

OLD BAYARDSTOWN*

By P. W. SIEBERT

Bayardstown, sometimes known as the Northern Liberties, but now included in that part of the city of Pittsburgh known as the Strip, was bounded on the west by the old Pennsylvania Canal. As is well known this crossed the Allegheny by means of an aqueduct and followed Eleventh Street having several branches, one of which extended westward along what was known as Exchange Alley, now Spring Way to Tenth Street; another eastward along Spring Alley or Way to what was known as Slocum Alley; another, perhaps the main branch, southwestwardly through what is now the Pennsylvania Railroad Freight Yards and then by a tunnel, parallel to the present Panhandle Railroad tunnel, to the Monongahela River. On the north it was bounded by the Allegheny River and on the south by Grant Boulevard, now Bigelow Boulevard. On the east its limits extended to a point about midway¹ between present Twenty-fifth and Twenty-sixth Streets.

This region was called Bayardstown for George A. Bayard, who owned several tracts of land in the neighborhood. One of these included the area extending from Penn Avenue to the Allegheny River, and from Twelfth Street to John Bayard's tract near Fourteenth Street. Another extended from Penn Avenue to Smallman Street between Twenty-fifth and Twenty-sixth Streets. George A. Bayard also owned land across the Allegheny River and lived in what is now a part of the Allegheny Cemetery near the site of the soldiers' plot. He had a tan-yard on the north side of Penn Avenue. One may still dig in the yards of 1309 and 1311 Penn Avenue and find some of the old tan yard vats in a good state of preservation.

Many of the old streets and street names of Bayardstown have disappeared. Probably it may be worth while to record them as I remember them. The first street south of the Allegheny River was Etna Street, then extending from Eleventh Street to Sixteenth Street, but now largely vacated and built upon. An extension of this thoroughfare eastward, likewise later vacated and built upon, was known as Railroad Avenue. Then in turn came Pike Street, Mul-

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berry Alley, Penn Avenue, Spring Alley and Liberty Avenue. Next came Faber Street, a short street coming eastward from Washington Street just south of the present Union Depot and now occupied by tracks of the Pennsylvania Railroad properties. An extension of Quarry Street eastwardly from Fifteenth Street, now occupied by the Pennsylvania Railroad, was known as Perry Street. Lastly came Crescent Street running eastward under the present Seventeenth Street Incline just beyond Grant Boulevard, the construction of which at a later date eliminated nearly all the streets between Liberty Avenue and Ridge Street, the latter of which formed the southern boundary of old Bayardstown.

The first street on the west of Bayardstown running southwardly, from the Allegheny River was Canal Street, now Eleventh Street. Next came Slocum Alley, extending from Penn Avenue to Liberty Avenue, called after Salvador Slocum, who kept a hotel at the corner of Penn Avenue and this alley, which was likewise known as Stevenson Alley. The streets now known by numeral names from Eleventh Street to Thirty-third Street had in order the following names: O'Hara, Walnut, Factory, Adams, Butler, Mechanic, Harrison, Pine, Locust, Carson, Allegheny, Lumber, Carroll, Wilkins, Baldwin, Morris, Rush, Morton, Clymer, Smith, Taylor, Wilson and Two Mile Lane. All these streets ran from the Allegheny River to the foot of the hill.

Of the inhabitants of old Bayardstown many were from the North of Ireland. Among these I recall Mr. Graham, Mr. Frew, Mr. Mitchell and Benjamin Lutton. They were all large men and genial in disposition. Their appearance was distinctive. They wore stove pipe hats, large boots, frock coats and pantaloons with a barn door flap in front. They carried black thorn canes and had their faces always smoothly shaven except for whiskers under the chin from ear to ear, known as Galway sluggers. The descendants of these men were later influential in Pittsburgh. Mr. Graham's son, James Graham and his grandson, Samuel Graham, were for many years engaged in the feed and grain business on Penn Avenue between Tenth and Eleventh Streets. Mr. Frew's son, Robert Frew, owned considerable property in the district and one of his daughters was for many years a prominent teacher in the public

schools of the district. Mr. Mitchell's son, Joseph Mitchell, was at one time an alderman in the old Seventeenth Ward, Lawrenceville and clerk under Mayor Robert Lyon. Joseph Mitchell, in turn, was the father of Honorable H. Walton Mitchell, of the Orphan Court of Allegheny County. Benjamin Lutton was, himself, for many years the tax collector of the "district," though earlier he had charge of the rolling department of the old Shoenberger Iron Works. One of his sons was a prominent iron roller in Brown's Mill on Tenth Street while another was for years employed in the Treasurer and Assessor's office of old Allegheny City.

