As the great bell in front of the Historical Building solemnly tolled eight times, a line of eighteen cars parked in formation across the street moved slowly eastward, and then, gathering momentum and courage from an escort of city and state police, sped out of the city to wend its way for the next day and a half over the mountains and through the valleys of northwestern Pennsylvania. The eighth annual historical tour, conducted jointly by the summer session of the University of Pittsburgh and the Historical Society of Western Pennsylvania, got under way shortly after 1:30 P.M. on Friday, July 14. Members of previous tours, beginning in 1932, had followed the path of George Washington on his several journeys through western Pennsylvania; they had noted numerous sites of Braddock’s unsuccessful, and Forbes’s successful, attempts to conquer the region; they had paid homage at scenes connected with western Pennsylvania’s own revolution, the Whiskey Insurrection; they had visited the oil region and recalled its fabulous development; and lastly they had gone beyond the borders of the state to help in celebrating the sesquicentennial of the organization and settlement of the Old Northwest. The program of this year’s tour

1 Mr. Harpster, now an instructor at the Erie Center of the University of Pittsburgh, was for a number of years director of the annual tour for the society, and he assisted as a volunteer in the planning and conduct of the expedition he here describes.—Ed.
included meetings at Clearfield, Kane, and Warren, and an "adoption" ceremony by descendants of some of the Indians who once claimed overlordship and possession of the land.

The directors in active charge of the tour—Mr. C. Stanton Belfour for the university and Mr. Frank B. Sessa for the society—had provided detailed itineraries to be read en route, and although the motorcade did not stop to visit all the sites listed in these Baedekers, all places of historical interest were either pointed out to or visited by members of the tour as they sped along.

On Bayard Street the tourists noted the buildings of Shady Side Academy, the oldest dating from 1885 and all now used by members of the lower forms; to the right on Dallas Avenue they noted the site of "Homewood," the residence of Judge William Wilkins, built in 1835 and razed in 1924, which gave to that section of Pittsburgh its name; and, as they turned right onto Bennett Street they saw Frankstown Avenue, the approximate location of the Frankstown Trail, one of the most important trader's routes between the Susquehanna and the Ohio rivers. For a short distance the route followed the Frankstown Road, which along that stretch follows approximately the line of the Forbes Road of 1758. Leaving the city of Pittsburgh they passed Hebron United Presbyterian Church, organized in 1860, and three-quarters of a mile farther noted on the left the Wilson farm. Thomas Wilson, the first settler in the present Penn Township of Allegheny County built his home along the Forbes Road about fifty yards west of the present building in 1768. About a half mile farther on the right is the Stotler house, a red brick building erected in 1844 by one of the Wilson family for his daughter, who married E. Stotler. The Green Mill Tavern, one-tenth of a mile beyond, was before its savage alteration, another Wilson house, built in 1830. Less than a mile farther is Mount Hope Cemetery, where several members of the Stotler and Wilson families are buried; some of the stones date back as far as 1815.

At a junction of roads known as Peterman's Crossings, where the motorcade bore to the right, is a Forbes Road marker erected by the Pennsylvania Historical Commission noting the site, three miles east, of Bouquet's Encampment, the northernmost point on the Forbes Road.
from Fort Bedford to Fort Duquesne. Continuing past the Alcoma Country Club and the Universal Portland Cement Company plant into Westmoreland County, the tourists noted Sardis Methodist Episcopal Church and cemetery, established about the time of the Civil War. In the cemetery there is a large monument, not visible from the road, to commemorate the Murray Post, G. A. R., erected by William Miller. Seven miles beyond the next town, Mamont, is the Alcorn house, a neat frame building with a two-story portico running its entire length, which was built in 1801 and was known to teamsters engaged in hauling lumber from Indiana to Pittsburgh as the "Half-way House." Descendants of the original owners still live there, and it is to be regretted that more of western Pennsylvania's interesting old houses are not as well kept as is this one. By way of contrast there was noted a quarter of a mile farther the Malachai Buzzard cabin, a log building erected about 1800; brick and stone have been removed from the fireplace and chimney, and doors and windows are gone, but it still remains a mute testimonial to the sincere craftsmanship of its builders and to the staunchness of the materials used. A few miles farther is another log cabin, still occupied, known as the Swaney-Ellwood house, erected about a century ago. Bearing right at the junction with Route 380 and past the Stewart house on the left, the caravan turned into the shady grounds of the Kiskiminetas Springs School, established in 1888, to park while the tourists walked across the campus to the bluff overlooking Saltsburg.

