THE HISTORICAL TOUR OF 1937

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In the past few years western Pennsylvanians have become more conscious of the historical background of the region in which they live, not only through the work of the Western Pennsylvania Historical Survey and the renewed vigor of the Historical Society of Western Pennsylvania, but more particularly by participation in the annual historical tours sponsored jointly by the historical society and the summer session of the University of Pittsburgh. In much the same way that an illustration or diagram serves to crystallize and clarify impressions made by words, so a journey to points of historical significance serves to transport one into the past and give reality to what he has heard or read. Each year since its inception the historical tour has assumed larger proportions, and as success breeds success its directors have put forth more effort. The results have been gratifying. At the close of this year's journey, Friday and Saturday, July 16 and 17, expressions of genuine appreciation of the largest and most successful of the six annual tours were general, and each participant seemed to be looking forward to the next year's jaunt.

The expedition this year visited historic sites and remains in Fayette and Somerset counties and stopped for dinner and luncheon meetings at Uniontown, Jumonville Inn, and Somerset. The number of participants varied from point to point along the way, because people may join and
leave these expeditions at will, but there were forty-three cars in line when
the motorcade left the Historical Building, and at one time during the
tour the number of participants exceeded three hundred. As before, each
car was marked with red, white, and blue festoons flying from the door
handles, and each traveler was supplied with a detailed itinerary, more
than usually replete this year with bits of historical lore. Manager of the
tour for the society was Mr. John W. Harpster, and for the university,
Mr. C. Stanton Belfour.

As the sound of an old brass bell, tocsin of the 1937 motorcade, died
away, the lead car slowly gathered momentum and the sixth annual his-
torical tour, starting promptly at 1:30 p.m., got under way. Moving
eastwardly, under city and state motor police escort, along a tortuous
route chosen to avoid street-car lines, the motorcade passed through
Wilkinsburg and out the Lincoln Highway to the borough of Forest
Hills, where it turned right, crossed over a high hill, and descended on
Braddock. As on previous tours, places or objects of historical interest at
which it was inconvenient or unnecessary to stop were pointed out in pass-
ing by those in the lead car and by the others in turn, the while non-
drivers looked to the printed itinerary for an explanation of the gesture.
As the motorcade wound about the streets of Braddock the tourists passed
over ground made famous by the rout of General Edward Braddock’s
army in 1755. What had once been the scene of a major French victory
and had for years been strewn with the weather-blanchèd bones of the
fallen—what had also served as a meeting place for the “Whiskey
Rebels” of 1794—is now the site of great mills, railroad tracks, and
other creations of a modern industrial community. In Braddock the tour-
ists also saw a statue of George Washington erected in 1930 to com-
memorate his service as aide-de-camp to the fallen British general; a
tablet indicating the site of Braddock Spring, where the general was re-
freshed and his wounds were bathed after the battle; and a building
erected in 1889 and significant as the first of the many public libraries es-
tablished in the United States by Andrew Carnegie.

Returning to the Lincoln Highway and crossing the George West-
inghouse Memorial Bridge, symbol of an important aspect of the region’s
later history, the travelers looked down upon the sulphur-tinted waters of Turtle Creek, at the mouth of which the Braddock expedition had crossed the Monongahela River on the way to imminent disaster. Before long the motorcade found its way into McKeesport, plotted in 1795 by John McKee, son of the John McKee who in 1765 had been granted title to the land at the mouth of the Youghiogheny River and a license to ferry travelers across the rivers. On the Duquesne Bridge, which spans the Monongahela at McKeesport, is a tablet bearing an inscription to the effect that this was the site of Braddock's upper crossing; and at the junction of the Youghiogheny and the Monongahela the travelers saw the site of the temporary Indian village where Washington visited Queen Aliquippa on his return from the French forts in 1753.

In McKeesport the motorcade encountered its first bit of difficulty. A freight train, singularly unimpressed by an array of over forty automobiles, parted the string, and the first two-thirds of the party went blithely on their way while the rest watched a seemingly unending line of slowly moving freight cars block their path. Before long, however, the stranded ones caught up with the others, and together they proceeded along the east bank of the Monongahela River through Glassport into Elizabeth.

