Mingo, which stood on the site of Rochester, the trail divided, one branch crossing the Beaver River, and the other running northeasterly to what are now Franklin, Waterford and Erie. (6)

In Colonial times the Indian trail became an historic highway; practically all the noted men of the day who visited the Indians of the Ohio country, either in going there or coming away, passed over it. Christopher Gist, sent out from Virginia by the Ohio Company in 1750 to explore the terri-

tory, traveled this route on his way to Logstown. (7) Washington on his mission to the West in 1753, went through Allegheny over the same road. On November 24, with Christopher Gist, his guide, he reached the junction of the Monongahela and Allegheny rivers. Here they were joined by Jacob vanBraam, the interpreter, and by four attendants, who had come down the Monongahela in a canoe borrowed from John Frazier, the Indian trader at Turtle Creek. (8) The Allegheny must have been crossed at a point between Nelson's Island and Smoky Island, both long since washed away, the location of which has through alluvial accretions, and because the refuse of the town was dumped there, become part of the mainland, being the site of the old Base Ball Park, the Pittsburgh and Western Railroad yards, and of a number of manufacturing plants. The next day they called on King Shingiss at Chartiers Creek. In making the visit they probably proceeded westward along the Indian trail to Woods Run and there crossed the Ohio River.

Christian Frederick Post, the Moravian missionary, was on this road in 1758. The French by a movement from Canada of unprecedented rapidity, had seized the point of land at the head of the Ohio River lying between the Allegheny and Monongahela, and built Fort Duquesne. At once the smouldering embers blazed into flame. War commenced. The first attempt of the English in 1755, under General Edward Braddock, to dislodge the French, failed ignominiously. In 1758 they sent an expedition commanded by General John Forbes. In this warfare the Indians willingly or unwillingly took sides. Forbes was determined to detach the Indians from the French cause. For this purpose he employed Post to go into the Ohio country. With only three Indians to guide him into the wilderness, (9) the intrepid missionary undertook the dangerous journey. His visit to Logstown created intense interest, and the Indians assembled there and insisted that he go with them to Fort Duquesne; they declared that eight different nations were represented there who all wanted to hear his message. On August 24, with a large number of Indians he proceeded along the Indian trail toward Fort Duquesne, arriving in Allegheny in the

afternoon. Two days later a meeting was held near the river in sight of the French stronghold.

In the shadow of the giant sycamore trees the missionary addressed the Indians. Several French officers watched the meeting with anxious eyes. Other officers were seated about a table which had been brought over from the fort, taking a report of the proceedings. Post says, "I spoke with a free conscience and perceived by the looks of the French that they were not pleased with what I said." The speech was full of homely phrases and imagery dear to Indian ears. He pleaded for peace, for brotherly love and friendship with the English. The value of wampum was not forgotten, at every pause in his speech he held up "a string" or "a belt," or "a belt of eleven rows" or "a belt of seven rows," or "a large peace belt."

At the conclusion of the address, the Delawares and Mingoes proclaimed that they were for peace; the Shawanese promised to send the belts to all the Indians and in twelve days to meet again. And at break of day, as the Sunday morning guns of Fort Duquesne boomed out their call to early mass, accompanied by only six Indians, Post rode away. Instead of returning to Fort Augusta by way of Logstown, he took a northerly route through Allegheny, for fear of being pursued by the French. The apostle of peace had triumphed; not an Indian whom he reached, raised an arm against the English. And the conquest of the Ohio Valley became easier; Fort Pitt was erected, and the establishment of English supremacy in the West made certain.

The English victory did not bring peace and quiet on the Western border. Pontiac began his great uprising in 1763, and by a sudden concerted movement spread death and terror along the frontier. Fort after fort fell before his assaults; every settlement and every farm was abandoned; the settlers fled in wild panic to places of expected safety. Fort Pitt was surrounded and cut off from communication with the other settlements. For forty-eight days the siege continued. The rendezvous of the Indians was in Allegheny; from this vantage-ground they crossed the Allegheny River and dug themselves in under the banks of that and the

Monongahela River. Their fire on the fort from their hiding places was incessant, by day and night; with fire arrows they attempted to set fire to the fort. The death halloos in their own ranks demonstrated that the shots of the besieged were not without effect. Colonel Henry Bouquet, who had been second in authority under Forbes, commanded the English troops in Pennsylvania. At Carlisle he collected an army and on July 19 (10) marched to the relief of Fort Pitt. At Bushy Run, in Westmoreland County, he met the savages and defeated them with great loss.

For a time the Indians were cowed into submission. In the spring of 1764 from their settlements on the Muskingum River, they recommenced their depredations. Again Colonel Bouquet was sent against them. (11) Once more an army was gathered at Carlisle, which on September 17, arrived at Fort Pitt. On October 3 Colonel Bouquet with his troops left Fort Pitt, and crossing the Allegheny River proceeded west. It was a well organized, and well equipped force, that first army of white soldiers which ever marched through Allegheny. Among them were trained regulars, volunteers from Pennsylvania and Virginia, a troop of light horse, and women to serve as nurses. Trains of pack-horses carried the baggage, ammunition and provisions; and there were droves of cattle and herds of sheep for the further sustenance of the army. With the drivers and camp-followers the force was fifteen hundred strong. Its appearance in the heart of the Indian country struck terror into the souls of the savages lurking in the distance. The route was down Ohio Street, across the West common, and along Water Lane. Judge Daniel Agnew said the camp for the first night was located about a half or three-quarters of a mile below the old Penitentiary. (12) It was probably on Water Lane somewhere between Allegheny Avenue and Fulton Street. Captain Thomas Hutchins, during the Revolution, Geographer General of the United States, who was assistant engineer in this expedition, writing of the beginning of the trail, said it went "over rich, level land with stately timber to the Ohio." (13)

During the Revolution the land opposite Fort Pitt con-

tinued to be a gathering place for the Indians. Nelson's Island and Smoky Island, from both of which they could observe what transpired about the fort, were their favorite camp-grounds. The Indians who collected there were generally friendly to the whites, yet in 1782 on Smoky Island a number were treacherously slain for no other reason apparently, than that they were Indians. General William Irvine, writing from Fort Pitt on March 25, 1782, reported that part of the force which murdered the Moravian Indians in their settlements on the Muskingum River, on their return from committing that butchery, had come to Pittsburgh and attacked the Indians on Smoky Island. Two of the men killed held captains' commissions in the Continental Army; the others either escaped into the woods on the mainland, or effected their entry into the fort. (14)

On October 21, 1874, the Six Nations concluded a treaty at Fort Stanwix by which all the Indian lands in Pennsylvania, except a tract on Lake Erie, were ceded to the State.

REFERENCES.

1. CHARLES A. HANNA. *The Wilderness Trail*, New York and London, Vol. I., pp. 272-273.
2. *Early History of Western Pennsylvania*, Pittsburgh, Pa., 1846, App., p. 14.
3. O. H. MARSHALL. *DeCeleran's Expedition to the Ohio in 1749*, p. 24; *Fort Pitt and Letters From the Frontier*, Pittsburgh, 1892, pp. 27-28.
4. *Early History of Western Pennsylvania*, Supra, p. 49.
5. WILLIAM M. DARLINGTON. *Christopher Gist's Journal*, Pittsburgh, 1893, pp. 92-95.
6. REV. JOSEPH H. BAUSMAN, A. M. *History of Beaver County, Pennsylvania*, New York, 1904, p. 236.
7. WILLIAM M. DARLINGTON, Supra, p. 95.
8. *Early History of Western Pennsylvania*, Supra, App. p. 37; WILLIAM M. DARLINGTON, Supra, pp. 80-81.
9. *Early History of Western Pennsylvania*, Supra, App. pp. 76, 82-98.
10. JAMES R. ALBACH. *Annals of the West*, Pittsburgh, 1856, pp. 175-176.
11. *Bouquet's Expedition Against the Ohio Indians*, Cincinnati, 1868, pp. 35-44.
12. DANIEL AGNEW, LL.D. *Fort McIntosh, It's Times and Men*, Pittsburgh, 1893, p. 12.
13. CHARLES A. HANNA, Supra, Vol. II, p. 202.
14. NEVILLE B. CRAIG, *The History of Pittsburgh*, Pittsburgh, 1851, pp. 171-172.

CHAPTER II.

THE WHITE MAN ASSUMES THE BURDEN.

There is every indication that settlements were made in the territory opposite Pittsburgh by white men prior to 1784. At least one settler is known to have lived there and to have fenced in and cultivated land before that year. This was James Boggs, who had taken possession of a tract on the bank of the Allegheny River, a short distance below where Federal Street is now located. It is morally certain also that others had squatted in this country before the extinction of the Indian title; and it is well known that at least two ferries were authorized previous to that time, with a terminus on the Indian land. It was understood that a town was in contemplation on that side of the river, and men of foresight and perhaps influence with those in authority, procured the ferry rights in anticipation of that event. It is doubtful, however, if either of the ferries were operated with any degree of profit, if at all, until after the town was laid out and lots sold and settled upon. On September 25, 1783, the legislature granted Colonel William Butler the right to establish a ferry from Pittsburgh to the north side of the Allegheny at the mouth of a small run which emptied into the river immediately west of West Canal Street. The lot for the landing fronted one hundred and twenty feet on the river, and extended back a depth of five hundred feet.

Colonel Butler was a distinguished citizen. In partnership with his still more famous brother, General Richard Butler, he had been an Indian trader in Pittsburgh as early as 1774. He was a gallant soldier in the Revolutionary War, being lieutenant colonel of the Fourth Pennsylvania Regiment. After the Revolution he resided in the log house at the southeast corner of Penn Street and Marbury, now Fourth Street. That the ferry was not established at the point contemplated, is apparent from the fact that on June 23, 1786, the Supreme Executive Council of the State decided that the location was not suitable for a ferry, being subject to overflow, and gave Colonel Butler

permission to establish a ferry on other land. (1) The new location was east of the old site and near the mouth of Balkam, now Alcor Street. At the same time Colonel Butler was authorized to plough, sow and otherwise cultivate the ground formerly occupied by James Boggs, in return for which he was required to serve as a sort of forest ranger, and "prevent the commission of waste upon the timbers in the reserve tract." (2) On this land the northern terminus of the ferry was established. It was the twenty acres comprised in out lots numbered 34 and 35, which extended to the South Park, title to which was afterward obtained by Colonel Butler from the State. As he died in 1789, his career as a ferryman was brief.

On March 11, 1784, the legislature granted Daniel Elliott, the right to establish a ferry from his land at the mouth of Saw Mill Run on the south side of the Ohio River to a point in the reserve tract, a short distance east of Ferry Lane, now Beaver Avenue, and at the mouth of Chateau Street. The ferry was in all likelihood intended for the accommodation of settlers on their way west, who came down the path on the south side of the Monongahela River, or through the valley watered by Saw Mill Run. Elliott's location remained the site of a ferry for more than a hundred and thirty years, and the ferry was only discontinued on August 9, 1915, on the completion of the new Point Bridge over the Allegheny River. It is scarcely probable that Elliott ever lived on the north side of the river. It is more likely that he continued to reside at the southern terminus of his ferry.

Hugh Henry Brackenridge, afterward a justice of the Supreme Court of Pennsylvania, writing in the *Pittsburgh Gazette* of July 26, 1786, being the initial number of the newspaper, said of the land opposite Pittsburgh: "On the west side of the Allegheny River * * * is a level of three thousand acres, reserved by the state to be laid out in lots for the purpose of a town. A small stream at right angles to the river passes through it. On this ground it is supposed a town may stand; but on all hands it is excluded from the praise of being a situation so convenient as on the side of the river,

where the present town is placed; yet it is a most delightful grove of oak, cherry and walnut trees." (3)

One of the oldest settlers in the reserve tract was James Robinson. His log house was near the Allegheny River opposite St. Clair Street, in Pittsburgh. In front of the cabin a road ran northerly, which after 1787 was called the Franklin Road, and later became Federal Street. On April 10, 1787, Captain Jonathon Heart was ordered to proceed with his command from Pittsburgh to Venango on the Allegheny, one hundred and fifty miles north of Pittsburgh, there to erect a suitable work (4) as a protection against the Indians, who had become menacing. On the northerly side of the river about half a mile from the mouth of French Creek, and near the site of Fort Venango, he constructed a wooden fort which he named Fort Franklin (5) in honor of Benjamin Franklin, the idol of American public life. The road in front of Robinson's house was called the Franklin Road because it led to Fort Franklin, following the route taken by Captain Heart.

In 1781, James Robinson was a resident of Pittsburgh, being one of the signers to the petition sent to the Supreme Executive Council by citizens of that place, protesting against the high-handed conduct of General Daniel Brodhead, the commander of Fort Pitt. (6) In what year he went to the north side of the river is not known, but it was probably after the legislature had set off the reserve tract, and before or during 1785, as on December 17 of that year his son, William Robinson, Jr., was born there. It is said of the son that he was the first white child, or at least boy, born on that side of the Allegheny River. It is related that James Robinson's home was once attacked by Indians during the owner's absence, and was defended by his wife, who held the Indians at bay until assistance arrived. Robinson lived in some state owning a few negro slaves, and having a number of horses, oxen and cows on his place. (7) In his house he conducted an inn; he also operated a ferry connecting the reserve tract with St. Clair Street. In 1803 he moved into the brick house which he had just completed, being the first brick house erected in the reserve tract. (8)

For many years this was the most prominent point on the north side of the river. It was a landmark and nearly everything of moment happening north of the Allegheny River was described as occurring at a certain distance from Robinson's ferry.