Here Major Robert M. Ewing, former president of the society, who was born near Saltsburg and went to school there, introduced the first speaker on the tour, Mr. Harry F. Carson, an authority on local history. Taking as a text the inscription from the University of Michigan Library of American History, "In darkness dwells the people who knows its annals not," Mr. Carson dispelled some of the darkness. Saltsburg lies at the junction of the Conemaugh River and Loyalhanna Creek where they join to form the Kiskiminetas River just above Black Legs Creek. On the Westmoreland side of the river, on which the tourists then stood, is the site of the Shawnee Indian village of Kickenapauling, mentioned by Christian F. Post in 1758, although trade with the
Indians had been carried on there as early as 1727 by James Le Tort. Across the river, on both sides of Black Legs Creek and including part of the present town of Saltsburg, was once the Delaware village known as Black Legs Town.

Mr. Carson stated that the earliest application for land in the near vicinity was made on April 3, 1769, by William Gray. After the survey in the same year the tract, described as "situate West of Black Leggs town," was called Gray's Mount. Through it an Indian trail led to Fort Pitt. The first settlements were made on the point between the Conemaugh River and Loyalhanna Creek by a man named Peary or Peery, about 1774. Shortly after that date he was joined by William Johnston; several houses, a sawmill, a gristmill, and a linseed oil mill were built at the point; and the settlement was named Port Johnston. A warehouse was built at the mouth of the Loyalhanna, and flatboats, bringing part of their load from Campbell's Mill on Black Lick Creek, were loaded there with flour, bacon, and linseed oil to be floated down the rivers to New Orleans.

Salt wells had been discovered about 1795, and William Johnston soon undertook the manufacture of salt, but the enterprise did not become a commercial success until about 1812. In early times salt was sold at twenty-five cents a pint, and a curious provision stated that no one should be permitted to walk across the floor of the manufactory while the salt was being measured. Later, production of salt reached seventy thousand bushels a year. Mr. Carson regretted that time did not permit him to describe the process of its manufacture, but he referred interested persons to an article in the American Journal of Science and Arts for June, 1827. The town that took its name from this commodity, Saltsburg, was laid out in 1816–17 across the point from Port Johnston and along the Conemaugh and Kiskiminetas rivers. That land had been granted about 1788 to Hugh and Thomas Wilson, and the tract was called Partnership. In 1813 the land came into the possession of Jane Boggs, and after the laying out of the town of Saltsburg, the death of William Johnston, and the opening of the Pennsylvania Canal in 1829, Port Johnston ceased to exist. At least one of the old buildings of Port Johnston, which the tourists were later to note, re-
mains at the point. Mentioning a few of the earliest institutions and buildings of the town—the Presbyterian church of 1817, the log school still standing, the bridge over the Loyalhanna in 1820—Mr. Carson regretted, and the tourists regretted as well, that time did not permit him to talk more.