The borough of Elizabeth has an interesting history. A settlement known as "the New Store" was made there as early as 1779, and in 1787 a town was laid out by Colonel Stephen Bayard and named after his wife. Boatbuilding became its principal industry, and it is claimed that more steamboat hulls were built in its yards than at any other place in the world. As the visitors passed through the town, three of the yards, conveniently designated Lower, Middle, and Upper, were pointed out to them. In the Upper Boatyard, in operation from about 1800 to 1880 and the best known of the three, were built the famous boats "Monongahela Farmer" and "Anne Jane" that went down the Monongahela to the Ohio, thence to the Mississippi, and finally to New York by way of the Gulf and the Atlantic.

From Elizabeth the group followed State Route 51—except for a short detour past the old Round Hill Presbyterian Church—until it reached a convenient stopping place called "Sweeney's," where parched
throats and cramped muscles were relieved. Thence the party proceeded toward Perryopolis, passing within two miles of the site of the Alliance Furnace built about 1790 by Turnbull, Marmie & Company at the mouth of Jacobs Creek. According to legend, Peter Marmie, a Frenchman fond of hunting, eventually came into control of the furnace and, driven insane by financial losses, drove his pack of hounds into the flaming crater one stormy night and then jumped into the fire himself. On stormy nights thereafter, local residents declared, his hounds could still be heard in the furnace ruins, and this belief admirably served the purpose of a band of counterfeiters who later made the ruins their headquarters.

Perryopolis is located in the center of a tract of over sixteen hundred acres bought by George Washington in 1770. A short distance beyond the center of the town the travelers visited the remains of Washington’s Mill, situated on a tract of land purchased for Washington by his agent, William Crawford. Washington received his warrant for this land in 1769 and by 1782 had received the patent. After a visit to his purchase in 1770, Washington selected Gilbert Simpson to manage it and to construct a mill. The latter, which now stands in rapidly disintegrating ruins, was in operation by 1776 and it continued under Washington’s guidance until leased to Colonel Israel Shreve, whose heirs later purchased title. From time to time efforts have been made to have the mill restored, the latest being a bill introduced in the national House of Representatives by Congressman J. Buell Snyder of Perryopolis. In order to give the touring historians more of the history of the region than is contained in the inscription on the marker erected beside the mill, Mr. Earle E. Curtis, supervising principal of the Perry Township schools, spoke briefly of these and other interesting aspects of the locality’s history.

Once more under way the motorcade then passed through Star Junction and near the location of the first paper mill west of the Alleghenies, completed in 1796 by Jonathan Sharpless and Samuel Jackson. This mill supplied the paper needs of some of the West’s first newspapers and print shops, including the Pittsburgh Gazette and the Washington Western Telegraph, but in 1842 it was destroyed by fire and was not rebuilt. As
the ghost of the old mill receded the travelers pressed on, and resignedly following an unexpected detour presently found themselves entering historic Brownsville. Here the early explorers and traders found the prehistoric mound that they called Redstone Old Fort; here from 1750 until his death was the home of Nemacolin, the Indian who helped supervise the cutting of a wagon road along an old Indian trail from Will’s Creek (Cumberland) to the Youghiogheny for the Ohio Company in 1752; here in 1754 William Trent built a hangar or storehouse for the Ohio Company; and here in 1759 Colonel James Burd erected the fort that bore his name. Followed a number of settlers in the 1760’s, Captain Michael Cresap prominent among them, and in 1785 the town of Brownsville was laid out on acreage in the possession of Thomas and Basil Brown.

In Brownsville the motorcade stopped first at St. Peter’s Roman Catholic Church, which stands on one of the borough’s high hills, in beautiful simplicity, against a vista of the Monongahela River and the town below. Out in the churchyard, at the edge of the graves of the parents of James G. Blaine, the Honorable Ambrose B. Reid of Pittsburgh introduced the Reverend Martin J. Brennan, the pastor of the church, who described some of the work of its restoration and, leading the visitors inside, explained the meaning of various features of the interior and told more of the work of rehabilitation. When he came to the parish, said Father Brennan, the church was in a sorry state of repair. Outside the building, new retaining walls, roofing, and steps were needed; inside, the original interior had been covered by coats of paint, imitation stone walls, and crude wooden forms. After taking stock of his parish and his parishioners, Father Brennan set out to restore the church to its original beauty, a feat to be accomplished not through a lavish expenditure of money, for the parish had none, but by the unstinted gift of time and skill of the craftsmen of the parish. Many were unemployed at the time and devoted their full energies to the work; those who had employment gave of their evenings. Of the results, Father Brennan may justly be proud; as the Most Reverend Hugh C. Boyle, the Bishop of Pittsburgh, has said of the people of this parish and their church, “Their worship of Almighty
God will be more real and fervid in it because they with their own hands and brains and with the weary toil of their bodies made it what it is.”