On September 11, 1787, the legislature enacted a law directing the Supreme Executive Council to lay out a town in the reserve tract. The Council was to reserve within the town sufficient land for a court house, jail, market house, for places of public worship and for burying the dead, and without the town, one hundred acres for a common pasture. At that time the reserve tract was in Westmoreland County. Three days after the law was placed on the statute books, an attempt was made in the legislature to create the county of Allegheny. The effort met with decided opposition and failed of passage, largely because of the provision placing the county seat in the reserve tract. One of the members of the House in opposing the bill asked, "Will five hundred people be able to support the expense * * *? The people will have to cross the river to attend the court, the county-town and goal being on the west side, and there is not a soul to commit, unless it is the bears, for there is not a soul living on that side of the river Ohio." (9)

There were others besides the prejudiced members of the legislature, and who had some knowledge of the site of the proposed town who spoke disparagingly of it. David Redick was a member of the Supreme Executive Council and represented Washington County in that body. The Council had given him a hundred pounds for defraying the expense of laying out the town and had delegated him to take charge of the work. (10) Writing from Washington on February 19, 1788, to Benjamin Franklin, the president of the Council, he remarked: "On Tuesday last I went with several gentlemen to fix on a spot for laying out the town opposite Pittsburgh, and at the same time took a general view of the tract, and find it far inferior to my expectation, although I thought I had been no stranger to it. There is some pretty low ground on the rivers Ohio and Alleghenia; but there is only a small proportion of dry land which ap-

pears in any way valuable, either for timber or soil, but especially for soil; it abounds with high hills and deep hollows, almost inaccessible to a surveyor. I cannot believe * * * that small lots on the sides of those hills can ever be of use * * *. Perhaps the Council may think proper to lay the case before the legislature. I shall go on to do the business as soon as the weather will admit; and before I shall have proceeded further than may accord with the plan here proposed, I may have the necessary information, whether to go on as the law now directs, or not."

One of the reasons for Mr. Redick's adverse report may have been on account of the cursory manner in which he made the inspection, owing to the extremely cold weather. In his letter to Franklin, he declared that the country had never experienced a winter more severe. (11) "The mercury," he wrote, had been "12 degrees below the extreme cold point at Pittsburgh within the bulb or bottle * * *. It has been altogether impossible for me until within the last few days to stir from the fireside."

There are only a few accounts extant describing the early days of the reserve tract. That of Colonel John May of Boston, who visited Pittsburgh in 1788, is of some interest. He had come down the southern side of the Monongahela River and taken lodgings at the tavern and ferry house of Marcus Hulings on the south side of the river, opposite the foot of Liberty Street. On May 9, he commented in his journal on the Indians on the reserve tract. (12) "There are a number of Indians on the other side of the river. Many of them are often over in Pittsburgh. I cannot say I am fond of them, for they are frightfully ugly, and a pack of thieves and beggars. One of their chiefs died day before yesterday, and another, as I learn, is just going to his black master. These Indians are of an evil nature. Only three days ago, some of the infernals killed a white man, without any provocation that I could hear of."

Five days later Colonel May took tea with Colonel Butler at his home. The next day he was a member of a distinguished party in an excursion on the Allegheny River. In the company was General Josiah Harmar, the commander

of the regiment, provided by Congress for the defense of the western frontiers upon the disbanding of the Revolutionary armies, who had just returned from a visit to Captain Heart at Fort Franklin. Another guest was General Samuel H. Parsons, who had been a rival of General Arthur St. Clair, for the governorship of the newly created Northwestern Territory, and was then one of its judges. The trip was made in General Harmar's barge, the Congress, a boat fifty feet long, rowed by twelve men, in white uniforms and caps. "This is a rapid but beautiful river," Colonel May wrote. "The soil on each side is very good. * * * We visited the farm of Colonel Butler on the north side of the river, where is a very beautiful spot. Among other objects of curiosity, we went to see some Indian graves, at the head of which poles are fixed, daubed with red. These are left out of the ground as tall as the part buried. We visited the grave of old Kimtony, the Indian chief, who died a few days since. Kimtony, in Indian, means warpole in English I am told, the name given him on account of his exploits in war." (13) The late William M. Darlington, who was an authority on local Indian lore, thought the Indian graves were near the eastern boundary of Colonel Butler's land. (14)

The work of laying out the town as planned went on to completion notwithstanding the questions raised by Mr. Redick. It consisted of town lots and out lots, and it was provided that with each town lot the purchaser would receive an out lot; and in the rougher part of the reserve tract a number of the out lots were to be taken together and sold as farms. On November 19, 1788, the lots were sold at public auction in Philadelphia. The lots laid out over the land occupied by James Robinson, Colonel Butler and Daniel Elliott were reserved; and were held for the occupants, who were allowed to purchase them at a valuation fixed by the Council. The name given the town was "Alleghany," after the chain of mountains which run transversely through the State. But it was almost immediately corrupted into Allegheny, in order to conform to the spelling adopted for the river on the bank of which it was to arise. In the center of the town were four squares intended for public uses. The

town was bounded by what is now Stockton Avenue, Montgomery Avenue, Union Avenue and Sherman Avenue. Surrounding the town was the common ground called the North, South, East and West common, long since converted into public parks, each section still retaining the prefix north, south, east and west. Bounding the common ground were the out lots. In a block house on the West common, built as a place of refuge from the Indians, the first day-school in Allegheny was conducted. (15)

There may have been difficulties to overcome in building a town on the reserve tract, as was suggested by Mr. Redick, yet its natural beauty could not be surpassed. The surface was irregular; as a background were hills, separated by valleys. In spring and summer the landscape was clothed in a robe of vivid green. At the southern line of the South common was an abrupt descent called the Second Bank to distinguish it from Bank Lane, which ran along the Allegheny River. The Second Bank was the name by which Stockton Avenue was known for many years. Here and there were ponds, and interspersed were forest trees, and thickets. A half mile back from the river was the hill now called Monument Hill, at the time going by the name of Hogback Hill, because, as was asserted, it resembled the back of a hog. On the side facing the river the hill was covered with a dense forest. In the westerly part of the town were a succession of ponds collectively called the "swamp," over which Water Lane was laid out. The name, Water Lane, is said to have been suggested to the Supreme Executive Council because the lane ran along these ponds. Small rivulets, called runs, flowed through the territory, and had cut deep gullies along their courses. The run on which Colonel Butler had originally intended to establish his ferry came through the West common and extended northwardly almost parallel with Pasture Lane, into what was afterward called Snyder's Hollow and later Pleasant Valley. This is the valley between the Perrysville Avenue hill and the hill on which Union Dale Cemetery is located. A branch came across Federal Street and through the North common. Another run called Saw Mill Run, so named because a saw

mill was located on its bank at an early day, (16) entered the Allegheny River a short distance east of Long Lane, a street now abandoned at the river, but which north of Ohio Street is called Wettach Street. The run extended eastwardly across East Lane, now Madison Avenue, and stretched out its arm almost due north into the East Street Valley. A branch of Saw Mill Run came southwesterly from the Spring Garden Valley.

REFERENCES AND NOTES.

1. 15 Colonial Records, p. 42.
2. Ibid, pp. 42-43.
3. H. H. BRACKENRIDGE. *Gazette Publications*, Carlisle, 1806, p. 13.
4. *Military Journal of Major Ebenezer Denny*, Philadelphia, 1859, p. 97.
5. WILLIAM H. EGLE. *History of the Commonwealth of Pennsylvania*, Philadelphia, 1883, pp. 1126-1127.
6. *Frontier Retreat on the Upper Ohio*, Madison, 1917, p. 362.
7. Note—In the tax duplicate of Pine Township for 1801 James Robinson was credited with owning 2 slaves, 4 horses, 6 cows, and 2 oxen.
8. Note—In the tax duplicate of Pine Township for 1804 James Robinson was assessed with a brick house, which is the first brick house appearing in any of the tax duplicates for Pine Township, as long as Allegheny Town was in that township.
9. *Fort Pitt and Letters From the Frontier*, Pittsburgh, 1892, p. 304.
10. 15 Colonial Records, p. 340.
11. 11 Pennsylvania Archives, First Series, p. 244.
12. *Journal and Letters of Col. John May of Boston*, Cincinnati, 1873, pp. 41-42.
13. Ibid, pp. 46-47.
14. Ibid, p. 47.
15. ELLIOTT E. SWIFT, D. D. *History of the First Presbyterian Church of Allegheny*, Pittsburgh, 1876, p. 6.
16. NEVILLE B. CRAIG. *The History of Pittsburgh*, Pittsburgh, 1851, p. 277.



Residence of Thomas Barlow, on the Second Bank, Now
Stockton Avenue.

From a picture painted by a French artist, from a sketch made by Mrs. Barlow about the year 1825 for her mother in France. The Presbyterian Meeting House and Hogback Hill, now Monument Hill, are in the distance on the left. The artist has added the cross on the church as being proper according to his conception of a house of worship. The intervening residences of Benjamin Page and the Rev. Joseph Stockton are omitted.



View of the Allegheny River Between Pittsburgh and
Allegheny Town.

The Hope Cotton Mill is in the distance on the left, in Allegheny Town. Here the original aqueduct of the Pennsylvania Canal crosses to Pittsburgh.

CHAPTER III.

THE BEGINNING OF THE TOWN.

On September 24, 1788, Allegheny County was formed out of parts of Westmoreland and Washington counties; and the trustees of the new county were directed to select lots in the reserve tract for a court house and jail. A large number of former Revolutionary officers lived in Pittsburgh and other parts of Western Pennsylvania, who were holders of the depreciation certificates issued by the State for services in the Revolution, and which were receivable in payment of lots in the town. Lots in a town containing the court house and jail they argued would soon enhance in value; and when the lots were sold they were nearly all snapped up by these men. But alas for human foresight! The residents of the village across the river protested strongly against locating the county buildings in the reserve tract. The agitation kept people who might otherwise have settled on the north side of the river away from it. The original purchasers had no opportunity to sell their lots at a profit or for any price. On April 13, 1791, that portion of the Act of September 24, 1788, relating to the court house and jail, was repealed, and the trustees of the county were directed to purchase ground and erect the public buildings in Pittsburgh; and the value of the lots in the reserve tract declined still further.

The population of Allegheny, or Allegheny Town as it began to be popularly called, the word "Town" being probably added in order to give the place additional importance, must have been insignificant at this time, but there is no way of ascertaining the number. Both while the territory was in Westmoreland County and after the formation of Allegheny County, Allegheny Town was in Pitt Township, and the United States census report for 1790, the first issued, did not give the population of townships as a separate item. On the creation of Pine Township in 1796, Allegheny Town was included in that township. Pine Township comprised all the territory north of the Allegheny and Ohio rivers, west of the mouth of Pine Creek, in the present borough of Etna. The United States census for 1800 gave the population of the township as 989. Based on this report and

on the list of taxables as returned by the assessor of Pine Township for that year, the population of Allegheny Town in 1800 including the residents on the nearby out lots, would seem to have been between 250 and 300.

Roads were opened. Under the provisions of the Act of April 4, 1796, the Franklin Road was regularly laid out and named the "Road from Pittsburgh by Fort Franklin to Le Boeuf." The principal purpose of the State appears to have been to obtain a passable highway from Pittsburgh to the town of Franklin, planned by the State the year before, at the fort of that name. The road ran northerly over Federal Street, going straight up the hill, and at a point between Lafayette Avenue and Burgess Street went along the course of Perrysville Avenue, leaving that thoroughfare at Broadway, now Bonvue Street, a short distance north of the junction of Perrysville Avenue with East Street; then it took a northwesterly direction. Locally the road continued to be called the Franklin Road. Other roads entered Allegheny Town over the Franklin Road. In the fall of 1796, a road was laid out from Meadville to James Robinson's ferry, (1) and in the summer of 1797 another one from Meadville to unite with the Franklin Road at the crossing of Slippery Rock (2). In 1798 a road was planned from the forks of French Creek, to connect with the Franklin Road (3). The old Indian trail running through Allegheny Town became a leading highway to the West. After the opening of the Franklin Road the easterly terminus was changed to the southerly end of that thoroughfare at the Allegheny River. In 1799 this path was opened as a county road from Pittsburgh to Beaver, becoming a state road on April 4, 1809, by act of the legislature. As there was no money for the maintenance of the road, its condition became intolerable, and on April 14, 1827, a law was enacted which provided that all monies arising from the sale of lots in the reserve tract at the mouth of Beaver Creek, not appropriated, were to be used in repairing and improving this road. It became known as the Beaver Road, and sometimes as the Great Road from Pittsburgh to Beaver.

In the course of the next seventy-five years the location of the Beaver Road was changed a number of times, and

portions abandoned. Sometimes it was necessary to move the road, owing to the shifting of the ponds along which it ran. In places it went over private property and as the owners took possession and began fencing it in, it became advisable to move the road to some other location. In 1800 another road was opened to Beaver, which left Allegheny Town over the Franklin Road, continuing on that road for twelve miles, when it took a northwesterly course to Beaver. (4) The stage lines that were being projected to run from Pittsburgh to the West and North, went over one or the other of these roads.