Leisurely returning across the campus the members of the tour re-entered the cars and the motorcade, now grown to twenty-two cars, left the school grounds and continued on its way down the hill and across the bridge at the junction of Loyalhanna Creek and the Cone- maugh River where the Kiskiminetas River is formed. Entering Saltsburg the tourists also entered Indiana County, and swinging right they proceeded slowly through the town. To the right, at the point, was noted the Murray house. Mention of this house occurs in Hervey Allen’s Anthony Adverse; the author became familiar with the region when he spent some time near-by at a World War encampment. In the novel Anthony’s future wife, her mother, and her first husband stopped at the house on their journey from Philadelphia to Pittsburgh. Mrs. Murray, continues the novel, “who lived in a log cabin at the forks of the river, took mercy on them, sheltered them, and fed them on deer collops, hominy, and sassafras tea.” Continuing up Point Street past two century-old stone and brick houses and across the railroad tracks, the approximate location of the Pennsylvania Canal, the tourists noted part way up the hill the heavy-corniced Pennsylvania Railroad station, built about 1865, and just above it and to the left the Saltsburg Academy established in 1851. This large brick building was renamed Memorial Institute after the Presbyterian Church in 1870 had purchased the controlling stock and renovated it. After reaching the top of the hill, the tourists crossed a viaduct and looked down upon the stone piers of the railroad bridge, built in 1855, upon which enthusiastic Kiski boys have daubed their class numerals. One of the piers is damaged, but the masonry has been torn away by heavy ice and not by the flood of 1936 as is generally believed.

Again joining Route 80 the motorcade continued past a gloomy gothic structure of the Civil War period known as the “Old Manse,” and two miles beyond the Leach farm, oldest in the district, it turned
left onto a Pinchot road that was followed about five miles to the site of Elders Ridge Academy. The cars parked along the roadway and the tourists walked to the grounds of the academy where they were met by the Reverend James R. E. Craighead of Saltsburg, who was introduced by Major Ewing. Mr. Craighead recalled that it was just four weeks ago that a similar group had met to celebrate the centennial of the founding of the academy. The centennial celebration included the planting of trees in memory of half a dozen or so of the leading figures of the community, and these trees were pointed out to the present group, each one being called by its name. Elders Ridge, continued Mr. Craighead, is an ambiguous term; no one knows exactly what it means or what it includes. The name is derived from that of James Elder, a pioneer settler who came to the region in 1786. The forests were cut, limestone kilns, visible from the site, were erected, and later coal, including both the Freeport and Pittsburgh veins, was discovered underneath the land. The land itself is fertile and rich, as evidenced by the bright green of the new corn on the surrounding hills. Other settlers found the land good, and there were enough families living near-by in 1838 or 1839 for the Reverend Alexander Donaldson to establish a school here. True, the first year he had only one student, John McAdoo, and classes were held in the parlor of the Elder home. The Reverend Mr. Donaldson was an educated man; he is said to have committed the shorter (Westminster) catechism when he was only four, and he graduated from both Washington College and Western Theological Seminary. A few years after he started teaching at Elders Ridge he built a spring house as a study at the rear of his residence and the sessions were continued in that building. The school prospered and in 1847 a new building was erected and an assistant engaged. Elders Ridge Academy was formally opened on April 16, 1847. Three years later a new brick building was erected, and the academy continued in that edifice until 1914, when it became a vocational training school. During its existence more than twenty-five hundred students attended its sessions; most of them came from the surrounding counties of Indiana, Armstrong, and Westmoreland, although there were also students from other states as far away as Mississippi.
and Louisiana. Its alumni include a hundred and sixty ministers, almost a hundred lawyers, and about the same number of physicians. When Mr. Craighead became pastor of the churches at Elders Ridge and West Lebanon in 1932, he determined to perpetuate the traditions of the academy, and with the help of other alumni Donaldson’s log cabin was moved near the academy building and became a museum and library, but ten days after the log house was dedicated it was burned to the ground. Again he gathered together mementos of former times and a library of twelve hundred volumes, which were housed in the academy, but the latter was also razed by fire and the collections were destroyed. Despite the reverses suffered in recent years the spirit of the old academy lives on, and memories, if nothing more tangible, are the present reminders of Elders Ridge and the Reverend Mr. Donaldson.