It may be worth while to mention here John (Jack) McKee, an eccentric character well known throughout Pittsburgh as the Poet of Bayardstown. If you refused to buy his poems, usually printed on long strips of paper, he became angry and berated you as illiterate and no good. He was tall and angular, and always wore a black slouch hat, a large black tie and a long frock coat. Like others he carried a black thorn cane and struck many a boy with it, for they could not resist the temptation to tease him. His head was as bald as a billiard ball. Boys found particular pleasure in sneaking up behind him and pushing his hat from his head. I recall that one day when some boys were teasing him, he grasped a frozen head of cabbage that, missing its mark, hit a tub on display before Sieberts' grocery store, knocked the bottom out of it and crashed through a window. A crowd gathered and John was threatened with arrest, but after much ado the crowd took up a collection to pay for the damaged tub and broken window and John was permitted to go on his way in peace.

The role of old Bayardstown in the Civil War was significant. I doubt if just before and during the war there was anywhere a more active and stirring place. On one occasion a Democrat made disparaging remarks about Abraham Lincoln. Immediately a rope was procured and threats of lynching ran high. The gentleman fled and remained in hiding for some time, but the rope was left hanging on a lamp post to be ready for business in case he returned. Fortunately the storm blew over and in time the matter was dropped.

Patriotism reached a high pitch in Bayardstown. One company of volunteers, recruited from the old Niagara Fire

Company, went into the Thirteenth Pennsylvania Volunteers for three months, and at the expiration of this period, enlisted for three years or during the war in the One Hundred and Second Pennsylvania Volunteers under Colonel Rowley who later rose to the rank of brigadier general. Another Volunteer Company came from the old Fairmont Fire Company and entered the One Hundred and Thirty-ninth Pennsylvania Volunteers under Colonel Frederick H. Collier, later Judge Collier. Another volunteer company mustered into service under Captain Glass was later attached to the One Hundred and Fifty-fifth Pennsylvania Volunteers under Colonel Alfred Pearson who afterward rose to the rank of Brigadier general. Knapp's Battery, with its great record, was made up largely of Bayardstown men who worked in Knapp's Foundry. Captain George Siegrist left Pittsburgh with a company of German Turners. Attached to the Fifth Pennsylvania Regiment they served out their term of three months. Upon their discharge they enlisted, along with many other Germans from Bayardstown, under Colonel Schimmelfennig and formed the German Seventy-fourth Pennsylvania Volunteers, which served three years.

In fact Bayardstown was a most fruitful field for volunteers to the army; very few men had to be drafted. The case of one man, John Sample, is very interesting. Though a married man with several small children, he was drafted. An expert horseman, he appeared to be the only man able to handle the twenty-four horses needed to haul on heavy timber wheels the twenty inch Columbiad cannon from Knapp's Foundry at the foot of Twelfth Street to the Pennsylvania Freight Yards. Being drafted Sample wanted to go to the army, but his employers were unable to handle the heavy cannon and begged him to remain and drive the horses. Patriotically he consented and in a masterly way succeeded in delivering the cannon to the Railroad. Amid cheers of the crowds which watched his work a purse of \$300 was raised to procure a substitute for him. At times it was necessary to roll heavy cannon up Twelfth Street on heavy timbers with windlass and crow bars to cars standing on Liberty Avenue.

Although not very many men were drafted into the army from Bayardstown, the practice of procuring sub-

stitutes was in vogue. At first these could be obtained for \$300. As the war went on the price increased to \$800, \$1000, \$1800, and I know of one man who paid \$2000 to a husky German substitute, who had just left the German Army who was never in action and who returned discharged without a scratch.

Both before and during the Civil War, Bayardstown was strongly Republican in politics. At any time of the day or evening politics simply radiated from such places as the tobacco store and factory of John and James Taylor on Penn Avenue, near Eleventh Street and the grocery store of William and Paul Siebert near the Adams or little market, as it was called. In such places one could always find an open forum gathered around a common coal stove, discussing politics, war, boat races, and prize fights.

Bayardstown supported the Clipper Boat Club and possessed numerous skilled single scull oarsmen as Jimmy Hammill, Joe Kaye, Pat Luther, Eph Morris and others. Most of the boat racing was on the Allegheny River between the Sixth and Seventeenth Street bridges. But unusual events generally took place on the Hulton Course at Oakmont and Verona. Prize fights were usually staged during the summer months on Saturday evenings. The usual place was a cinder bank, at Shoenbergers Mills on the Allegheny River.