At Christ Episcopal Church, not far distant, the tourists stopped to visit its interesting old graveyard and to hear a talk by Mr. Jesse Coldren, long a teacher in Brownsville High School and a constant student of local history. Forced to speak fairly rapidly, because of the lateness of the hour and threatening skies, Mr. Coldren briefly outlined the history of Brownsville and pointed out some of the more noteworthy graves in the churchyard. Here are buried some of the town’s most prominent citizens; among the early graves are those of Thomas Brown, founder of the town, John and Augustine Washington, kinsmen of George Washington, and Dr. Charles Wheeler, a surgeon in Lord Dunmore’s army. In the darkened interior of the church could be seen an altar of Italian marble.

Before the motorcade left Brownsville, it wound its way around past a number of other points of historical interest, including the original structure of the Black Horse Tavern, where Albert Gallatin held the first and last organized meetings for Fayette County during the Whiskey Insurrection; the birthplace of Philander C. Knox; the site of Brownsville Female Seminary, one of the earliest institutions of its kind in this section; Redstone Old Fort and the site of Fort Burd; the Monongahela National Bank, established in 1812 as the second west of the Alleghenies; a section of the first cast-iron bridge in the United States, built over Dunlap’s Creek in 1836-39; and the Brashear Tavern, built in 1794.

The next objective of the expedition was the Meason House at Mt. Braddock, to be reached on this occasion by way of roads leading past the old Pleasant View and Laurel Hill Presbyterian churches. It was at Mt. Braddock that Christopher Gist established the first trans-Appalachian English settlement; here Washington stopped on his way to and from Fort Le Boeuf in 1753-54, and here the westernmost point he reached in the campaign ended at Fort Necessity; here Braddock’s army camped in 1755; and here, a half century later, or in 1802, Isaac Meason, the ironmaster, erected the stone mansion, the finest example of
Georgian architecture in this section, that now stands on this site. The property is privately owned but the visitors were permitted to drive into the estate for a general view of the mansion, and those who desired could inspect the interior for a small fee, after which the party pressed on to Uniontown for dinner and the evening meeting.

At Brownsville, unfortunately, the motorcade had once again become divided into two groups. A departing member had turned at right angles to the established route and at least half of the cars had followed his lead. As a result the stragglers found themselves well on the way to Uniontown, with the rest of the cars nowhere in sight, and persisting in their error, because of the lateness of the hour, they at least had the satisfaction of arriving before a heavy rainstorm broke and in time for leisurely preparation for dinner; the others, breasting the storm, arrived considerably later—but they had seen the Meason House.

Mr. James Gregg of Greensburg, retiring president of the Westmoreland-Fayette Branch of the Historical Society of Western Pennsylvania, presided over the evening meeting held in the banquet room of the White Swan Hotel. The Honorable John Q. Adams, mayor of Uniontown, spoke a few words of welcome and recalled, among other things, the town’s reputation for hospitality in the days of wagon travel over the National Pike. That this hospitality had not disappeared with the passing of the covered wagon, the visitors were agreed, and Dr. John W. Oliver of the University of Pittsburgh responded for the guests in this vein. The Honorable John S. Fisher, president of the historical society and former governor of Pennsylvania, then being called upon for impromptu remarks, commented entertainingly on some of the points of interest visited or passed in the afternoon’s journey and spoke enthusiastically of the growth of the annual tour; each year, said he, it has grown steadily in numbers and interest and this year’s increase breaks all previous records.

The formal program of the evening was opened by Miss Evelyn Abraham, research editor of the Federal Historical Records Survey of Pennsylvania, with the reading of a paper on “James Finley of Fayette County, Inventor of the First Suspension Bridge.” James Finley, who was probably a son of the Reverend James Finley who came over the
mountains before 1770, said Miss Abraham, was at various times in his life justice of the peace, county commissioner, state representative, and judge. He was also an engineer and inventor and he deserves the attention of posterity because he invented the chain suspension bridge and in 1801 erected the first bridge of that type, over Jacobs Creek between Fayette and Westmoreland counties. In the primitive type of suspension bridge, it was explained, the floor is laid directly on the catenary or supporting loop, whereas Finley's bridge had a level floor suspended from the looped span on the same principal as that later embodied, for examples, in the great Brooklyn and Manhattan bridges in New York City and the Delaware River Bridge in Philadelphia. It was Finley's work that made the latter and others of their kind possible, for he built his first bridge at least twenty-one years before Sir Samuel Brown constructed the first iron suspension bridge in England.