Reassembling in formation, the motorcade passed through the town of Elders Ridge and the tourists noted Elders Ridge Cemetery and the Presbyterian Church. The church was organized in 1828 but had no stated pastor for several years. The present building, erected in 1878, was preceded by those of 1828 and 1845. Turning left onto a concrete highway the caravan sped through Iselin, where two churches, Roman Catholic on the left and Protestant on the right, stand as sentinels at the entrance to the town. After two miles the party turned right onto Route 80 and, passing through Jacksonville (the postoffice and railroad station were formerly known as Kent), continued to the Rustic Lodge on the outskirts of Indiana. The pause that refreshes was a welcome relief at the lodge, and as the travelers munched barbecued sandwiches and sipped pop they speculated on the exact location of the Indian trail that passed the building and of the trail from Philadelphia to Erie that was said to be visible from that point.

As it left the lodge the party was accorded an additional escort of Indiana police that facilitated their passage through the town. Indiana derived its name from the prevalence of red men in the vicinity, but since the 1935 historical tour had its terminus with a dinner meeting at the Teachers College there, the directors of the tour had decided not to stop in the town on this occasion. The Teachers College, founded in 1875, and the courthouse, built in 1871, were noted, however, and
after leaving the town the route continued through a succession of small mining towns—Clymer, Starford, Commodore, Hillsdale, Arcadia, Hooverhurst, and Glen Campbell. Many of the towns, laid out and built in the last quarter of the nineteenth century, contained only row on row of drab company-built houses, frequently facing huge piles of earth and rock left by strip-mining activities. Between Starford and Hillsdale there was, as a welcome relief, a young forest of Scotch and other pine set out by the Clearfield Bituminous Coal Corporation in the 1920's. Shortly after entering Clearfield County, one of the largest in the state, the road followed the west branch of the Susquehanna along a picturesque drive, from which could be seen one of the rapidly disappearing covered wooden bridges. Through McGees Mills, Mahaffey, and Bells Landing the motorcade proceeded, and in Grampian, named for the Grampian Hills of Scotland, but originally known after its founding in 1809 as Pennville, the old Friends Meeting House was pointed out. Continuing through Curwensville, established in 1799 and now the home of the North American Refractories Company, the tourists crossed, five miles farther, the west branch of the Susquehanna River and at the Wind Mill, located on the site of the Indian trail from Philadelphia to Erie, they were met by the Clearfield chief of police and escorted through the city of Clearfield to the Dimeling Hotel, where a banner, grinning porters, and interested spectators welcomed the party for their first overnight stop.

Although the dinner meeting at the Dimeling Hotel was scheduled for 7:30 P.M., it was not until half an hour later that the ninety-six guests, including many from Clearfield, sat down to the dinner of host E. S. Shuck. Mr. Edward T. Kelley of Clearfield, presiding, first introduced Judge W. Wallace Smith of the court of common pleas of Clearfield County. Judge Smith welcomed the tourists to Clearfield and spoke appreciatively of the work of the society in preserving local history. Mr. Kelley then introduced as a potentate of history Dr. John W. Oliver, head of the history department of the University of Pittsburgh, who replied to the welcome of Judge Smith. He voiced the pleasure of the tourists at being in Clearfield, and mentioned the fine spirit and citizenship of the residents, many of whose ancestors, three or four genera-
tions back, were the pioneers who settled that section. He also expressed the appreciation of the tour directors for the fine work done by the local committee, headed by Mr. Blair Sykes, and by Mr. E. S. Shuck, owner of the Dimeling Hotel. The presiding officer then introduced a distinguished guest who was not on the scheduled program, Dr. Sylvester K. Stevens, historian of the Pennsylvania Historical Commission. Dr. Stevens expressed his delight at the activity of the Historical Society of Western Pennsylvania and the University of Pittsburgh in conducting these historical tours, and his hope that as a result of this visit there would be a rebirth of historical activity in Clearfield.