The new arrivals from the East did not all remain on the south side of the Allegheny River or go farther west; some took up their habitations in the village north of the river. Also men who conducted commercial or industrial enterprises in Pittsburgh moved over to Allegheny Town, a number setting up their establishments there. New stores and taverns were opened. In 1809 the easterly portion of Pine Township including Allegheny Town, was cut off from the parent township and formed into Ross Township. It was named for former United States Senator James Ross who was living in Pittsburgh, and was a leading citizen and member of the Allegheny County bar. The next year when the United States census was taken, Ross Township had a population of 1327 and Pine Township 588. As Ross Township outside of Allegheny Town, while of great extent, consisted only of market gardens and scattered farms, it is fair to assume that the population of Allegheny Town was at least 450.

It was largely a Presbyterian community. The nearest churches were in Pittsburgh, and that place seemed much farther away then than it does now with all the conveniences of modern electric street railways. The people desired to have their religion brought closer to their homes. In a certain summer, sometime before 1812, the Rev. Joseph Stockton came from Pittsburgh and preached a sermon to the Presbyterians under the shade of a forest tree, which stood a short distance north of Ohio Street, and between Beaver, now Arch Street, and the site of the old Penitentiary.

(5) The Rev. Dr. Elliot E. Swift, for many years pastor of the First Presbyterian Church of Allegheny, the successor of the first Presbyterian congregation in the village, who made this statement, gave that indefinite time, because as he relates, in 1812, when the second war with Great Britain was in progress, two thousand soldiers of the United States army intended for the northwest, camped on the ground between the Allegheny City Hall and the west wall of the Penitentiary. Before the encampment could be made, the soldiers were obliged to cut down all the forest trees which stood on the land and that, according to this historian, included the tree under which Mr. Stockton preached. Therefore the sermon must have been delivered before 1812. At intervals other ministers preached in Allegheny Town. About the year 1815 the Presbyterians erected a one-story frame meeting house on the West common, a short distance west of the easterly line. It stood close to the Second Bank which it faced. The building was painted white and attached to the church was a burying ground. With religious instructions the Presbyterians also provided secular advantages, and on week days conducted a school in connection with their church.

Manufacturing began in the village and in other portions of the reserve tract. The glass works located on the Ohio River opposite the head of Brunots Island, on out lot numbered 13, was the first industrial plant erected in Pennsylvania north or west of the Allegheny and Ohio rivers. It was situated near the mouth of Island Lane which as extended to the river is now Columbus Avenue. At this point the current of the river, which is swift and difficult of navigation, is to this day called "Glass House Riffle." The local histories credit Major Ebenezer Denny and Anthony Beelen with having established the works, and with bringing a Frenchman named LaFleur from France to construct and operate it. The Tax Duplicate of Pine Township for the year 1801 charges Doctor Hugh Scott with the taxes on the unfinished glass works. As the taxes for 1801 were no doubt based on an assessment made at least one year earlier, it is evident that the construction of the factory was begun

in 1800 or before that year, and that the founder was Doctor Scott. Major Denny and Mr. Beelen may have become interested in the glass works sometime in 1801, as on April 1 of that year, Doctor Scott was appointed postmaster of Pittsburgh, and the duties of the office may have precluded him from further conducting the affairs of the glass works. It is also possible that his financial resources were not equal to the task of completing the plant and that Denny and Beelen then took charge of the project, their store being directly across Market Street from the drug store of Doctor Scott.

John Irwin established an extensive ropewalk in 1813, his land being bounded by the West common, by the line of Grant, now Galveston Avenue, by Water Lane and by the line of Ridge Avenue. The walk itself was located on the site occupied by Lincoln, now Lynndale Avenue. Mr. Irwin's two-story white frame house faced the West common, from which it stood back about sixty feet. It was situated between Lincoln and Ridge Avenues, and was the most conspicuous residence in the western part of the village. The old ropewalk has long since disappeared. It had a national reputation, but no description is preserved. Could Longfellow have had in mind Mr. Irwin's famous establishment when he wrote the expressive lines?

"In that building long and low
With its windows all a-row
Like the port-holes of a hulk,
Human spiders spin and spin,
Backward down their threads so thin
Dropping each a hempen bulk."

A movement was begun for the erection of a bridge to connect Allegheny Town with St. Clair Street. A charter had been obtained in 1810, but too many difficulties were in the way and the charter was allowed to lapse. In 1816 a new charter was secured and the construction of the bridge commenced in 1818. It was completed in 1820, the first president being William Robinson, Jr., perhaps the wealthiest man in Allegheny Town. Being the only child of James Robinson who died in 1814, he had succeeded to his father's large estate, and with his wealth also acquired his prestige

in the community. At least three of the other directors were also residents of the village.

Education was making further advancement and the Presbyterians built on the common ground over toward where Marion Avenue, now Merchant Street, crosses under the Pittsburgh, Fort Wayne and Chicago Railroad, a two-story brick academy which they called the "Allegheny Academy." Its peculiarity was the outside stairway leading to the upper story. Between the church and the academy were the tombstones and unmarked mounds of the village burying ground. To the west of the church and between the academy and Hogback Hill and running nearly at right angles with the Second Bank was a ravine forty or fifty feet deep in which flowed the run at the mouth of which was the original site of Colonel Butler's ferry. Near the upper end of Ridge Avenue and immediately west of the ravine was the log house, in which the first day-school in Allegheny Town was kept. Also in this building after the service under the forest tree, religious worship was sometimes held.

(6)

The old roads were not always in a passable condition and turnpikes began to take their place. The first turnpike in Allegheny Town was the Pittsburgh and Butler Turnpike, which was incorporated on July 27, 1819. It began on Federal Street at the Allegheny River and ran northerly to Ohio Street, going east over Ohio Street and up the valley of Pine Creek to Butler and Mercer. It was completed in 1822; and toll houses appeared in Allegheny Town.

The most important event in the history of the road occurred on June 1, 1825. On Monday, May 30, (7) General Lafayette arrived in Pittsburgh with a party consisting of his son, George Washington Lafayette, his private secretary A. Levasseur, M. DeSyon and Bastian his valet, together with Governor Jeremiah Morrow of Ohio and his staff. For two days they were feted, including a ball given at Colonel Ramsey's Hotel at the southeast corner of Wood Street and Third Street, now Third Avenue, the site being today occupied by the St. Charles Hotel. Allegheny Town shared in the excitement. In 1825 it was a straggling coun-

try village, although the bustle of the embryo manufacturing city was already becoming manifest. There were only eighty-five houses within its borders, thirteen being of brick, and the others of frame. The population was 792, (8) but what the village lacked in numbers on this occasion it made up in enthusiasm.

At the northeast corner of the Second Bank and Middle Alley, now West Diamond Street, was the home of Mr. and Mrs. Thomas Barlow. The Barlow's were old friends of Lafayette. Mr. Barlow was the nephew of Joel Barlow, the American diplomatist and poet, who resided in Paris during the earlier years of the French Revolution, and was a friend and admirer of Lafayette. In 1811 he was appointed United States Minister to France, and called his nephew, Thomas Barlow, from Yale College to go with him to Paris. In the autumn of 1812 the elder Barlow was invited to Vilna by Napoleon, who was on his Russian campaign, to meet him for a conference about the prospective commercial treaty between France and the United States. Thomas Barlow accompanied his uncle on the journey as private secretary. On the way to Russia, at a village in Poland, Joel Barlow sickened and died. Mrs. Barlow was the daughter of Henry Preble, and a niece of Commodore Edward Preble, of the United States navy. Her father had settled in France as an importing merchant; and both she and her husband had become intimate with Lafayette in Paris. When the eminent Frenchman appeared in Pittsburgh, Mrs. Barlow arranged a luncheon in his honor for Tuesday, May 31. Lafayette's reception at the home of the Barlows was quaintly picturesque. At the gate he was received by a dozen little girls dressed in white, wearing pink sashes, and with wreaths of roses on their heads. His salute was to stoop over each child and imprint a kiss on her forehead. Mrs. Barlow he took by both hands, and kissed her on each cheek. (9)

On Wednesday Lafayette and his party, accompanied by Harmar Denny, afterward the member of Congress from the district, and by Charles H. Israel, continued their tour. Early in the morning they left Pittsburgh on the regular stage for Erie, crossing into Allegheny Town over the St.

Clair Street bridge. He was escorted by the committee of arrangements, the city light troop under command of Captain Magnus M. Murray, later mayor of Pittsburgh, and by a battalion of volunteer citizens. Many other persons had come from Pittsburgh, and as the procession passed through the village there were more people on Federal and Ohio streets than perhaps were ever seen there before. Whenever the trumpeter sounded his bugle the people shouted their acclaim. The city light troop went as far as Butler, Mr. Denny and Mr. Israel accompanying the party to Erie. (10)

REFERENCES.

1. No. 6 September Sessions, 1796, Court of Quarter Sessions of Allegheny County, Pa.
2. No. 2 March Sessions, 1797, Court of Quarter Sessions of Allegheny County, Pa.
3. No. 7 September Sessions, 1798, Court of Quarter Sessions of Allegheny County, Pa.
4. No. 1 December Sessions, 1799, Court of Quarter Sessions of Allegheny County, Pa.
5. ELLIOT E. SWIFT, D. D. *History of the First Presbyterian Church of Allegheny*, Pittsburgh, 1876, pp. 4-5.
6. *Ibid*, p. 6.
7. ISAAC CRAIG. *Commercial Gazette*, June 22, 1885.
8. S. JONES. *Pittsburgh in the Year 1826*, Pittsburgh, 1826, p. 47.
9. OLIVER ORMSBY PAGE. *The Pittsburgh Bulletin*, Pittsburgh, Pa., October 13, 1894, Vol. XXIX, No. 23, p. 4.
10. *The Pennsylvania Magazine of History and Biography*, Philadelphia, 1885, Vol. IX, pp. 272-277.



West Common in 1832.

The Penitentiary is in the background, and the Nunnery on the hill to the right.—From *Maximilian Prince of Wied's Travels in North America*.

CHAPTER IV.

THE BOROUGH.

The new bridge and the increasing number of industries caused the village to grow still more rapidly in the next decade. The Pittsburgh and Beaver Turnpike was incorporated on March 29, 1819, but owing probably to the improvements made on the state road to Beaver, the projectors of the turnpike did not consider it advisable to complete their organization. It was not until the passage of the act of April 11, 1835, that letters patent were issued. This road followed the course of the Pittsburgh and Beaver Road. More toll houses were erected in Allegheny Town. Additional stage lines crossed the bridge from Pittsburgh, and the sound of the stage driver's horn and the crack of his whip became more familiar than ever in the streets of the village.

Important public institutions were erected in the reserve tract. On January 8, 1821, the city of Pittsburgh purchased from the estate of James O'Hara, out lot numbered 256, containing ten acres, on which it established an almshouse. The land fronted on Ohio Lane, now Pennsylvania Avenue, and was bounded on the east by the line of Allegheny Avenue, on the north by the line of Franklin street and on the west by that of Sedgwick Street; Bidwell Street now divides the out lot into two equal parts. During the years 1821 and 1822, the almshouse was erected. It was a large two-story frame structure, and faced Ohio Lane, standing across Bidwell Street, and on the northerly line of Liverpool Street, which crosses in the middle of the tract. The burial ground was on the westerly portion of the land. In the latter part of 1848 the inmates were removed to Pittsburgh's new almshouse situated on the south side of the Monongahela River in Mifflin Township, the buildings were torn down, and the grounds laid out into building lots and sold. (1)

The Duke of Saxe Weimar Eisenach passed through Allegheny Town on May 17, 1826. He described the St. Clair Street bridge and gave his impressions of the village as well

as predicting its future prospects. "We reached the Allegheny bridge which is built of wood, roofed, and supported by five piers. The foot-walks are separated from the wagon-road, and are open at the sides, so that foot passengers are not incommoded by the dust from the inside of the bridge. On the opposite side is a little village called Allegheny Town, laid out upon a great scale, but on account of the proximity of Pittsburgh, it will with difficulty attain any importance. On the heights stand elegant country houses." (2)

More industries were established. In 1827 the Juniata Rolling Mill was built on the Allegheny River, along the westerly side of Darragh, now Dasher Street. In 1828 Blackstock, Bell and Company erected the Pittsburgh Cotton Factory on the west side of Federal Street between Robinson and Lacock Streets. On April 14, of that year, the town was incorporated as a borough, but continued to be called Allegheny Town. The borough did not include more than about one third of the reserve tract. Its easterly line was East Lane, the northerly limit was a short distance north of Carroll now Carrington Street, then the line ran down Pasture Lane to Water Lane, along Water Lane to Ferry Lane, and down Ferry Lane to the Ohio River. The Ohio and Allegheny Rivers were the southerly boundary of the borough. Robert Campbell conducted an inn on the west side of Federal Street a short distance north of Water Alley, now Park Way, the ground being part of the land covered by Boggs and Buhl's store. In his house on May 10, 1828, the election for the borough officers was held, and here on Friday, May 16, 1828, the borough council was organized.