The second paper of the evening was read by Mr. Edgar B. Cale of the department of history of the University of Pennsylvania. His subject was "Editorial Sentiment in Southwestern Pennsylvania in the Campaign of 1860." Mr. Cale began by setting the stage for the campaign on a national scale, with an account of the conventions, candidates, and platforms of the Republicans, the Breckinridge Democrats, the Douglas Democrats, and the Constitutional-Unionists. In Pennsylvania, he continued, the editorial campaign centered about the subjects of the tariff, slavery and sectionalism, and efforts to heal the split in the Democratic party, with the generally recognized need in this industrial state for a higher tariff to the fore and determining the outcome. The Democrats of both factions were handicapped by their party's past advocacy of progressive free trade; they sought in vain to show that a Republican victory, because of the Republicans' determination to halt the extension of slavery, would result in secession and conflict; and they fought a losing battle in efforts to win the votes of the Germans and the Irish. Moreover, the argument that commercial ties between Pittsburgh and the region southwest of it would be adversely affected by a change in the existing political set-up was more than offset by forces that tied Pittsburgh strongly to the industrial North. There were no exciting issues of a strictly local character in southwestern Pennsylvania, said Mr. Cale, but the battle of
WASHINGTON’S MILL AT PERRYPOLIS

IN FORT NECESSITY
words, and sometimes of fists, was bitter, for “in no other campaign in American history has such a cloud of impending war hung over the very homes of the voters."

The next morning, under skies holding promise of rain or at least of a cloudiness frequent in western Pennsylvania, the tourists set out by way of the village of Oldframe and the town of New Geneva for Friendship Hill, the home of Albert Gallatin, one of the state’s best known figures in national affairs. New Geneva was laid out by Gallatin in 1797 and named after his birthplace. Here in partnership with others he established glassworks and a gun factory. A short distance beyond the town the travelers reached the estate of Friendship Hill and turned up the long, winding, wooded road leading to the Gallatin homestead.

Gallatin was born in Geneva, Switzerland, in 1761, of aristocratic parents. He came to America at an early age and before long rose to political prominence. In 1788, only three years after he had settled in Fayette County, Pennsylvania, he was chosen a representative, with John Smilie, to a convention held at Harrisburg for the purpose of proposing amendments to the new federal Constitution. Subsequently he served in the legislature of Pennsylvania, was a member of the state constitutional convention of 1791, was elected to the United States Senate but was not admitted because of his foreign birth, played a prominent part in the Whiskey Insurrection of 1794, and served successively as a member of Congress, secretary of the treasury, one of the commissioners to negotiate peace with England after the War of 1812, and minister to France and to England.

In his early years in America Gallatin served as an agent, interpreter, and partner of Savary de Valcoulon, a Frenchman who had claims against the state of Virginia for which he sought recompense through the procurement of western lands, and for various reasons Gallatin decided to establish a base of operations across the Virginia line in Fayette County, Pennsylvania. For this purpose he selected the farm of Thomas Clare, located on Georges Creek and the Monongahela River. In 1785 he leased a house and five acres from Clare and there set up a store. Sometime later he purchased 450 acres from the same man and there established his store and built the residence known as Friendship Hill. To
this house Gallatin brought his first bride, a delicate Virginia girl who survived in the wilderness but a short time, and whose grave, unmarked for years, is now enclosed by a low stone wall. In later years Gallatin, busy with public affairs, spent but a limited time at his country home, and after 1826, when he sailed for London, he did not again occupy it.

The home is a lovely place situated on a high hill overlooking the Monongahela River. Besides original furnishings it contains interesting period furniture brought in from other places. The visitors were conducted through the house in groups of fifteen by guides under the able direction of Mrs. Alvin G. Sowers, president of the Friendship Hill Association, an organization formed in 1927 for the purpose of purchasing and maintaining the home and grounds as a public shrine. Mrs. Sowers and her associates now keep the house open to visitors and make a small maintenance charge for guiding people through, though this requirement was generously waived in the case of the visiting historical tourists, who instead were given an opportunity to contribute as they wished to this very worthy cause. For those who had had or were awaiting their turn in the house, Dr. Russell J. Ferguson of the University of Pittsburgh told the story of Albert Gallatin and Friendship Hill in a brief address delivered on the lawn where over a century ago had stood a throng gathered to hear the words of Lafayette spoken from the balcony at the rear of the house.