The next speaker, Mr. Herbert A. Moore of DuBois, delivered the main address of the evening on the subject, "Clearfield County in History." Mr. Moore took mild exception to the relatively insignificant historical rating granted Clearfield County in the seven lines devoted to it and the four lines devoted to DuBois in the Guidebook to Historic Places in Western Pennsylvania compiled by the Western Pennsylvania Historical Survey and published in 1938 by the University of Pittsburgh Press. The site of Clearfield, he continued, was the Delaware Indian town of Chinklacamoose, of which there are sixteen variant spellings. The great number of buffalo grazing near the creek before 1755 had cleared the fields of underbrush, and thus it is said that the creek and town received its name. According to another version, the name Chinklacamoose means "no one tarries here willingly," but that honor, Mr. Moore agreed with an early traveler, David Zeisberger, rightly belongs to Punxsutawney. The Indian town was on the main trail from Shamokin to the Ohio River, and during the French and Indian War, prisoners such as Marie LeRoy and Barbara Leininger, who spent ten days there in 1755, were often quartered there. The Indian trail divided near Punxsutawney, one trail going to Erie and another to Kittanning. The Indian town was destroyed in 1758, but the game remained plentiful, and one traveler in 1772 records that his party shot a hundred and fifty deer and three bear along Clearfield Creek.

Mr. Moore mentioned other places of local interest, such as Karthaus on the West Branch of the Susquehanna, where the first successful attempt was made in Pennsylvania to smelt ore with bituminous coal;
Anderson Creek, just below Rockton, where the first sawmill, first gristmill, and first woolen mill west of the mountains were established. Between Rockton and Luthersburg the first pottery was established, and at Luthersburg there is a recently dedicated monument, erected by the Daughters of the American Revolution, marking the Indian trails of the region that divided at the Indian Spring. Over one of these trails, which later became a wagon road, marched Major William McClelland and 232 soldiers during the War of 1812. They were accompanied by heavy English wagons, and on their way to the defense of Erie they camped at the Indian Spring. Near-by is Cherry Tree, where a monument marks part of the boundary line established with the Indians at the treaty of Fort Stanwix in 1768.

Clearfield County, he continued, produced many prominent men, including the governors of three states. Edward Scofield became governor of Wisconsin; John Bigler was the first governor of California; and William Bigler, a brother of John, was governor of Pennsylvania. When a friend asked the mother of John and William Bigler about the health of her son, the governor, that grand old lady replied, “Which one, the governor of California or the governor of Pennsylvania?” Clearfield County was also the home of William Wallace, who served four terms in the Pennsylvania senate and a term in the United States Senate. In the field of literature Clearfield claims Nora Wall, the author of Reaching for the Stars and a contributor to the Saturday Evening Post.

On this note the meeting adjourned, and the tourists broke up into smaller parties, some to enjoy walking about the town in the cool evening breeze, some to talk with friends in the hotel lobby, and some, perhaps, to peruse the itinerary for the next day.

Saturday morning was clear and bright and the motorcade, now grown to twenty-four cars, started from in front of the Dimeling Hotel about 8:30. For a short time the travelers were without the benefit of a state police escort, but by the time the tour reached St. Marys they were again following the familiar and welcome white car. Leaving Clearfield the tourists crossed the Susquehanna River and followed the Pennfield Pike (Route 155). Along the pike were numbered markers indi-
eating points of interest on the local Clearfield Scenic Tour, which included Leitzinger Spring, Bloody Springs, and a deer-damage study area. The road passed through S. B. Elliott Park, a scenic forested area maintained by the Pennsylvania Department of Forests and Waters, which offers to visitors cabins, picnic areas, a swimming pool, and outdoor meeting places. The road also passed through the Clearfield Nursery, the largest of its kind east of the Mississippi River. At Penfield, established in 1812, the tourists turned right onto Route 255 and continued through the towns of Hollywood in Clearfield County and of Force and Weedville in Elk County. Six miles beyond Weedville the tourists ascended the Red Hill Summit of the Allegheny Mountains, 2,307 feet above sea level. Five miles beyond the summit the party stopped along the road to visit a small and neatly-kept Roman Catholic chapel. Mr. George Kuneo, a member of the fourth degree, Knights of Columbus, told the visitors briefly of the chapel and of the priest to whom it is dedicated, Monsignor Michael Joseph Decker. Monsignor Decker was born in 1839 and the chapel was built by his father in 1850 as a pledge of faith for his miraculously restored vision after almost total blindness. Michael was educated for the priesthood at St. Vincent Archabbey at Latrobe, 126 miles away, to which he walked many times during the course of his education. He was ordained in 1862 and said his first mass at the little chapel. Later he went to the Sacred Heart Church at Erie and, interested in music and liturgy, became a composer of note. He was created Monsignor in 1905 and was buried at St. Marys when he died in 1913. For several years the chapel was privately owned by Monsignor Decker's sisters, but the care of the building is now in the hands of the Knights of Columbus. Mass is said here every year by the Benedictine fathers from St. Vincent.