The Presbyterians being in a majority, it was natural that they should obtain control of the new municipal government. John Irwin, the burgess, James Brown, the president of the council, and of the councilmen, Robert Stewart, Richard Gray and Foster Graham were members of the little church on the West common. Hugh Davis, the treasurer, and Thomas Sample, the assessor and street commissioner, were likewise members. The other councilmen were Isaac Lightner, William Savory, William Lecky, John Meas-

on and Robert Campbell. In 1830 when the census was taken, being the first census in which the name of the village appeared, it was given as the "Borough of Allegheny Town." The population was 2801, being three and a half times what it was in 1825; the increase was particularly large during the last half of the decade. But what seems remarkable in this report at the present day, is the fact that at this time there were in Allegheny Town eight slaves.

In the summer of 1829, the Pennsylvania Canal was completed from Leechburg to Allegheny Town. Many new people settled within its limits; a number of additional manufacturing concerns came into existence. The council went vigorously to work, and on December 7, 1829, an ordinance was enacted for the erection of a market house; and the first loan made by the borough was for five hundred dollars, to be used in paying for the building. It was located on the east side of Federal Street, a short distance south of Ohio Street. It was a wooden structure one story in height with an opening at either end; and it was open on both sides. At the meeting which decided to erect the market house, a committee was appointed to purchase a fire engine, and early the next year two small hand engines built to operate together, with hose carriage attached, were purchased. They were called "Columbus" and "Hope," names dear to the firemen of the day, and auspicious in their eyes of the successful accomplishment of the tasks for which the engines were designed. An engine house was erected at the southeast corner of Federal and Ohio streets, adjoining the market house. Steps were taken to prevent domestic animals from running at large in the borough. Many families owned hogs which were permitted to roam at will through the streets, and an ordinance was enacted prohibiting the nuisance; the cattle which browsed on the herbage of the common ground, were generally in charge of boys or perhaps girls. Few matters were too trivial for the borough officials to consider, when the general welfare was concerned. On January 21, 1831, John Irwin came before council and informed that body that a mad dog had passed through the

town a few days before, and on its way had bitten a number of persons; that therefore it became the duty of the corporate authority to immediately adopt measures of public safety; and council then and there enacted an ordinance relating to mad dogs.

A wrong impression seemed to prevail in regard to the uses for which the common ground was intended, which caused an endless amount of controversy. Common of pasturage, as provided for in the Act of September 11, 1787, was the right of the owners of the town lots to graze their cattle on the common ground. The right of common was a distinct departure in Pennsylvania legislation; in England it was an ordinary incident in titles to land, but on this side of the Atlantic Ocean there were few instances of the adoption of principle. Until the passage of this act, common of pasturage was unknown in Pennsylvania. The State was attempting to inaugurate a species of communism which was impracticable except in districts that would remain permanently rural; and the Supreme Court early recognized this fact. As far back as 1824, Chief Justice Tilghman, speaking of this right of common, with the extended vision for which he was noted, questioned the sufficiency of the common ground fifty years thence, when Allegheny Town might be a populous city. (3) Piece by piece the common ground was diverted from the original uses and given or taken into the hands of private or semi-private institutions. The legislature assisted materially in this species of robbery. On March 3, 1818, it granted ten acres to the State, as the site for a penitentiary. The building was erected on the easterly line of the West common, two or three hundred feet north of Ohio Street. It was an imposing structure, and was built of gray sandstone in the Norman style, with circular towers at each end of the facade and great walls enclosing an open interior. On July 1, 1826, a portion of the building and the cells were completed and delivered to the Inspectors, the first prisoner being received on July 22 of that year; and on November 27, 1827, the entire work was finished. Later the structure was enlarged; and there the prison frowned on the surrounding landscape until 1886,

when the Riverside Penitentiary was ready for occupancy, and the old building was torn down.

Maximilian Prince of Wied, on his way from Pittsburgh to Economy, on September 29, 1832, drove through the village. On his way he passed the Penitentiary and spoke of its "attractive architecture." Another building interested him. On the height to the right of the town he related, was the "so called nunnery, a monastery founded by Flemish nuns who conduct an educational institution in which children of every religious persuasion are admitted." (4) In reality it was a boarding school for young ladies and girls, and was called "St. Clare's Young Ladies' Academy." It was located on the shoulder of the hill east of the head of Federal Street, where that thoroughfare connects with Perysville Avenue. The grounds contained sixty acres, and the building, a long gray frame structure, protruded out of a grove of forest trees. It consisted of three parts of different heights built together, the highest portion being surmounted by a cupola; it was the most notable object on any of the hills overlooking the town. The convent was founded in 1828 by nuns belonging to the Order of St. Clare, called the gray nuns, from the habit which they wore. They named their hill Mount Alvernia, but from the advent of the nuns, the people of Allegheny Town called it Nunnery Hill, the name clinging to it to this day. At one time the convent contained as high as fourteen nuns. Owing to a controversy which the nuns had with Bishop Rese' of Detroit, the ecclesiastical superior of the order in this country, they were ejected from the property on May 17, 1835, and thereafter it was sold (5), but the building remained unaltered for many years afterward. The ground occupied by the convent and about one fourth of the land by which it was surrounded, was long owned by Colonel James Andrews, the associate of Captain James B. Eads in the construction of the great St. Louis bridge over the Mississippi River, and the New Orleans jetties; his widow still resides there. The imposing Andrews mansion stands on the site of the convent and is said to retain some of the chimneys of the old nunnery.

On February 18, 1819, forty acres of the common ground was granted to the Western University of Pennsylvania, for a university. At a public meeting held in the village on November 11, 1825, residents, lot holders and land owners to the number of thirty-one, granted their right in a portion of the West common to the Presbyterian Church of the United States for the establishment of a theological seminary. A large majority of the signers to the paper which resulted from the meeting were Presbyterians. In 1825 the erection of the Western Theological Seminary was begun on Hogback Hill. The action of the lot and land owners was on April 17, 1827, ratified by the legislature; and the buildings were completed in 1831. The seminary was a distinct addition to the architecture of Allegheny Town; the buildings were destroyed by fire in 1854, but were rebuilt the same year at the base of the hill, facing the West common.

Many individuals followed in the footsteps of the public institutions and dotted the public ground with their habitations; a dwelling house was even built on the southwest public square (6). The Presbyterian congregation caused the borough authorities much anxiety. On December 1, 1828, the church had procured from the council of which the Presbyterians were the controlling element, the adoption of a resolution giving it authority over the ground occupied by the church and burying-ground. The Meeting House became too small; the shingles were dilapidated and the weather-boarding warped, and in 1831 it was determined to erect a new building. Again it was designed to build on the common ground, and work on the new church was commenced.

But the religious complexion of the borough was changing. People belonging to other than the Presbyterian church were crowding into the place. In 1828 the Methodists had become strong enough to form a congregation, and two years later erected a small frame church on Beaver Street which became the Beaver Street Methodist Episcopal Church, and is now the Arch Street Methodist Episcopal Church. The Episcopalians organized Christ Protestant Episcopal Church in 1830; there were a considerable number of ad-

herents of the Associate Church; there were also Reformed Presbyterians. Germans and Swiss Germans of the Protestant Evangelical religion had overrun the eastern end of the borough, and among the newer immigrants were many Roman Catholics. These elements looked with a jealous eye on the occupation of the common ground by the Presbyterians. Council was not only urged to proceed against the Presbyterians, but to stop all other infringements of the public rights. The members of council wavered between fear of the Presbyterians on one side, and of the non-Presbyterians on the other.

In the meantime the construction of the new church went on. Public sentiment would not brook further delay; the council was ignored, and the citizens themselves commenced legal proceedings to restrain the continuance of the work. When William Montgomery, one of the objecting parties, served the workmen employed on the building with the official notice of the suit, he invited them to drink with him at a nearby tavern, probably as related by Dr. Swift (7) "with the intention of indicating to them that there was nothing personal in the proceeding." John Hannan was an experienced contractor, having been one of the contractors in the construction of the Penitentiary, and its first warden, holding that position from 1826 to 1829. Although a member of the borough council, he was also a ruling elder of the congregation, and was present on the ground directing the work on the church. He was a man of positive character and according to Dr. Swift, negatived Montgomery's proposal in no uncertain terms. Dr. Swift failed to report the observations of the workmen at being deprived of the indicated refreshment. The congregation finally surrendered and discontinued their building operations; and the borough resumed control of the land occupied by the church. A fence of planed boards, six feet high and painted white, was erected around the town burying ground. The entrance was on the south side where the gate was placed; and the dead were again protected from vandal feet and vandal hands.

On November 14, 1832, the council appointed a committee to wait upon the trustees of the Allegheny Academy

and ascertain whether the borough could buy the interest of the stockholders, and to find out the terms on which they would sell. The private occupants of the common ground were proceeded against, the street commissioner being instructed to notify them to remove the houses which they had erected there. Some were ordered to comply immediately, others were given a period of grace. Those whose houses projected over the streets on which the buildings fronted were directed to take away the incumbrances. The Presbyterians who were now worshipping in their new church on Beaver Street, but had allowed their old building to remain on the common ground, were given until April 15 to obey the order of the council. The time for the removal of Allegheny Academy was extended until April 1, 1836. However, by an arrangement between the borough and the academy, the building was taken over by the borough and became Allegheny's first high school.

With the grant to the Penitentiary no question was ever raised, except in regard to the four acres lying outside of the west wall, which were taken possession of by the borough in 1838, without resistance from the prison authorities, and again became part of the common ground. On March 18, 1840, a law was enacted revesting this land to the original uses; and by virtue of the Act of June 22, 1883, the ground on which the Penitentiary itself stood was vested in Allegheny City for park purposes, upon the removal of the Penitentiary. The claim of the Western University was declared invalid by the Supreme Court of Pennsylvania in 1824. (8) The Theological Seminary after engaging in litigation, made a compromise, and in 1849 conveyed its rights to the city in all the land granted it, except to about four acres.

In 1832 the Asiatic cholera appeared in Pittsburgh and in a number of towns within a radius of a hundred miles of the city. It was alleged to have been brought to Pittsburgh by a negro from Cincinnati. Allegheny Town became panic-stricken. On June 30 a board of health was created, and each householder was notified of the necessity of using every precaution to ward off the dread disease. In conjunction

**Western Theological Seminary of the Presbyterian
Church.**



Seminary on Hogback Hill, now Monument Hill,
1831-1854.



Seminary on West Park, now Ridge Avenue, in 1857;
replaced by the present structure in 1915. Professors'
houses on the right and the left, still standing.

with Pittsburgh, tents were procured in which to isolate those who should be attacked, and arrangements were made for placing sentinels about the tents in order to prevent any one from entering or leaving. On October 25, 1832, several additional cases of cholera were reported in Pittsburgh, and in a short time twenty persons, chiefly negroes, died of the malady. A hospital was proposed in Allegheny Town, but by November 14, the scare had abated, and the scheme was abandoned. In January, 1833, terror again seized the town, and the hospital was built; but it was never used, as soon afterward the cholera was stamped out.

REFERENCES.

1. JUDGE JOHN E. PARKE. *Recollections of Seventy Years*, Boston, 1886, p. 170.
2. BERNHARD, DUKE OF SAXE-WEIMAR EISENACH. *Travels Through North America During the Years 1825 and 1826*, Philadelphia, 1828, Vol. II, p. 159.
3. Western University of Pennsylvania v. Robinson and Others, 12 S. & R., p. 32.
4. MAXIMILIAN PRINCE ZU WIED. *Reise in Das Innere Nord-America in Den Jahren 1832 Bis 1834*, Coblenz, 1839, Vol. I, p. 135.
5. REV. A. A. LAMBING. *A History of the Catholic Church in the Diocese of Pittsburgh and Allegheny*, New York, 1880, pp. 483-484.
6. ELLIOT E. SWIFT, D.D. *History of the First Presbyterian Church of Allegheny*, Pittsburgh, 1876, p. 4.
7. Ibid, pp. 10-11.
8. Western University of Pennsylvania v. Robinson and Others, Supra, p. 32.

CHAPTER V.

THE CITY.

More attention was devoted to public improvements, and on July 16, 1833, the council appropriated the sum of thirty-five hundred dollars for the purpose. The items in the appropriation serve to fairly indicate the necessities of the borough. Included was money for a hay scale and weigh-house; for a house for fire apparatus; for a fire engine and additional hose; for a permanent bridge over the gully which crossed the common ground at Ohio Street west of the Penitentiary; for the grading of Craig Street; for filling in Sandusky Street south of the town lots; for grading the West Bank, as the Second Bank west of Federal Street was called; for filling up Bank Lane from Federal Street to Craig Street, and for the completion of the grading of the East common.

The "house for fire apparatus," or engine house, turned out to be the most important of the contemplated public works. The views of the councilmen were ever becoming broader, and at the meeting held on July 30, it was decided that the engine house should be two-stories in height, in order to admit of two rooms on the second floor, one to serve as a council room, and the other for the use of the fire companies. On August 7, the contract was awarded to John Hamilton for the sum of nine hundred dollars. The structure was finished on January 2, 1834, and taken off the contractor's hands. It was built of brick with a cupola, and was located on the southwest public square, a few feet south of Ohio Street and a short distance back from the line of Federal Street with the front facing that thoroughfare. The first story was divided into two rooms, of nearly equal size, with an entrance between them, where the stairway leading to the upper story was located. On completion the building was designated the "Town House."