Bayardstown, in fact, had its full quota of tough citizens, Dave Wilson, Teddy McCarthy, and others. Homicide was not uncommon. Ranter Davis killed a man; a policeman, McKenna, shot and killed a man in an outhouse who resisted arrest; a barber, Kaufmann, shot and killed a boy for shouting through his shop window at a boy, who was making faces at him. The most sensational murder case was that of Steve and Nick Hoffman. Steve had a saloon on Penn Avenue between Twelfth and Thirteenth Street. Nick, his brother, was the bartender. One evening a gang of mill workers entered the saloon under the leadership of a young giant of a fellow, who began nagging Nick the bartender who had a reputation as a fighter. Suddenly the front door was closed, the lights went out and a fight began. At the finish several persons were hurt and the young giant was found on the floor stabbed to death with a bread knife. The brothers Steve and Nick were both indicted for

murder. They engaged, as their attorney, the celebrated Thomas Marshall, who asked for separate trials, a petition which was granted. Steve was the smaller and quieter man, and on account of the reputation of Nick, everyone supposed the latter to be the guilty man. Steve was put on trial first and acquitted. Then Nick was put on trial. Steve now went on the witness stand and testified that he had killed the young giant. The testimony resulted in Nicks' acquittal. Both brothers were members of the Grand Army of the Republic and later became inmates of the National Soldiers' Home, at Dayton, Ohio, where they died and were buried.

Bayardstown boys, known as "Bayardstown rats" had a bad name. Any strange boy that came along was certain to be brow-beaten and abused. Stone fights with the Allegheny boys and hill boys were common. Battles with the Allegheny boys took place in skiffs on the river or, in the winter time, on ice. When the canal was frozen over, as was often the case, a Bayardstown mob would gather on skates and invade Allegheny. The invaders frequently met their equals and the battle would end on the canal viaduct, neither party venturing to enter the other's territory for fear of being ambushed.

The hill side above the site of the Pennsylvania Railroad was a regular battle ground in struggles with the hill boys, who generally had the advantage until the McCully Glass House boys would be through their day's work, when by deploying to the right and left of the central fight the hill boys would be outflanked and driven to flight. On one occasion they fled to a schoolhouse, which was promptly bombarded with stones, all the windows broken and much damage done to furniture and books.

In Burlington, Iowa, the writer met a prominent cigar manufacturer, who told him a story which throws light on conditions among the boys in Old Bayardstown. His father had emigrated from Germany to Bayardstown and placed him in St. Philomena's School. Everytime he appeared on the street, he was kicked, cuffed, and called "Dutchy." Finally in tears he told his father the boys would probably let him alone if he did not wear "Dutch" clothes. Presto, when he appeared in an American suit of clothes, he was at once taken into the gang, and soon became just as tough as any

of them.

A well known figure in old Bayardstown was Joseph French, a very large man weighing three hundred pounds, who for many years was superintendent of the City Water Works on the Allegheny River at the foot of Twelfth Street. He had an enormous appetite and paid board for two men to Salvador Slocum with whom he boarded, at the corner of Penn Avenue and Stevenson Alley. When in town and eating at a restaurant he made it a point to invite a friend to join him and put in an order for two large meals. If the friend expostulated that he could not eat so much, French invariably replied, "Never mind, I'll take care of it and more, too!" It was often said that if Joseph French were to die the city would be without water.

As a rule, during the summer months, when the river was low, the two pumping engines were unable to supply sufficient water to the first water basin, which was on the hill just above the present Union Depot, where the high school and play grounds now are, and from which it was again pumped to the upper Bedford basin, from which the higher levels of the city obtained water.