Again under way, the caravan passed through the town of St. Marys, a German Catholic settlement established in 1842. St. Joseph's Convent of the Benedictine Order and the Sisters of Charity Hospital were noted en route. Just beyond Johnsonburg, about eight miles farther, a short stop was made. The paper mill and the tannery erected in Johnsonburg in the 1880's were important industries, and the tannery, turning out
about three thousand hides per week, was one of the largest in the world at that time. Long piles of tanbark along the road reminded the tourists that the industry is still flourishing. At Johnsonburg is also located the New York and Pennsylvania Clarion Sulphite Mill, and as the tourists passed over the Clarion River beside the plant and noted the chemical-laden waters being discharged into it, some of the veterans of the 1936 tour might have felt twinges of conscience had they remembered giving their pledge to write the governor of Pennsylvania about the purification of that stream.

Continuing to Wilcox, the tourists followed the alternating dirt and macadam road directly to Mt. Jewett rather than the paved road by way of Kane. For a few miles the road paralleled the brook known as the Main Stream, along which could be heard the steady pumping of oil wells in an area from which the forests had been cleared by lumbering and woodcutting. Now in McKean County, the motorcade passed through the neat little oil town of Halsey and shortly arrived at Mt. Jewett at the junction with Route 6. Leaving Mt. Jewett after traveling a short distance on that route the cars turned left past the railroad station and continued down the hill to just beyond the village of Kushequa. When the tourists had disembarked, Mr. J. E. Henretta, author of *Kane and the Upper Allegheny* and chairman of the Kane committee on local arrangements, introduced Mr. J. M. Harper, a teacher in the Kane High School, who gave a short account of the famed Kinzua bridge that was visible a mile and a half distant. The Kinzua bridge is 301 feet high and 2,051 feet long, and was finished on September 2, 1882, as part of the Buffalo, Rochester, and Pittsburgh Railroad. Originally it weighed 3,100,000 pounds, but after its reconstruction in 1900 its weight was 6,700,000 pounds. Now part of the Baltimore and Ohio system, at the time of its construction it was one of the highest in the world and was known as the suicide bridge.

At that point the motorcade made a U turn and retraced the route to Mt. Jewett, turned right, and headed for Kane. Just beyond Mt. Jewett was seen the spire of Nebo Evangelical Lutheran church, the highest church in the county, over 2,200 feet above sea level. Noted
along the road were tanneries, a spring that is the reputed source of the Clarion River, a farm of Lobo wolves, and other points of local interest, such as the airport and country club. Entering Kane past the buildings of Holgate Brothers Company, manufacturers of wooden implements and educational toys, which is celebrating its sesquicentennial this year, the motorcade parked at a lot near the New Thompson Hotel, where a luncheon meeting had been scheduled.