Until this time the meetings of the council had been held in the Federal Street tavern, although the ownership had changed twice since 1828. Robert Campbell had been succeeded by John Bell, and he by William Lightner. The council room in the tavern was given up, and thenceforth the

council held its meetings in the Town House, and for thirty years this was the seat of power from which were directed the affairs of the municipality. Thomas Griffiths was employed to take charge of the building. His duties were to attend the meetings of council, sweep the council room, keep the engine and hose apparatus in order and ring the bell which it was intended to provide. Another of his duties was to light the candles in the council room. His salary was fifty dollars a year. Regulations for the use of the Town House were made. The council room was in the north end of the building; the other room on the second floor was fitted up for the fire companies. Neither room was to be used for purposes other than those designated without special leave of the council, except for meetings of a general public character called by the burgess. In 1835, the bell was purchased and hung in the cupola. During this year the old engine house at the southeast corner of Federal and Ohio Streets was abandoned and sold at public auction for \$39.25.

The borough was still progressing. Instead of buying a fire engine of the type of the Columbus and Hope, the council decided to use the appropriation made for a fire engine, in purchasing one that was larger and more powerful. Such an engine was bought in October, 1833, and in order that it might be accommodated in the Town House, certain necessary alterations were made in the building. The new engine was christened the Phoenix, after the Phoenix Engine and Hose Company of Philadelphia from which it was purchased. In 1836, during the administration of President Jackson, the borough took another step forward, and a post office was established. It was located on West Diamond Street between Ohio Street and Gay Alley, now South Diamond Street. The first postmaster was Dr. E. Henderson, who was prominent both as a physician and as a volunteer fireman. He died soon after his appointment, and was succeeded by his widow.

The canal, including the Portage Railroad over the Allegheny Mountains, was completed from Columbia to Allegheny Town in 1834, and March 24 of that year, the first canal boat to cross the mountains reached the borough. The canal entered the eastern end of the town, and was located

between what is now North and South Canal streets, the ground being covered by the roadbed of the West Penn Railroad. The tow-path was on the northerly side of the canal, and at Federal Street where a bridge crossed the canal, it was twelve feet below the grade of that thoroughfare. From Federal Street the canal continued westwardly on a line nearly parallel with and immediately south of where the Pittsburgh, Fort Wayne and Chicago Railroad is located, to a point between Darragh Street and Craig, now Cremo Street. Here it entered a basin wider than the canal, which extended at right angles with the canal to the Allegheny River. This was the rendezvous of the boats whose traffic was mainly with Allegheny Town. At the basin their cargoes were loaded and unloaded, and in this water they laid over from one voyage to the other, and for repairs. Fronting on the basin were warehouses where the goods coming in were stored for delivery, and where the articles to be shipped were housed, until boats came to take them away. On the streets facing the canal, warehouses and stores sprang up, and taverns in increasing numbers were opened for the accommodation of the traveling as well as the non-traveling public. Although the boats had regularly appointed stopping places, goods were received and unloaded at almost any point along the line; and in summer when fruits and vegetables were brought into the town, there was a regular market for their sale nearly the entire length of the canal.

A short distance west of East Lane the main line of the canal branched off at right angles, running to the river which it crossed into Pittsburgh on an aqueduct located two or three hundred feet east of the present railroad bridge. The aqueduct has been succinctly described by one who saw it in August, 1835 (1) as "an enormous wooden trough with a roof, hanging from seven arches of timber, supported by six stone piers and two abutments." In 1843, one of the piers gave way and the structure was abandoned. The next year, however, work on a new aqueduct was commenced, which was completed in May, 1845. It was of wire suspension construction with a wooden trunk and was open at the top (2).

Additional industries were introduced. The paper mill of Hind and Howard on the Ohio River, began operations in 1832. A cotton mill was established on Sandusky Street in the same year, and another on Main Street in 1836. More town lots were subdivided; more out lots were laid off into plans of building lots. Lots were sold or leased for long terms. Interspersed with the one and two-story frame houses were more houses built of brick. With increase in numbers those religious associations which had no places of worship of their own, procured them; additional churches were organized. The Associate Church erected its building in 1831. It is now the First United Presbyterian Church. The Germans and the Swiss Germans of the Protestant Evangelical faith organized a church in 1833, and in the same year erected a one-story brick building on the upper end of Ohio Street. Because the Voegtly family donated the land on which the church and burying ground were located, and were among the first and leading members, this church has ever since been known as Voegtly's Church. In 1833 the Reformed Presbyterians formed a church, and three years later erected a building at the corner of Lacock and Sandusky streets. The Baptists organized what is now the First Baptist Church in 1835 and held their first services in the Allegheny Academy. In 1835 the Disciples of Christ began worshipping in a one-story building located on the Allegheny River below Federal Street. This is today the First Christian Church. Newspapers were established. In 1832 there existed the *Allegheny and Pittsburgh Republican*, but whether it was published in Allegheny Town or in Pittsburgh, is not certain, although the fact that the municipal advertising was done in this paper, might lead to the conclusion that it appeared on the north side of the river. In 1835 the *Allegheny Transcript* began its brief career. Victor Scriba removed the weekly German paper which he published at Chambersburg in this State to Allegheny Town in 1837. It was called the *Freiheits Freund, Friend of Liberty*; the office was located on Main Street, and two years later was taken a short distance up this street to the corner of Chestnut. In 1844 or 1845 the paper was transferred to

Pittsburgh, where as a daily newspaper it has continued to exist until the present time. In 1838 the *Western Emporium* began to be published.

Additional public works were undertaken; streets were graded and gravelled, some only guttered. Sewers were built. Bridges were constructed over the canal at all the leading streets, Chestnut Street, East Lane, Cedar now Anderson Street, Federal Street, and at Robinson now General Robinson Street. All the bridges were of wood, except the one at Federal Street, which, although now of stone, had originally been of wood. The runs where they crossed the main streets were also bridged.

On April 14, 1838, the borough was enlarged; the easterly line being extended to Saw Mill Run, and the northerly limit to Island Lane, including the territory westwardly to Fulton Street. This decade was the golden age of Allegheny Town and in 1840 the population rose to 10,089. A city government was desired, and on April 13, an act was passed by the legislature advancing the borough into a city. Allegheny Town became Allegheny City, and it remained Allegheny City until in comparatively recent times. William Robinson, Jr., was the first mayor.

With its advance in rank, a yearning for broader culture developed. In 1841 the Allegheny Literary Society was organized for the purpose of furthering this end. At least one of the productions read before this association had merit of a high order, and met with the appreciation which it deserved, and has lived to this day. It was a poem by William H. Burleigh, at the time a law student in the office of Hampton and Miller, who, in 1837, as a young man of twenty-five had come from Connecticut to edit the *Christian Witness*, the Pittsburgh organ of the Western Pennsylvania Anti-slavery Society. At this time, in addition to studying law, he was editor of the *Washington Banner*, established by the recently organized Washingtonian Temperance Society, branches of which had quickly sprung up all over the country. The poem was entitled "Our Country," the theme being as the sub-title indicated, the country's dangers and destiny. It was a glorification of righteousness and a denun-

ciation of wrong, expressed with the fierce vigor of young manhood, and was first published in Allegheny City by the society of which Mr. Burleigh was the most brilliant member. The reception of the poem was the more cordial as the author had just published in Philadelphia a collection of his poems, which also bore a Pittsburgh imprint. The Anti-slavery poems in this volume rank with the Anti-slavery poetry of Whittier and Longfellow. Allibone in his *Dictionary of Authors*, speaking of two of the poems, "She Hath Gone in the Springtime of Life," and "June," said they were among the best effusions of the American muse. Mr. Burleigh was as famous as an Anti-slavery orator, as he was as poet. Another poet living and writing in Allegheny City was Charles B. Shiras. His volume entitled, *The Redemption of Labor*, is still worth reading. Also there existed in Robinson's Row on Federal Street, a firm of publishers, Kennedy and Brother. Their best known publications were a reprint of James McHenry's *The Wilderness; or Braddock's Times*, a work of local interest, which was quite popular sixty or seventy years ago, and the *Life of Rev. Elisha Macurdy*, a pioneer Presbyterian preacher of Washington County in the early years of the nineteenth century. They also gave Allegheny City its first daily newspaper, *The Allegheny Morning Express*, which appeared in 1843.

The population continued to increase. More immigrants poured into the city. Irish from the north of the Emerald Isle came in plenty as also some from the south. The Germans however, predominated. They settled mainly in the eastern portion of the city, and soon the district east of Cedar Avenue, became known to the English speaking population as "Dutch Town." The Germans had become so numerous and influential that on July 9, 1840, at their own request, they were given charge of the Phoenix fire engine. The district comprised between the canal and the Allegheny River, and extending from Chestnut Street to a short distance west of East Lane, was largely populated by Germans from Switzerland, and because the ground was low, it was called by the other Germans *Schweizer Loch*, which politely

translated, means Swiss bottom, but put more crudely is Swiss Hole. Perhaps it was in the latter sense that the expression was oftenest used. The Germans lived in a little world of their own. They had their own churches, their own societies, their own amusements. On Sunday afternoons in summer they enjoyed themselves with their families in the beer gardens out on the Pittsburgh and Butler Turnpike, in the adjoining borough of Duquesne. Their church, society and other picnics were held in the groves on Troy Hill in that borough.

More bridges were built over the Allegheny River. Charters were obtained in 1836 for a bridge to connect Mechanics, now Sixteenth Street in Pittsburgh, with Chestnut Street, and for a bridge from Hand, now Ninth Street in Pittsburgh, to Cedar Street. Both bridges were begun in 1837; the Mechanics Street bridge was completed in the summer of 1838, the Hand Street bridge being finished and opened on May 29, 1840. The market house and its surroundings had been changed at different times since 1829. The lines of the streets and alleys surrounding the public squares were in no way marked on the ground, but the squares appeared as one plot, broken only by the Town House and market house. Pedestrians, wagons, and drays crossed at random. Footpaths and wheel ruts extended in all directions. To indicate the location of the streets and alleys, and to prevent injury to the squares, council on December 5, 1833, ordered the erection of posts along the lines of all the thoroughfares. On June 8, 1837, one hundred feet were added to the southerly end of the market house, bringing the building close to Gay Alley.

The market facilities still failed to keep pace with the increasing population, and in 1840 the entire southeast public square was set apart and declared a market place, and new regulations were adopted for the conduct of the markets. The market house continuing inadequate, in 1844 an additional one was authorized. For this purpose Federal and Ohio streets where they run through the four public squares, were widened to one hundred and twenty feet. The width of the alleys surrounding the squares were increased



Town House, 1834-1864.



City Hall in 1876.

to sixty feet. Sidewalks twelve feet in width were established on both sides of the streets and alleys. The new market house was erected in the center of Federal Street, and extended the entire length of Federal Street between Strawberry Alley, now North Diamond Street, and Ohio Street. The added parts of the streets surrounding the new market house were opened, and graded to conform to the older portion. The building was constructed of wood, was one story in height, and had a wide projecting roof, the gables facing Strawberry Alley and Ohio Street. The entrances were at both ends; and the sides were open. The roof was supported by round wooden columns. The butchers' stalls were inside; outside were benches, those on the easterly side being for market gardeners disposing of the produce of their farms; those on the west were given up to hucksters and others selling marketing at second hand; the roof afforded protection from rain. Along the curb of the sidewalks the wagons were parked.

Professor Leonard H. Eaton, spent a long life as an educator in Pittsburgh and Allegheny City. As early as 1840 he was instructor in the Western University, now the University of Pittsburgh. From 1851 to 1860 he was principal of the Third Ward Public School in Allegheny City, and afterward, for thirty years principal of the Forbes School in Pittsburgh. He was also for more than twenty years president and superintendent of the Western Pennsylvania Humane Society and was withal a man of wide observation. For thirty years he was superintendent of the Sunday School of the First Baptist Church of Allegheny City, and on January 6, 1878, on the eve of his retirement from that position, he read a paper giving his recollections of Allegheny City as it appeared when he assumed the duties of superintendent. His reminiscences have a touch of sentiment. Of the old Town House he related: (3)

"In the cupola hung an unpretending bell. I can seem even now to hear its somewhat monotonous tones, as pulled by Mr. Husselbaugh, it summoned us morning and afternoon to our various schools in the four wards; as it rang for meetings of council, or on Wednesday evenings for prayer

meetings, or three times on Sabbath to the various church services.

"The houses around the Diamond were almost entirely dwellings and were mostly of frame. From the Diamond to Montgomery Avenue the buildings with few exceptions, were frame dwellings. Above North Avenue dwellings and vacant lots prevailed. In the Second ward from Webster Street (now Sherman Avenue) westward unbroken fields extended. Through a portion of this district streets were laid out immediately after our victory in Mexico, and thus we have the names of Palo Alto, Resaca, Monterey, Buena Vista, etc. The most costly residences were on the Second Bank, and this was the fashionable locality. Others with abundant means, who desired to be out of town and quiet, chose Water Lane. This street had few residences, but they were fine ones with large and well kept gardens. In the Third Ward were Davis' garden and the farm of Jacob Dellenbach. The hills surrounding the city were then partially covered with trees and used for pasturage. Between the built up part of the city and the borough of Manchester in the west, there was a large tract of unoccupied ground. The only bank in the city was the Allegheny Savings Bank."