The old water works had two pumps, each of which had a long beam. To these beams, one of which was named Samson and the other Hercules, were attached the plungers. The two pumps with their beams, which were from twenty to twenty-five feet in length, took up a large amount of space and were costly to operate. This fact led Joseph Lowry, a chairworker of Bayardstown, to invent the Lowry Pump, which was installed at the Bedford basin. Then Allegheny City ordered one of the same make, and after many meetings and newspaper articles and the erection of the Brilliant Water Works at Brilliant Station, it was duly installed. Trials and failures followed. The valve chambers were so large, the heavy plungers cracked them. Thomas Miller, of the Atlas Foundry and Machine Company at Smallman and Twenty-eighth Streets was given a contract to make a satisfactory chamber. A committee of councilmen found the chamber imperfect, parts of it too thin and other parts filled with putty. The chamber was therefore rejected but Miller refused to make a new one and as the chamber was badly needed the City was compelled to accept it, and pay about twelve thousand dollars

for it. At the dedication of the new Water Works which cost the City a large sum of money, Hugh Fleming, ex-sheriff of Allegheny County, who lived in old Allegheny City, in a speech said, "If Allegheny City should have to pay as much for water as Pittsburgh did, they would drink whiskey instead of water, as it would be cheaper. It is hardly necessary to add that the Lowry engines have long since disappeared, supplanted by more efficient modern types.

Much local history is connected with the name of Joseph Barker, a notorious Bayardstown character. At one time he was a local Methodist preacher and a leader of the Know Knothing Party. Clean shaven, and of good appearance, he wore a stove pipe hat, a white necktie and a large cape. This garb was in keeping with the style of that time. Overcoats were not then worn. Capes or woollen shawls served the purpose. Abraham Lincoln, when he passed through Pittsburgh in 1861 on his way to Washington, D. C. for the inaugural, wore a large gray shawl.

Joseph Barker was opposed to all foreigners and to Roman Catholics. On Sunday morning and at sundry other times he preached on the old canal bridge at Penn Avenue and what is now Eleventh Street, in the midst of a rough crowd of men, some of whom were Irish Catholics. When any person appeared at the bridge when Barker was speaking, he was asked where he was from, where he was going, etc. And if the answer was unsatisfactory he was gayed, brow-beaten and often assaulted. Women, however, were generally immune from such treatment.

Barker's well known influence with the public was used in connection with the first street railway in Pittsburgh. The first route projected was from Penn Avenue and St. Clair Street (now Sixth Street) along Penn Avenue to Butler Street, thence along Butler Street to Chestnut Street (now Forty-second Street).

The business men along Penn Avenue were bitterly opposed to the street railway company. Indignation meetings were held in Volks Hall at the corner of Liberty and Twelfth Streets. Handbills and large posters were scattered around. The latter bore a picture of a locomotive and the words "Look Out For The Locomotive," in large type. It was argued that business would be driven from the street

by the railways. People, it was said, would be carried by the cars past the doors of business houses and merchants would lose all their trade. Threats were even made of tearing up the tracks and doing bodily injury to any person or persons operating the cars. It was even necessary for the Citizen's Passenger Railway Company to go into court in defense of its charter. In the midst of all this trouble Joe Barker was engaged by the railway people to make addresses to the public. And by his oily tongue and the assistance of hired supporters he managed to smother the discontent until the railway was completed.

For some reason Barker was at one time committed to jail. While an inmate at the County Jail, he was elected mayor of Pittsburgh. While walking along the Baltimore and Ohio Railroad tracks near Hazelwood Station, he was struck by a train and killed.

It was during Joseph Barker's term as Mayor that a German mechanic named Jenigen, who worked in the Rolling Mills of Lyon Shorb and Company in old Sligo, on the Monongahela River near where the Lake Erie Railroad office is now located, invented the "caliope."

Rival steamboats carrying many passengers plied the Ohio between Pittsburgh and Cincinnati. As an allurement to traffic they had brass bands which played on deck for an hour before the time of departure. On one of these boats Jenigen's caliope was installed. As soon as the brass band on the rival boat would begin to play Jenigen would begin to play the caliope. The result can be imagined. The brass band was discomfited and its music drowned. The captain of the rival boat went before Mayor Barker and asked him to restrain the caliope from being played. Mayor Barker replied, "The caliope is an American institution, and the brass band is a damned imported Dutch institution brought over here from Germany. I am for America all the time. Get out!"

The streets of old Bayardstown were all paved with cobblestones, which were gathered by boys and men from the bottom of the river and sold to contractors. These streets became very rough and uneven at times, especially in the spring time when the frost came out of the ground, and at times became very filthy with offal, soot and coal dust. They were scraped by men with heavy scrapers about

twelve inches wide and four inches high with handles about six feet long. The men were usually old, crippled, or otherwise deficient, and generally worked eight or ten abreast and were commonly known as the Twelve Apostles. The dirt was put in heaps and carted away. People often wondered where the dirt, at least five times the amount now found, all came from.