Judge Charles G. Hubbard of Smethport presided at the meeting and first introduced Burgess C. T. Feit who welcomed the tourists to Kane. Mr. Feit mentioned the early settlements by pioneers from the Scandinavian peninsula; commented on Kane's seasonal attractions—relief from hay fever in the summer and excellent winter sports during the winter; and invited the visitors back at any time. Mr. Belfour, replying to the greeting on behalf of the university, mentioned the tourists' delight at being there and regretted that the tour had not come that way before. He pointed out that these annual pilgrimages had visited twenty-five of the twenty-seven western Pennsylvania counties, and before the day was over there would be only one county, Lawrence, that had not been visited. The presiding officer then introduced the speaker of the meeting, Mr. Glennis H. Rickert, superintendent of schools of Kane, whose topic was "The Big Level Serves its Time." This "Big Level," he explained, is a plateau extending over the greater portion of three counties, McKean, Elk, and Potter. The average elevation is about two thousand feet, although that of Kane is slightly higher. This altitude is partly responsible for the cool temperature, for the region is known as the ice box of the state. Moist winds from the Great Lakes combined with the cool air of the upper altitudes bring fairly heavy snowfalls, and frost may occur in ten of the twelve months. These conditions were not conducive to permanent Indian settlement, although the plateau is wooded and ideal for all kinds of game. Bear, deer, elk, squirrels, rabbits, and other wild animals are abundant, and although the Indians did not settle there it was a profitable hunting ground. The circular earth mounds discovered about six miles southwest of Kane indicate resting places of Iroquois hunting and war parties. The smallness
of the mounds and the paucity of grave remains indicate only temporary residence. One important Indian route, the Kittanning Trail, started at Olean, New York, passed through Kane, and crossed the "Big Level" to Kittanning. After the purchase from the Indians in 1784 and 1785 the Indian title to this as well as to other regions was extinguished, but one chief, Cornplanter, of whom the tourists were to hear later, ruled within the territorial limits of the "Level." After Pennsylvania's ownership was established the land was divided into sections of from two hundred to five hundred acres, which were at first sold at public auction and later by lottery warrants. The Holland Land Company purchased much of the land and in 1816 sent surveyors to locate its holdings, but settlements there were negligible. About fifty years later the land was purchased by Pennsylvanians who organized the McKean and Elk Land and Improvement Company. A Philadelphian, Colonel Thomas L. Kane, was appointed local agent and directed to explore the area. In the summer of 1856 he arrived in the vicinity and located a temporary shelter (traditionally a great hollow fallen tree) at Council or Seneca Springs. The location so pleased Colonel Kane that in 1860 he selected a site just beyond the spring on which to erect a home. Before the foundation was finished the Civil War broke out, and Colonel Kane immediately volunteered. He recruited the hardy backwoodsmen and within twelve days three regiments were assembled along the banks of Sinemahoning Creek, forty miles away. They floated on rafts down the Susquehanna from Driftwood to Lock Haven and when they reached Harrisburg by train they were placed in the federal service. They were part of the famous "Bucktail" regiment, and Colonel Kane became a brigadier general during the war.

The settlement on the "Big Level" grew slowly during the war period, but upon the conclusion of peace and the completion of the Philadelphia and Erie Railroad the lumbering industry boomed and the town grew rapidly. General Kane was active in its development and immigrants from the Scandinavian peninsula settled and cleared farms in the area. Shortly after Grant's inauguration as president he visited General Kane at his home, and a favorite anecdote of the visit tells of
Grant's ducking in a fishing stream nearby. General Kane's amusement at this spectacle turned to chagrin when he was forced to pay a $125 fine for fishing out of season.

The development of lumbering saw the growth of sawmills and wood chemical plants, and in 1884 the Holgate Brothers Company, the largest plant of its kind in the world, began producing wooden implements and educational toys at Kane. Just about this time the Kane gas and oil field was discovered, and as lumbering declined the petroleum industry replaced it in importance. Kane also became a center of the glass industry, but although there were five or six glass manufactories in the region two decades ago, changes in manufacturing processes brought about the closing of the plants.

But one of the chief attractions of the "Big Level" will never be lost—its invigorating climate. The relief afforded to asthma and hay fever sufferers is a factor not to be sneezed at. The snowy winters have also an attraction for visitors, and Kane has become the center of winter sports in western Pennsylvania. "Larder to the Indian; promise to the settler; security to the lumberman; possible wealth to the oil and gas workers; health to all; the 'Big Level' has served each era in some grand manner," concluded Mr. Rickert.