At the time this institution was named the Allegheny Saving Fund Company, but was popularly called the Allegheny Saving Fund Bank or the Allegheny Savings Bank. It was organized as a partnership in 1845, and incorporated on April 21, 1849, with an authorized capital stock of one hundred thousand dollars. Until 1850 it was located on the east side of Federal Street between the South common and the canal, but was removed in that year to a building which had been purchased on the other side of Federal Street, between the South common and Water Alley. Here it was re-organized as the Allegheny Savings Bank in June, 1857. The location is now numbered 413 Federal Street; and the site is still devoted to banking, being occupied by the granite bank-house of the Allegheny Trust Company.

REFERENCES.

1. PEREGRINE PROLIX. *A Pleasant Vacation Through the Prettiest Parts of Pennsylvania*, Philadelphia, 1836, p. 107.
2. *Olden Time*, Pittsburgh, 1846, Vol. I, pp. 45-48.
3. *Pittsburgh Commercial Gazette*, January 7, 1878.

CHAPTER VI.

THE ADVANCE CONTINUES.

The city was in dire straits for money, and the councils decided to sell part of the public squares in order to obtain the needed funds. On June 21, 1849, forty lots in the Diamond, all fronting on Federal Street were laid out for sale. Twenty-five were actually sold when it was decided on August 4, 1849, by the District Court of Allegheny County, that the city had no authority to sell the public grounds for private purposes; and the sales were void. This decision was afterward affirmed by the Supreme Court of the State. (1)

Intercourse with the rural districts was made easier. The ordinary turnpikes chartered in the earlier days of the municipality had proven unsatisfactory; little money or effort were expended on their construction or maintenance, and in bad weather they became in places impassable. The era of plank roads began. Plank roads were distinctive to the United States, and were becoming common wherever lumber was cheap. They are still of so recent a date, that a detailed description would be superfluous. They were constructed by laying parallel rows of timbers longitudinally along the road, on which planks were placed crosswise. The Allegheny and Perrysville Plank Road incorporated on February 27, 1849, was seven miles in length and began at the north end of Federal Street, and wound around the hill west of that street, following the course of Perrysville Avenue, and ran northerly toward the borough of Erie. On April 5, 1849, the Allegheny and Butler Plank Road was incorporated to go to the town of Butler. It ran easterly on Ohio Street; the first toll house was located in the borough of Duquesne. The Allegheny and Manchester Plank Road was incorporated on May 6, 1850, and began at the intersection of Federal and Ohio street, and extended along Ohio Street westerly and across the West common to Water Lane, thence to Beaver Street, now Beaver Avenue in the borough of Manchester, and along the Beaver Road to Woods Run. The Beaver Road where it connected with Beaver Street was moved when the Ohio and Pennsylvania Railroad was constructed, and ran down Strawberry

Lane a short distance, and then went at right angles with Strawberry Lane; this portion of the road is now called Preble Avenue. Allegheny councils fixed the terminus of the plank road in the city, at Ohio and Webster streets, and prohibited the erection of toll houses within its limits. The city paid the company one hundred and fifty dollars a year for keeping in repair the streets in the city over which it ran. This arrangement not proving satisfactory to the plank road company, it procured the passage of an act of assembly on March 23, 1854, authorizing the surrender of so much of the road as lay within the city, and was thereby released from responsibility for its maintenance. The Allegheny and New Brighton Plank Road ran from Allegheny City to New Brighton, and was incorporated on March 25, 1854. It began at Island Lane, and ran northwesterly following the course of the present Brighton Road. Near Island Avenue a toll house was placed. The road resulted largely from the changes made in the location of the Beaver Road by the construction of the Ohio and Pennsylvania Railroad.

Stages ran over these roads to the neighboring towns and villages, a majority of them for only brief periods, when they were discontinued. The most famous of all was the omnibus line conducted by Mrs. Hartman, familiarly known as Mary Hartman, the widow of Henry Hartman. It commenced in Pittsburgh in front of the St. Clair Hotel, at the southeast corner of Penn and St. Clair streets, the site being occupied today by the Hotel Anderson. Thence it ran over the St. Clair Street bridge and up Federal Street to Ohio Street, and followed the line of the Allegheny and Manchester Plank Road through Manchester to Mrs. Hartman's tavern on the east side of the Beaver Road, in Reserve Township, a short distance south of where Preble Avenue intersects McClure Avenue. The inn was surrounded by five or six acres of land abundantly supplied with trees and shrubbery. The ride to the tavern was always delightful; along the lower end of Water Lane the ponds glistened through the trees and bushes; to the west of the Beaver Road the Ohio shimmered in the sunlight. In summer, Mrs.

Hartman's guests sat under the grape arbors or the trees, and sipped her home-made wine, or partook of such other refreshments as their appetites craved; in winter she supplied sleighs to her patrons, and many a jolly party went to her cheerful rooms and danced the nights away. The Pittsburgh, Allegheny and Manchester Passenger Railway Company purchased Mrs. Hartman's omnibus line when the construction of the railway was commenced in the latter part of 1859. The ground on which the old inn stood is still occupied by a tavern.

Although the St. Clair Street bridge had been lighted with gas since December, 1837, the gas being supplied from Pittsburgh by the Pittsburgh Gas Company, Allegheny City was still in physical, if not moral darkness. The people were beginning to tire of staggering over the rough streets on moonless nights, even though they carried lanterns. In November, 1851, they took steps to organize a gas company. On March 18, 1852, certain citizens procured the incorporation of the Allegheny Gas Company which was authorized to do practically everything necessary in the conduct of its business without the consent of the city. The gas manufacturing plant was located at the northwest corner of Water Lane and the West common, and the next year the company began business.

Prior to 1849, the only supply of water for drinking purposes was from pumps and wells. The question of establishing a municipal water works had been agitated as far back as 1837, and the borough council had appointed a committee on machinery for a water works. It also appointed a committee to make an estimate of the expense of procuring the necessary machinery, and to suggest a site and report on the probable income that might be derived from a plant operated by the municipality. Here the matter was allowed to rest for ten years. For many years, both before and after 1837, from forty to fifty men, each pushing a cart, made their daily rounds supplying the citizens with water for laundry and household purposes. The water-carriers became a distinct class and the occupation was of some profit to them. But the people desired some-

thing better than having water brought to them in barrels, and notwithstanding the vigorous opposition of the water-carriers, they clamored for a municipal water works, and on June 3, 1847, the city entered into a contract for the purchase of a site in the borough of Duquesne. The water works was completed in 1849, and water furnished the city; and the councils enacted an ordinance regulating the affairs of the water works, and the distribution of water.

The Presbyterians had removed their dead from the common ground in 1833, when they purchased land on the south side of Juniata Street between Bidwell and Sedgwick streets, and extending back to Franklin Street where it abutted on the property of the Pittsburgh Almshouse. The high board fence by which the tract was surrounded, made it a prominent object in the vicinity for many years. (2) Voegtly's Evangelical Protestant Church, and Christ Protestant Episcopal Church had burying grounds around their churches. The necessity for public cemeteries had long been recognized, and the First Associate Reformed Church purchased ten acres of land a few hundred feet north of Island Lane in Reserve Township, for use as a cemetery by members of that congregation, and by such others as might wish to bury there. It procured a charter under the name of Mount Union Cemetery on April 14, 1846. The entrance was from the head of Sedgwick Street. On April 22, 1857, Hilldale Cemetery was incorporated, and a cemetery established on the northeasterly side of the Allegheny and New Brighton Road, and opposite the Mount Union Cemetery. After the opening of the two public cemeteries, the Presbyterians abandoned the cemetery on Juniata Street, and began burying their dead in Mount Union and Hilldale cemeteries; and on March 18, 1863, they procured the passage of an act of assembly permitting them to remove the bodies from their old cemetery. On April 2, 1869, by virtue of an act of assembly of that date, Mount Union and Hilldale cemeteries were consolidated, under the name of Union Dale Cemetery.

The railroad age dawned; the first locomotive to be placed in active service in the United States was in 1829. In the next few years the people went wild over the new mode of transportation. They embarked in the new enterprise with such vigor, that in 1836, two hundred companies had been organized and more than a thousand miles of railroads were opened in eleven states. Every inland city or town of consequence solicited charters for railroads to connect them with some other city or town. Villages and cross-roads were almost equally clamorous. The newspapers and magazines teemed with accounts of the wonderful achievements of the railroads. Books and pamphlets were written lauding the latest accomplishments in travel. A new literature was born. Poets sang the songs of the railroads. John G. Saxe gave the world his humorous and strikingly realistic "Ryme and Rail"; Allegheny City's own poet, Charles P. Shiras, published his picturesque, "The Railway Car."

The anxiety for railroads was particularly strong in Western Pennsylvania. At the session of the legislature of 1836-1837, application was made by the projectors of the Pittsburgh and Beaver Turnpike Road Company for permission to lay rails on their road, that being their method of expressing their desire to obtain the right to build a railroad. On January 10 and 11, 1838, a meeting was held in Pittsburgh at which it was decided to call a convention to meet at Harrisburg on March 6, 1838, for the purpose of maturing and adopting measures having in view the speedy construction of continuous lines of railroad between the city of Cleveland and the cities of Pittsburgh and Philadelphia. The convention met in Harrisburg on the day appointed and in a carefully considered memorial directed to the Senate and House of Representatives of Pennsylvania, urged the legislature to make an appropriation for the survey of a railroad from Philadelphia to Pittsburgh, not deeming it expedient to include a line from Pittsburgh to Cleveland.

In the next ten years half a dozen railroads, to connect with Pittsburgh, were projected. All asked for assistance from Allegheny County and from Pittsburgh and Allegheny

City. Generally the railroads themselves were instrumental in securing the enactment of the laws authorizing the loaning of the public credit. A supplement to the act incorporating the Pennsylvania Railroad passed on March 27, 1848, authorized the county of Allegheny and the cities of Pittsburgh and Allegheny to subscribe for stock in that road. The first railroad to be constructed in Western Pennsylvania, although among the latest to be incorporated, was the Ohio and Pennsylvania Railroad, projected to connect Pittsburgh with the West, but which began in Allegheny City. It was incorporated in Ohio on February 24, 1848, the act of incorporation being ratified by the legislature of this State on April 1, of that year. William Robinson, Jr., was president. On December 28, 1848, Allegheny City adopted a resolution authorizing the mayor to subscribe for two hundred thousand dollars of the capital stock of the company. There was no legislative authority for this action, and there being a question in regard to the validity of the bonds issued by Allegheny City in payment of the subscription, the action was sanctioned by the legislature on April 15, 1849. On December 20, 1849, an additional subscription of two hundred thousand dollars was made to the stock of the company, and bonds in that amount issued in payment. In this case also there was no legislative authority for the subscription, and an act was passed on April 14, 1852, authorizing the same.

On August 15, 1850, Allegheny City granted the Ohio and Pennsylvania Railroad Company a right of way fifty feet wide through the common ground to Federal Street. Ground was broken for the railroad in July, 1850, and on May 12, 1851, the laying of rails began in the city. The line was completed as far as New Brighton a year later. The formal opening of the railroad took place on July 30, 1851, (3) and was a great occasion, not only in Pittsburgh and Allegheny City, but in all of Pennsylvania. The event was inaugurated by a trip over the road. The company supplied a train consisting of five cars, drawn by the locomotive "Salem," locomotives then having names instead of numbers as at present. The cars were occupied by the president and officers of the railroad

and by nearly four hundred invited guests, among whom were the leading citizens of the county, the councils of Pittsburgh and Allegheny City, the board of managers of the Allegheny County Agricultural Society, and by persons connected with other public bodies. As the train steamed away from the little station on Federal Street, it was greeted with tremendous cheers from the assembled crowd, which is said to have numbered thousands. Along the Second Bank, through the South and West commons, and all the way to the Outer Depot, the track was lined with spectators who yelled and cheered as the train rolled by. Men on horseback rode alongside of the train at top speed in an effort to outdistance the iron horse, in which attempt, as the *Pittsburgh Gazette* solemnly related, they failed. It was not until October 6, 1851, however, that passenger trains began to run regularly from Allegheny City to New Brighton. Crowds continued to surround the Federal Street station whenever trains arrived or departed. In *The Token*, a weekly periodical published in Pittsburgh, of October 18, 1851, a writer told how he was impeded in his efforts to board a train on the new railroad at the Allegheny station, by the number of idlers collected there, and demanded that the company have the station enclosed.