Before the day of street cars in old Bayardstown, a Mr. Naser ran a hack line from Butler and Forty-second Street to Penn and St. Clair or Sixth Street. The hacks usually seated about twelve people and were drawn by two horses. The driver collected the fares and was also a bugler. At every cross street, he would blow his bugle, to notify the public of his coming.

Just before the Civil War, the first street railway, known as the Citizens Passenger Railway, was completed. It ran along Penn Avenue from Sixth Street to Twenty-ninth Street. At the latter end was the fair ground which was used during the war as a military training camp. Later the line was extended through what was known as the "Denny Bottoms" to the intersection of Penn Avenue and Butler Street. Later still it was extended out Butler Street to Forty-Second Street, where the company's horse barns were located. Drawn by two horses each there were at first only four street cars. These were painted a bright straw color, with pictures on the sides. Designs of a white bear, a black bear, a golden eagle and a white swan, respectively, decorated the two sides of each of the four cars. Not being numbered, the cars were known by their respective designs.

It was a great honor to be a conductor, and the first conductors were gentlemen. Alexander Hays, later a brave general, who lost his life in the Battle of the Wilderness, was one of them. Another was Thomas C. Jenkins, afterwards one of the foremost merchants of Pittsburgh.

The Pennsylvania Railroad originally ran along Liberty Street. Its station was in an old white lead factory at the north-west corner of Liberty Avenue and Twelfth Street. After the old canal was abandoned, the railroad was extended down Liberty Avenue to the Duquesne Freight Station. The new passenger station was a frame shed where Grant Street enters Liberty Avenue. When trains were backed east or west a man with a large dinner bell was

stationed on the end of the train ringing the bell continuously while the train moved slowly along.

The land on which the Union depot and train sheds are now located was formerly occupied by closely built houses, mostly beer saloons and immigrant lodging houses. The hillside also was occupied by a few houses and several breweries, the latter with rock cellars called "Felsenkellers" and using ice cut from the river in the winter time and stored in ice-houses, the making of ice being then unheard of.

When the Pennsylvania Railroad acquired the property on the southside of Liberty Avenue they tore down all the buildings and placed their tracks and the Main Depot on the new location. In this change they appropriated the sidewalk on the southside of the street.

For many years, just east of the Union Depot, there were coal dumps, where coal was dumped into a sub-way, from whence it was carted in two wheel one horse carts to the iron mills and foundries. Messrs Dixon, Stewart and Company were large dealers in this coal. Charles Armstrong and others also supplied the public with coal from these dumps.

When it was proposed to extend the Pennsylvania Railroad tracks from Twelfth Street to the Monongahela River, there was great excitement and trouble caused by dray-men, who had done a thriving business hauling freight from near Twelfth Street and Liberty Avenue to the Point where it was loaded on steam boats destined for the West and South. They threatened to tear up the tracks, claiming it would put them out of business.

When the Allegheny Valley railroad was built, its tracks were laid on Pike Street with its depot at Pike and Eleventh Street. But locomotives were not allowed on Pike Street below Seventeenth Street, so the cars were pulled between Eleventh Street and Seventeenth Street by horses, generally three or four horses hitched tandem.

In old Bayardstown the peace was maintained not by policemen or patrolmen, as at present, but by watchmen or a constable. These men were not uniformed and could only be recognized by a star badge. At distances of about three or four blocks apart at the intersection of two streets watchmen's boxes were stationed, constructed of boards, octagon in shape. In these boxes the watchmen kept extra clothing

and lighting sticks. Electric lighting being unknown, watchmen had to light the gas lamps in their districts. The lighting stick had a small hole near the end of the stick into which was inserted a match. An expert watchman usually with a single stroke turned the gas on, scratched the match and lit the gas. Offenders were often locked in the watchman's box until he found an opportunity to take them to the lock-up, which was far distant on Diamond Street just below Smithfield Street. Obstreperous offenders were taken in a wagon called by the watchman. Drunkards, however, were often taken in a wheel-barrow.

During the night hours the watchman called out in a loud voice the hour and the state of the weather. One night a German shoemaker was deputized to the duty of watchman; not knowing how to call the weather he shouted as loud as he could, "Pasht Swelve o'clock, and the moon peeps out a coupla times."

Old Bayardstown was well supplied with churches. Their history is a matter of some interest and importance.

St. Patrick's Roman Catholic Church, supposed to be one of the first Catholic churches in Pittsburgh, formerly stood where the Union Depot now stands and had a burial ground next to it. When the Pennsylvania Railroad bought its site, the new church was built at Liberty Avenue and Seventeenth Street, where it now is. This was one of the large congregations of the city. The Reverend Father Garland, a large and genial Irishman and one of the most prominent men in the district, played an important role in the famous railroad riots of 1877.