As the party prepared to leave, the motorcade was divided into two sections once more, this time intentionally, for the crowd had grown to such proportions that it would have been impossible to take care of all of it at one time at Jumonville Inn, where it was to stop for luncheon. Accordingly Mr. Harpster, in the lead car, took about half of the party with him and set out on the road to Jumonville's grave by way of Smithfield and Fairchance. Along the way they noted a number of log houses; the old graveyard of Mt. Moriah Baptist Church; Fairchance, site of one of the early iron furnaces and location of the still extant Nixon Tavern building; and, as the travelers approached Jumonville Park, two markers indicating the sites of "Washington's Spring" and Braddock's "Rock Fort Camp" along the Braddock Road.

Jumonville, it will be remembered, was the French officer who led a
party out from Fort Duquesne in 1754 allegedly to warn Washington, in command of an approaching force of colonial troops, to evacuate the Ohio Valley. To Washington, Jumonville’s band was a spying party and as such he attacked it. In the encounter Jumonville was killed, or from the French point of view “assassinated.” The young Virginian then withdrew with his party and prisoners of war and fortified himself in the Great Meadows. Jumonville was buried where he fell, and to the first group of the present-day visitors assembled at the grave, Dr. Alfred P. James of the University of Pittsburgh briefly outlined the course of events leading up to the battle and supplemented the necessarily brief account of the engagement itself inscribed on the marker placed at the site.

Meanwhile those in the second section of the motorcade had been making the most of an opportunity to stroll about the grounds of Friendship Hill at their leisure and had then set out at a slow pace for Jumonville’s grave. They arrived on the narrow, rocky road leading into Jumonville Park just as their predecessors were leaving, and Dr. James kindly remained to repeat his account. Again the second group was the more fortunate, for in order to allow time for the first section to finish its luncheon and make room for the second shift, Dr. James amplified his story considerably, starting with the beginning of hostilities in the New World between France and England, describing the voyage of Céloron de Blainville down the Allegheny and Ohio rivers, and bringing the story on down to the time of the incident that took place in the vale where the peripatetic historians stood listening. The rear-guard travelers then climbed back into their cars and pressed on to Jumonville Inn—located, by the way, at the site of Dunbar’s Camp—where in due time they were given their chance at an unexhausted supply of delicious chicken.

After both sections of the party had been filled to repletion, all assembled outside the inn to listen to addresses by the Honorable J. B. Adams, spokesman for the Fort Necessity chapter of the Sons of the American Revolution, and Dr. Edward Dumbauld of the Department of Justice in Washington. Mr. Adams spoke briefly on the history of the region and the significance of such sites as those of Dunbar’s Camp, Jumonville’s and Braddock’s graves, and Fort Necessity. It is the ambition of his chapter, Mr. Adams said, to establish a chain of memorial parks that will
embrace all these sites, and he asked, in behalf of the chapter, that the Historical Society of Western Pennsylvania lend its support to the achievement of this end. He then introduced Dr. Dumbauld, who spoke in place of the Honorable J. Buell Snyder, representative in Congress for Fayette and Somerset counties. The latter, as Dr. Dumbauld explained, was unable to appear because he was attending the funeral of the late Senator Joseph Robinson of Arkansas, his personal friend. The speaker expressed the regret felt by Mr. Snyder over having to miss being at the gathering and suggested what might have been expected from a man who is not only taking part in making the history of our country, but who is also appreciative of records and reminders of its past, as evidenced, among other things, by Mr. Snyder's active interest, as chairman of the House committee on appropriations, in the maintenance of the Library of Congress, and by his recent introduction in Congress of a bill authorizing the erection of a memorial to Albert Gallatin in the city of Washington. Touching lightly, then, with occasional entertaining anecdote, on the significance of historic sites more fully discussed by other speakers of the day, Dr. Dumbauld concluded with the observation that the interest shown on these tours would greatly increase the possibility of government acquisition of sites visited, particularly if such interest were effectively called to the attention of legislators. "When people are in public office," said he, "they are besieged by requests of all sorts from all quarters, and if the people of western Pennsylvania fail to work as you have done in behalf of these historical locations, while the people of other districts are more active and more appreciative, then it is altogether natural that the latter should receive the greater share of whatever public funds are available for that purpose."