On November 24, 1851, regular express trains began to leave Allegheny City for Enon Valley, a distance of forty-four miles. The road was completed to Crestline, Ohio, in 1853. Here it joined the Ohio and Indiana Railroad which ran from that place to Fort Wayne, Indiana, this road, however, being still unfinished, not being completed until 1854. From Fort Wayne connection was made with the Fort Wayne and Chicago Railroad, which, in February, 1856, was only finished to Columbus, twenty miles west of Fort Wayne. It reached Chicago in October of that year, when a continuous line of railroad from Allegheny City to Chicago was opened. But the railroad was not operated through Allegheny City without litigation. Again the question of the right of the owners of the town lots in the common ground, was raised. On June 2, 1853, William Bell, the owner of a house and lot fronting on the South com-

mon between Federal and Webster streets, asked for an injunction to restrain the company from occupying the common ground. The immediate cause of Bell's complaint seems to have been the fact that the company was engaged in erecting platforms for the reception and discharge of freight and passengers. Bell alleged that the right to graze his cattle on the common ground was still in existence. On July 2, 1853, a temporary injunction was granted, which on July 1, 1854, after argument, was discharged. Judge Moses Hampton of the District Court, in rendering his decision said, that for more than twenty years no grass had been growing on the common ground in front of Bell's property on which to graze cattle, and that it was not shown that the common ground was ever used by him for the purpose, or that he contemplated doing so. The lower court was affirmed by the Supreme Court on May 28, 1855, in an opinion by Chief Justice Ellis Lewis, who commenting sarcastically on Bell's claim declared that "The herbage is about as abundant as that which might be found in a recently disinterred street in Herculaneum." (4) On April 16, 1856, the legislature passed a bill adopting a law enacted by the State of Ohio, permitting the consolidation of the three railroad companies which constituted the line from Allegheny City to Chicago; and by articles of agreement dated May 6, of that year, this was effected under the name of the Pittsburgh, Fort Wayne and Chicago Railroad Company.

The extension of the railroad from Federal Street to Pittsburgh was also contested. This was authorized by the law of December 14, 1854, which permitted the Ohio and Pennsylvania Railroad Company to connect its railroad with the Pennsylvania Canal and the Pennsylvania Railroad in the city of Pittsburgh by means of a proposed bridge across the Allegheny River. On November 6, 1856, the company obtained from Allegheny City the right to extend its tracks along the north side of the canal to the railroad bridge then in process of construction. The extension was under way when Stephen Mercer and Eccles Robinson, owners of the property at the northeast corner of Federal and North Canal streets, the latter a street thirty feet in width running

along the north side of the canal, intervened and attempted to stop the work. The firm of Mercer and Robinson, at that time and for thirty-five or forty years afterward, owned a three-story brick warehouse at this point, which was about eighty or ninety feet south of the present Church Avenue. Here they conducted the grocery business. The railroad company had begun to raise the level of North Canal Street and was laying a foundation of stone to support the trestle-work on which the tracks were to be placed, which were to be on the level of Federal Street. On June 26, 1857, the plaintiffs filed in the Supreme Court of Pennsylvania, a bill for an injunction to restrain the company from proceeding, alleging among other matters, that by reason of the construction of the embankment and the trestle-work, the rear of their building would be buried and they would no longer be able to dray salt from the canal to their store on the other side of North Canal Street. The injunction was refused and after a delay of nearly three years, the bill was on May 5, 1860, dismissed. (5) In the meantime the work was completed, the bridge being finished on September 22, 1857.

The high expectations of the citizens who advocated the subscriptions to the stock of the railroads were not realized. The Ohio and Pennsylvania Railroad as well as all the other partially completed railroads, had been far from profitable. When accepting the bonds in payment of the stock subscribed for, the railroad companies had agreed to pay the interest until the roads were finished. They made the payments for several years out of the principal of the first and the subsequent bonds issued to them, so it was charged. The bonds were sold by the railroad companies at ruinous discounts, some as low as fifty cents on the dollar, although it had been stipulated that they were not to be disposed of at less than par. In other cases the bonds were exchanged for work or supplies at even more ridiculous discounts. When no more bonds were forthcoming, the companies defaulted in the payment of the interest. The bondholders demanded what was due them from the public bodies which had issued the bonds. The people awoke from

their wild dream; a strong revulsion in sentiment sprang up. Public meetings were held, charges were made of corruption in securing the assistance of Allegheny County, and of Pittsburgh and Allegheny City. Political organizations were formed with a view to place men in office who would resist the payment of the interest. In the county a new commissioner was elected who with one of the commissioners holding over refused to sanction the payment of the interest on the bonds issued by Allegheny County. Pittsburgh refused to pay its interest, as did Allegheny City. Litigation began which lasted six or seven years. Repudiation was threatened, but the courts would not permit the repudiation of debts thus contracted. That the courts themselves believed that something was wrong in the manner in which the aid of Allegheny County and of Pittsburgh and Allegheny City was obtained, is apparent from the opinion of the Supreme Court of Pennsylvania in the first of the cases arising out of the matter. (6) In that case Judge Woodward said that the defendant—Allegheny County—had no legal defense, but intimated that there might be an equitable one. "Even handed justice," he said might require that a compromise be effected with the holders of the bonds by giving them a new security.

But the county of Allegheny as well as the cities of Pittsburgh and Allegheny, still refused to pay the interest. The county commissioners were sent to jail, and the Pittsburgh councilmen were reprimanded by the Supreme Court. In Allegheny City the condition was aggravated. On January 18, 1860, at the instance of creditors, a receiver was appointed for the Pittsburgh Fort Wayne and Chicago Railroad Company by the United States Circuit Court for the Northern District of Ohio, and by the United States Circuit Court for the Western District of Pennsylvania. At the end of that year Allegheny City owed twenty-four thousand dollars for interest on its railroad bonds. The default continued, and by the commencement of 1862 the city treasury was virtually locked up under mandamus executions which had been issued to a very large amount.

In the end Judge Woodward's suggestion was adopted.

On April 10, 1862, an act was passed authorizing Allegheny City to compromise with the bondholders, and a compromise was duly made with the holders of the bonds issued in payment of the stock. New bonds were given in exchange, bearing four per cent interest instead of six as provided in the old bonds, and having fifty years to run. The scandal resulted in 1857, in an amendment to the state constitution, prohibiting counties, cities, boroughs and other municipal divisions of the State from lending their credit, this provision being afterward incorporated in the constitution in 1873. The Pennsylvania Railroad Company was the only one of the railroads projected during this mad period of railroad building, which fulfilled its obligations.

REFERENCES.

1. Commonwealth v. Rush, 2 *Harris*, p. 186.
2. ELLIOT E. SWIFT, D.D. *History of the First Presbyterian Church of Allegheny*, Pittsburgh, 1876, p. 41.
3. *Pittsburgh Gazette*, July 31, 1851; *Morning Chronicle*, July 31, 1851.
4. Bell v. Ohio and Pennsylvania Railroad Company, 25 *Pa.* p. 161.
5. Mercer et al., v. The Pittsburgh Fort Wayne and Chicago Railroad Company, 12 *Casey*, p. 99.
6. Commonwealth ex Rel Thomas v. Commissioners of Allegheny County, 32 *Pa.* p. 218.

CHAPTER VII.
NOON AND NIGHT.

The decade in which the Civil War was fought marks the dividing line between the Old and the New Allegheny. The previous ten years had seen a wonderful increase in street paving. Pavements of a lasting character were laid; the day of cobble stones began; the city spent in 1856 alone the sum of two hundred thousand dollars on streets. Federal Street had been graded and paved from the St. Clair Street bridge to the south side of the North common. Ohio Street and a dozen or more other streets had also been graded and paved in whole or in part. The old wooden bridge at St. Clair Street was followed by the new suspension bridge which had been a little more than three years in building and was opened for public travel in 1860. At the close of this decade the first street railway company to operate with cars drawn by horses was incorporated, the Pittsburgh, Allegheny and Manchester Passenger Railway Company being chartered on April 29, 1859. It was to begin in Pittsburgh at the intersection of Penn and St. Clair streets and end at Woods Run, in Reserve Township. On September 22, 1859, the city gave its consent to the company to construct its system through the city, one line by way of Federal and Ohio streets to Manchester, and the other down Rebecca Street to the same terminus; and at the end of 1860 both branches of the railway were in operation, and the street systems of Pittsburgh and Allegheny City and that of the borough of Manchester were linked together by rail. On April 16, 1866, the councils granted the company the right to extend its line from Federal Street up Ohio Street to the easterly limit of the city. This branch was completed during that year. The Federal Street and Pleasant Valley Passenger Railway Company was incorporated on February 20, 1868. The legislature gave it a sort of roving commission to go wherever it pleased, its route beginning on "Market Street and extending to any point within said city and McClure Township." The city consented to the construction of the railway in two ordinances, the first being enacted on March 19, 1868, and the other on November 12 of that year. The en-

**Sanitary Fair For the Relief of the Sick and Wounded Soldiers
of the Civil War. Held in the Allegheny Diamond
in June, 1864.**



Left: Uncompleted City Hall, in the second story of which the art gallery and old curiosity shop were located. Center: Monitor Building erected across Federal Street. Right: Audience Hall, on the westerly part of the square, now occupied by the Allegheny Carnegie Library.



Dining Hall, on the southerly half of the southwest public square, facing Federal Street.

tire line was completed in 1869. The road crossed into Pittsburgh over the Hand Street bridge, the Pittsburgh terminus being on the westerly side of Smithfield Street in front of the United States Custom House and Post Office Building, at the corner of Fifth Avenue.

To enable its patrons to more readily distinguish the cars on the different routes, the "Manchester Line," as the Pittsburgh, Allegheny and Manchester Passenger Railway was generally called, had broad stripes painted on the sides and ends of its cars, those traversing Western Avenue—Water Lane having been given this name shortly after the construction of the railway—being yellow, those on Rebecca Street red, and the Ohio Street cars green. The distinguishing characteristic of the "Pleasant Valley" line was its diminutive cars, drawn by two mules, and the fact that the entrance to the cars was in the rear, as in omnibuses. Another peculiarity was that the cars had no conductors, the passengers being required on entering to march to the front of the car and deposit their fare in a box attached alongside of the door which led to the platform on which the driver was stationed. For almost a third of a century from the time the first passenger railway company was incorporated, the animals drawing the cars jogged out their humble and short lives over the cobble stones, the bells attached to their collars giving out a not unmusical sound. At night the cars were lighted with sputtering oil lamps; the only heat in winter was from loose straw spread out over the floor to keep warm the feet of the passengers, yet there was less grumbling at the service than there is at the electrically lighted, electrically heated cars of today.

This decade saw more marvelous changes in Allegheny City than any preceding period; the old public buildings were razed and the new ones erected in their places larger and more pretentious than the old. The barren common ground was transformed into gardens of beauty and joy; and the city gained a large accession of territory. On April 5, 1862, an act of assembly was passed appointing a commission consisting of Samuel Riddle, Joseph Kirkpatrick, William Walker and John Wright together with the mayor of the

city—Simon Drum was mayor—to build a city hall, a new market house and weigh house. The Civil War was in its gloomiest stage; the city had its railroad indebtedness hanging like a millstone around its neck. So a proviso was inserted in the law that no contracts should be entered into by the commission until after the mandamus executions issued from the Circuit Court of the United States for the Western District of Pennsylvania, to the treasurer of the city, should have been compromised or withdrawn. A compromise having been effected, the commission went vigorously to work. In its report to councils dated January 14, 1864, they related that the market house had been completed early in 1863; that the city hall was under roof and that the offices for the city officials, it was hoped, would be ready for occupancy on the first of the following April; that the council chambers would probably be finished six months later. It was reported that the market house had all been paid for from the sale of the stalls. This was so rare an accomplishment in municipal annals that the fact should be inscribed on the tombstones of these commissioners. The new brick market house covering the entire southeast public square, was lighted and opened for public inspection on Saturday evening, April 25, 1863. The people of Allegheny City were intensely proud of this market house; they freely admitted the truth of the accounts in the Pittsburgh newspapers (1) which stated that it was the finest market house in the United States. And the market house that stood in the middle of Federal Street was removed.

The Town House, also latterly called the Town Hall, although there was no hall in it, had continued to be a reminder of the beginning of Allegheny City. It was used by the enlarged municipality for city purposes the same as when the place was a borough; the Act of March 13, 1844, amendatory of the act creating the city, fixed the Town House as the meeting-place of councils. There was a time when the structure was not entirely devoted to councils and the fire companies, and a portion was given over to merchandising. Through some influence not now apparent, the room on the first floor at the southerly end of the building,

was occupied by Samuel R. Orr, a watchmaker, and used for repairing and selling watches, clocks and kindred articles.