In this rioting the Union Grain Elevator, the Depot, the Twenty-eighth Street Round-house and hundreds of freight cars were burned. The Pennsylvania militia ordered here from Philadelphia fired on the mob but was compelled to retreat and take refuge in the Round-house where they were besieged. Gunfire and burning cars obliged them to retreat on Sunday morning with a loss of several lives. They retreated out Penn Avenue and Butler Street to Forty-ninth Street. Two soldiers were killed with one shot through their heads as they were marching in double file. Two men were leaders of the mob. One was David Sims, and the other was known as Pat the avenger. Pat fired the shot which killed the two soldiers. But he was never identified or

brought to trial as nearly everyone was incensed at the bringing of the militia to the city. The soldiers were in a veritable hell. They were attacked with all kinds of weapons and missiles and fired upon from the doors, windows, and house-tops along the streets. Father Garland had long had a reputation as a preserver of the peace. It was said that he was equal to ten policemen. When picnics were held by his church members in the old Iron City Park near Liberty and Thirty-fourth many fights usually took place. Father Garland would order them to stop fighting. If they did not stop at his command, he brought into play his heavy black thorn cane. He could hit anybody with impunity, for not one would dare to hit him. Probably if they had, they would never have lived to tell the tale. At the time of the riots William McCarthy was mayor of the city. He was helpless and afraid, as the sympathy of the public was with the rioters. In his trouble, he finally appealed to Father Garland, who came to his assistance and did much to restore order.

St. Philomena's Roman Catholic Church is said to have been originally a cotton factory, remodelled, rebuilt and beautified. It is the mother church of the German speaking Catholic people of Pittsburgh. Located at the northeast corner of Liberty and Fifteenth Streets, its tower is surmounted with a cast-iron steeple, supposed to be the only one of its kind in the United States. It was designed by Mr. Bartberger, the architect who designed the old cathedral which stood on the corner of Grant Street and Fifth Avenue, where the Union Arcade Building is now located. Charles Bartberger, the well known contemporary architect is the son of this architect of the old cathedral. St. Philomena has always had one of the finest church choirs in the city. The well known Vogel family, one of whom is now conductor, has played a prominent part in the choir for several generations. Casper Fink, Peter Zern, Joseph Aland and still others might be mentioned in connection with the choir. As mentioned the congregation was formerly composed of German speaking people; but now there are people belonging to it, who speak ten different languages, and its priest is now an Irishman named O'Reilly. This old church is now to be torn down to make room for the improvements of the Pennsylvania Railroad.

A United Presbyterian Church, whose pastor for many years was Reverend Gracey was formerly located at the south-east corner of Penn Avenue and Seventeenth Street. The building was sold and is now used as a commission merchant store. For a time the congregation occupied an abandoned skating-rink at the southwest corner of Penn Avenue and Thirty-first Street. From there it moved to the southwest corner of Friendship Avenue and Evaline Street and built its present imposing structure. This congregation had as its pastor for over twenty-five years, highly respected by all who knew him, Reverend Turner, father of Attorney Howard Turner.

A Presbyterian congregation formerly had a church on the south side of Penn Avenue, between Sixteenth and Seventeenth Streets. A number of prominent men were members. As was so often the case they moved out of the district, and the church building was sold to a Roman Catholic congregation of Magyars, or Croatians, and is known as St. Elizabeth's Church. When the United States government purchased the property for a post-office site, the old building was torn down. The congregation promptly built a new church nearly on its present location on the south-side of Penn Avenue, between Sixteenth and Seventeenth Streets.

Wesley Chapel, a Methodist Church, once occupied the site on the southside of Liberty Avenue, where the Incline Plane is now located. Its history is interesting. Many old time revivals were held there, and the congregation was a large one. When the old site was sold to the Incline Plane, a new building was erected on the south side of Penn Avenue between Seventeenth and Eighteenth Streets. In turn this building has been sold and it is now used for commercial purposes.

Trinity Methodist Episcopal Church at the corner of Smallman and Twenty-fifth Streets likewise suffered changes at the hands of time. Prominent members moved away and with different conditions it was changed to a Community house and welfare station. It now has been taken over by the Methodists, who have a plant on Liberty Avenue near Twenty-eighth Streets, known as "Good Will Industries," where men, women and children are given employment and the needy supplied.

(To be continued)