From Jumonville Inn the tourists returned to the National Highway and headed eastward for Fort Necessity Park, viewing enroute the Fayette Springs Hotel, an old stone tavern; Braddock's grave; the Mount Washington Tavern, near the site of the fort, now maintained as a museum; and other points of interest. Arrived at the restored fort the visitors were favored with brief talks by Mrs. Ruth Martin and Mr. John P. Cowan, senior and junior ranger historians of the National Park Service. Here it was that Washington and his small band of colonials entrenched
themselves on their way into the western country in 1754, when it was learned that the French were advancing from Fort Duquesne with a force far superior to their own; here, where on July 3 of that year the French attacked, causing Washington to capitulate the next day and agree to return to Virginia. The familiar story was told in somewhat more detail than this, of course, but it is expected that a fuller account of this famous episode and of what has been done to signalize it on the spot will appear in a later issue of this magazine.

On the longish jaunt from Fort Necessity Park to Somerset, made by way of the National Highway and State Route 53, through alternating, sometimes intermingling, sunshine and showers, the travelers had time for but one stop, made on a side trip to the recently established Laurel Hill National Park west of New Centerville. But there were many points of interest to be noted along the way, including the “Great Crossings” of Washington’s and Braddock’s day, over the Youghiogheny River at Somerfield; one of the three surviving toll houses on the National Road, at Addison; the borough of Confluence, toward the site of which, at the junction of the Youghiogheny and two other streams, Colonel James Burd was cutting a road westward from Bedford in 1755 when news of Braddock’s defeat halted Burd’s advance at the top of Allegheny Mountain; a huge Indian mound called Fort Hill, a few miles beyond Ursina; and Mt. Davis, the highest point in Pennsylvania.

At Somerset the travelers assembled for the final event of the tour, a dinner meeting at the Ferner Hotel arranged under the auspices of the Somerset County Archaeological and Historical Society, with its president, Mr. Charles F. Uhl, presiding. After an excellent meal formal greetings were exchanged by State Senator Charles H. Ealy of Somerset, on behalf of the hosts, and by the Honorable Robert M. Ewing, former president of the Historical Society of Western Pennsylvania, speaking for the guests. Two others of the visitors, Judge Reid and former Governor Fisher, were then called upon and ably supplemented what Judge Ewing had well said in appreciation of Somerset County’s scenic beauties, historical heritage, and hospitality.

The first speaker of the evening was Mr. Fred D. Berkebile, secretary of the local society, who spoke on “Our Native Indians.” Depicting the
Indian of historic times against a background of conjectural prehistoric origins, Mr. Berkebile departed from the white man's traditional view of him, forsaking the old adage that "the only good Indian is a dead Indian" for the idea expressed in the story of the white man and the Indian sitting together on a log. As the white man moved farther and farther away from his own end, runs the parable, the Indian was forced to move over until he was off the log entirely. In other words the speaker stressed the wrongs that the Indian suffered at the hands of the white man. Mr. Berkebile also described briefly the mode of life—the food, dress, beliefs, and burial customs—of tribes that once dwelt or tarried for a time in the region of Somerset County, as revealed in large measure by recent archaeological explorations there.

Mr. Alvin G. Faust, a teacher of history in the Taylor Allderdice Junior-Senior High School, Pittsburgh, concluded the exercises of the evening, and of the tour, with the reading of a paper entitled "Some Aspects of the Social History of Somerset County." Mr. Faust spoke of the early trails and roads through the county and of the more noted travelers who passed over them; of the earliest settlers, and of natives, such as Jeremiah S. Black, who rose to national prominence; of the cultural backgrounds of the early immigrants; of the characteristics and rivalries of the several religious groups that dominated the whole social, political, and perhaps economic life of the section; of the leading industries—agriculture, coal mining, iron manufacture, milling, and lumbering—and of the less extensive production of whiskey, wagons, woollens, and forest products such as shook, charcoal, bark, and sap; and of the immigrants of the industrial age, with their infusion of new blood and introduction of new problems of adjustment. Through it all, concluded he in effect, men have tended to exploit the resources of this, the "Roof Garden of the World," and it is to be hoped that the citizens and youth of the county will seek rather to conserve these treasures and restore the ecological balance so essential to a wholesome and satisfying existence.

So ended the 1937 tour. As usual, those who had come all the way from Pittsburgh were left free to return to the city the same night or to stay over, and in either case to find their way back by roads of their own choosing.