The intention was to tear down the old building on the occupation of the new City Hall. It having been decided to place the Sanitary Fair, organized to obtain money for the soldiers engaged in the Civil War, in the Allegheny Diamond, the Town House was torn down sooner than contemplated. The Sanitary Fair was to open June 1, 1864, and on April 7, 1864, a resolution was adopted by both branches of councils, (2) declaring that in anticipation of the demolition of the building, a photograph of it should be taken, and suggesting that the members be present at the time, and "have their heads out of the windows;" and that two hundred copies of the picture be presented to the Sanitary Fair. The photograph of the building as taken does not show the faces of the councilmen at the windows. In its issue of April 13, 1864, the *Daily Pittsburgh Gazette* chanted a swan song for the old Town House, but added philosophically that it was "a relic of the past and must give way to the inevitable march of improvement." On April 16, 1864, the work of destruction commenced and was soon completed, and the next meeting of councils on May 5, 1864, was held in the uncompleted building on the other side of Ohio Street. The mayor's office was also removed to the City Hall. Neither the burgesses nor the mayors ever had their offices in the Town House. The offices of these officials had been either in their own homes, or in buildings rented by the municipality. Until the completion of the City Hall, and for a number of years prior to that time the mayor's office was located in the three-story brick building situated on the north side of Ohio Street below West Diamond Street, rented from the heirs of William Herron. In this building the city watch-house or lockup was also maintained. For many years afterward the house was owned and occupied by the Ben Franklin Insurance Company, and was only torn down on the erection of the Post Office building in 1893. It stood on the westerly thirty feet of the Post Office property. For four or five years prior to the completion of the City Hall the Post

Office had been located at the northwest corner of Federal and Lacock streets, and before that time at the northeast corner of Water Alley and East Diamond Street. It was now given space in the City Hall; and for twenty-eight years it occupied the room at the corner of Federal and Ohio streets.

The rural beauty of the old village had disappeared decades ago. The increase in population and the progress of the town had changed the entire contour of the landscape. The runs which meandered through the common ground and from the hills beyond had long since been deprived of their natural beauty. Their banks were no longer lined with draperies of green. Saw Mill Run was called "Butcher's Run," because a large number of butchers had established their slaughter houses on its banks. In the East Street Valley it was also known by the even less euphonious name of "Soft Soap Run" for the reason that a number of soap-boiling establishments were located on its shores. The branch that came from the Spring Garden Valley had its borders lined with slaughter-houses and tanneries. The refuse from the slaughter-houses, soap-boiling establishments, and tanneries, was thrown into the runs, and in summer the stench became unbearable. The run in Snyder's Hollow was in the same condition as Saw Mill Run, but in a lesser degree. Only the old picnic grove remained to recall to the festively inclined their outings there in days gone by. The lack of herbage on the South common on which both Judge Hampton and Judge Lewis had commented when William Bell was attempting to stop the operation of the Ohio and Pennsylvania Railroad, was no longer peculiar to the South common, but extended over the larger part of the other commons. If cattle were in any part of the common ground at all, they were on the North or West common, and had been driven there, not that there was much grass for them to crop, but because their owners desired to get them out of the noisome atmosphere of the stables in which they were housed. In a few places in the common ground the runs had been sewered over, but in the main they were still open. The gullies in which they ran had become public dumping grounds and were receptacles for the refuse of the city; they

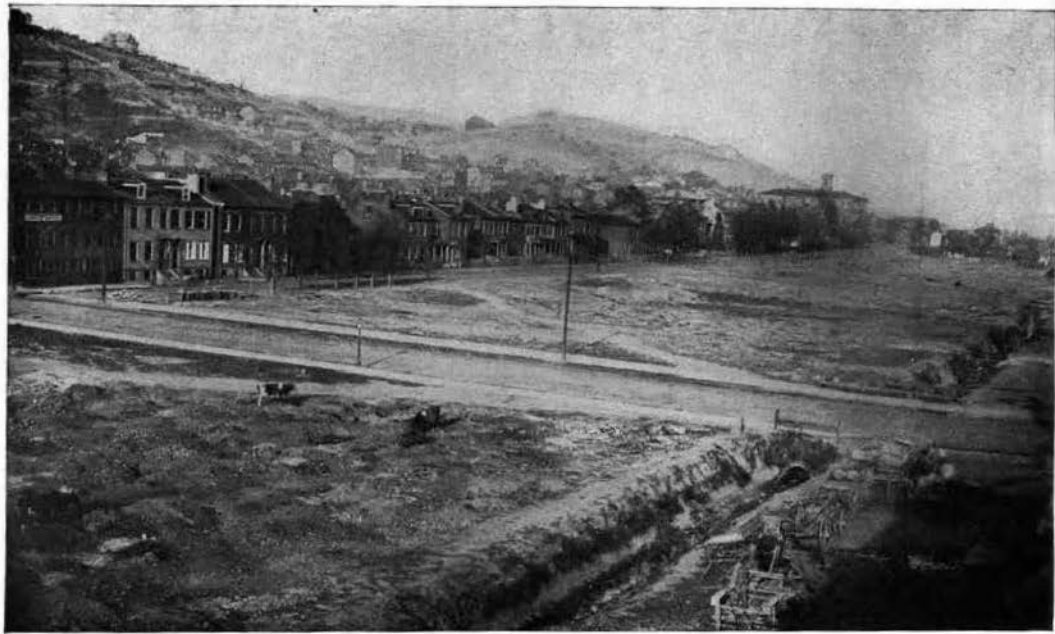
ran with foul water, and had become a nuisance and a menace to the health of the city. The hogs which, notwithstanding the numerous ordinances which had been enacted to prevent their running at large since Allegheny had been a borough, were still permitted to roam over the common ground, root in the debris and wallow in the waters. The Civil War cast a temporary glamor over the accumulated unsightliness, because a portion of the common ground was occupied by soldiers; and it became a Mecca for the townspeople. In the West common near the west wall of the Penitentiary, the soldiers were encamped. And oh! how the sight of the men in blue uniforms with muskets aslant on their shoulders pacing back and forth, the white tents, and the rows of brass cannon caused the hearts of the young urchins, who continually hung on the outskirts of the encampment, to beat with patriotism, and how they wished they were grown men, in order that they could be soldiers and fight the wicked Rebels.

The improvements in the public squares being completed, and the war being over, a determined movement was begun for the redemption of the common ground. Sporadic efforts in that direction had been made before this time, but little was accomplished. In 1856 the councils appointed trustees to raise funds by subscription to improve the east portion of the South common, and the south portion of the East common; and on September 3, 1857, trustees were likewise appointed to obtain subscriptions for the improvement of the west portion of the South common. Some progress was made by both bodies of trustees and a small portion of the South and East commons were enclosed. On May 1, 1861, a law was enacted authorizing the councils to remove the bodies of the dead from the South and West commons; and this had been accomplished. In 1867 the work of improvement was taken up in good earnest by procuring the passage of a comprehensive law appropriating the common ground to the use of the citizens as public parks, and authorizing the councils to appoint a commission to undertake the work. In order to avoid the old question of the right of the holders of the town lots to graze their cattle on the common,

ground, the Quarter Sessions Court of Allegheny County was authorized to appoint viewers to ascertain the damages of anyone who should make a claim, as well as to provide for benefits derived.

The commission organized on April 19, 1867. Mitchell and Grant, landscape architects of New York, were employed to prepare a plan for the improvement, who made a comprehensive report on October 14, 1867, which was adopted by the councils. The preliminary labor was completed in November and approved by the councils and work on the ground begun. This was done under the direction of Charles Davis, the city engineer. The Pittsburgh, Fort Wayne and Chicago Railroad Company cooperated with the Park Commissioners. The improvement took a number of years to accomplish, but the heaviest work was done in the first two or three years. The old wooden fence enclosing the right of way of the railroad was superseded by a stone wall surmounted by an iron fence. Fences were built around the grounds. Sewers were constructed, gullies filled up, grounds leveled; roads and paths were laid out; grass seed was sown and lawns planted; trees and shrubbery were set out; the old wooden bridges spanning Western and Ridge avenues were replaced with bridges of iron; fountains were constructed, and in the Centennial Year of the Republic the task of the Park Commission was completed and the parks turned over to the city, and accepted on December 28, 1876.

More modern methods in the conduct of the city's affairs were introduced. In 1864 it numbered its houses; the fire alarm telegraph system was introduced in 1867, the free delivery mail service in 1868, and the paid fire department in 1870. In 1867 the area of Allegheny City was largely increased. The borough of Manchester was added on the west, a portion of the township of Reserve on the north, and part of the township of McClure on the north-west. The next year the city was extended eastwardly by the annexation of a portion of the borough of Duquesne. In 1870 more of McClure Township was added and in 1873 the last remnant absorbed, and at different times parts of Ross and Reserve townships were annexed. Having attained a



North Common in 1868.

Federal Street crosses near the middle of the tract. In the background are the buildings on North Avenue, including the old Third Ward School House on the extreme right.

population in excess of one hundred thousand, Allegheny City on April 6, 1891, became a city of the second class, and was equal in rank with Pittsburgh. With the increase in size and importance, it was unnecessary longer to attach "City" to its name, and all but the older generation of citizens dropped the word. It was now simply Allegheny.

During these years Pittsburgh had also grown tremendously, much more even than Allegheny City. But she desired to be larger still. She cast longing eyes across the river at her smaller sister. Several times she stretched out her arms yearningly to take her to her bosom. As far back as 1867 (3) she opened wide her door to admit Allegheny City along with other districts which she desired to annex, by procuring the passage of an act of consolidation. She accomplished her purpose with the other districts, but failed to win Allegheny City. For the purpose of the election to be held on consolidation, Allegheny City was placed in a district along with certain boroughs and townships situated north of the Allegheny River. The majority vote of the district was to decide whether they desired to be annexed. The election was held on October 10, 1867, and the majority of the votes cast in the district was against the consolidation. Pittsburgh did not become discouraged; the sentiment in favor of annexing Allegheny grew steadily. In 1893 she made another attempt, this time by using force if necessary. Again Allegheny shrank back. In 1895 a still more determined effort was made.

The agitation began in 1894. The Pittsburgh politicians, Christopher L. Magee, State Senator William Flinn and Edward M. Bigelow, led the movement. In December, Pittsburgh councils appointed a joint committee to proceed to Harrisburg at the coming session of the legislature, and urge the passage of the bill for the establishment of a Greater Pittsburgh, which it was proposed to introduce. The Chamber of Commerce was induced to appoint a similar committee. The design was to include the smaller cities in the county, and a number of boroughs and townships, but the main purpose was to take in Allegheny. The bill as introduced in the Senate by Senator Flinn provided that upon

the petition of two per centum of the qualified electors of the district desiring to be annexed, the Common Pleas Court of the county should order a joint election to be held in the city to which application for annexation was made, and in the petitioning district, the joint vote to decide the result. Much opposition to the bill developed in Allegheny. The leading politicians rose up in arms. Samuel C. Grier, Robert McAfee, John R. Murphy, and the lesser luminaries who revolved around these greater stars, called on their friend, United States Senator M. S. Quay, for assistance. Their cry was not in vain. Allegheny employed David T. Watson, Esq., to prepare amendments to the pending bill. The percentage of electors required was raised to five; the bill was divided; one bill was for the annexation of the cities of the third class, boroughs and townships, the other for the annexation of the cities of the second class alone, meaning Allegheny. In this form the two bills were enacted into laws on May 8, 1895. In the spring of 1896 the requisite number of citizens of the borough of Millvale asked to be annexed to Pittsburgh, but when the petition was presented to the Common Pleas Court, it was refused, and the act declared unconstitutional. (4)

So ended this attempt by Pittsburgh "to take Allegheny in by the heels," as the Alleghenians loved to term the mode of procedure.

Allegheny was still growing; the population had reached approximately one hundred and twenty-five thousand. The desire of Pittsburgh for its annexation was now a mania; some of the Allegheny politicians had retired to private life, the eyes of others were opened and they saw advantages in consolidation. One or two newspapers which formerly had been lukewarm in their advocacy of annexation, came out strongly in its favor. The politicians in power in the State were also favorable. The year 1905 was a reform year in politics, and the governor, Samuel W. Pennypacker, was riding in the band wagon. He decided to call a special session of the legislature to act on his projects. Friends of the scheme to annex Allegheny to Pittsburgh were close to the governor and he was induced to add this as one of the objects

of his call in the proclamations which he issued. The act was quickly rushed through the legislature, becoming a law on February 7, 1906, and was the first of the bills enacted to be approved by the governor.

The law provided for a joint election in Pittsburgh and Allegheny. It was held on Tuesday, June 12, 1906. Pittsburgh cast 31,117 votes in favor, and 5,323 against consolidation, while Allegheny voted 12,307 against the measure and only 6,747 in its favor. The total number of votes in favor of consolidation was 37,864, and against it 17,713. The decree consolidating the two cities under the name of Pittsburgh, was made by the Quarter Sessions Court of Allegheny County, on June 16, 1906. Exceptions were filed and immediately dismissed. An appeal was taken to the Superior Court of Pennsylvania which affirmed the decision of the Quarter Sessions Court. An appeal was then taken to the Supreme Court of the State and the Superior Court was affirmed. A last effort was made and a writ of error was granted by the Supreme Court of the United States. Again the exceptants lost and on November 6, 1907, the Supreme Court of Pennsylvania was affirmed. On December 6, 1907, the Supreme Court of Pennsylvania ordered the record of the entire proceedings to be remitted to the Quarter Sessions Court, which order was filed in this county on the same day, and the consolidation became effective. Allegheny was proud of her existence, and her death struggles were severe. The consolidation savored strongly of force which the people resented. Today it is believed that it was a wise movement and was for the best. "The King is dead, long live the King!"

REFERENCES.

1. *Daily Pittsburgh Gazette*, April 27, 1863.
2. *Daily Pittsburgh Gazette*, April 8, 1864.
3. Act of April 6, 1867, *Pamphlet Laws* 1867, p. 846.
4. Millvale Borough Annexation, *5 District Reports*, p. 726.