After the luncheon meeting the motorcade formed once more and proceeded on its way for several miles on Route 68 through the Allegheny National Forest, created in 1923. Shortly after entering Warren County the tourists came to Kinzua, a town named for the valley and stream that empties into the Allegheny River nearby; they turned right and continued along the upper Allegheny Valley. If the Kinzua dam of the Allegheny River flood control program is constructed that entire region will be flooded in a few years, and Pennsylvania will lose a region of great beauty in return for an artificial lake and a marshy swamp. About three miles beyond Kinzua the destination of the tourists, Cornplanter Indian Reservation, was noted on the opposite side of the river. Lack of facilities to cross the river at this point forced the motorcade to continue along the river into New York state for a few miles to cross the Allegheny at Onoville Station, where the river, unlike its lower reaches
at Pittsburgh, was very narrow and shallow. Then followed a five-mile jaunt down the Allegheny on one of the dustiest roads the tourists had ever traveled; closed windows kept out a small part of the dust but made the heat terrific, and it was sometimes necessary for the drivers to use the windshield wipers to see where they were going. All the tourists had only the highest praise for the Boy Scouts who patrolled the road and braved the dust raised by the twenty-seven cars in the procession.

When the tourists reached the Cornplanter Reservation they were surprised to find several hundred spectators from Warren and neighboring towns awaiting the part of the program that was probably the high point of the tour—the "adoption" ceremony of the Seneca tribe. The two pale-face victims that were led to the platform erected between the school and the church were Dr. John W. Oliver and Mr. Franklin F. Holbrook, director of the Historical Society of Western Pennsylvania. Judge Edward Lindsey, chairman of the Warren committee and himself an "adopted" Indian, introduced this important event. The ceremony to follow, he declared, was actually the giving of a name to these selected individuals; the names were the property of the Seneca tribe, but after the ceremony of giving a name the individuals were considered members of the tribe, hence the procedure was commonly referred to as an "adoption" ceremony. Sachem Harvey Jacobs was the leader of the ceremony, and he announced to the victims the names that the tribal council had decided upon. Dr. Oliver was to become O-sa-nu, meaning Great Renown, of the Bear Clan; Mr. Holbrook was to be Gi-wih-yu, meaning Important Narratives, of the Eagle Clan. Each was required to face the large audience and repeat his new name several times. Three dances, one by two Indian braves, another by two Indian squaws, and another by a brave and a squaw, led to the climactic dance in which the two initiates were shown the rudiments of Indian dancing, then forced to perform the braves' dance with gusto, to the accompaniment of a drum. Indian dancing, it may be remarked, consists not only of moving the feet but of moving several parts of the body as well and of exercising the vocal chords and imagination. This exercise having been completed to the great delight of those assembled, O-sa-nu
and Gi-wih-yu were declared members of the tribe, and the tourists moved down the road a short distance to the Indian cemetery.\(^2\)

At the base of the monument to Gy-ant-wa-chia, The Cornplanter, one of his descendants, Tha-die-wadoh, or Charles Gordan, delivered a eulogy in the Seneca tongue. A translation and remarks were made by Mr. Frank Kenjockety, who dwelt on Cornplanter’s friendship for the whites. Cornplanter was the chief of the Seneca tribe and a principal chief of the Six Nations from the period of the Revolution until his death in 1836. The land was granted to him by the government in 1791 in recognition of his services during the Revolution, and it is to remain the property of Cornplanter’s descendants forever. The Indians have become good citizens and have done their part in serving the United States. Some, including Logan Pierce, chief of the Indians from the Allegheny Reservation then present, served in the Spanish American War, and there were over seventeen thousand Indians in the World War. Miss Lee, a daughter of Blanch Logan and a descendant of Cornplanter, read a paper welcoming the visitors to the reservation, and Dr. Cortlandt W. W. Elkin, secretary of the society, responded to the welcome and expressed the visitors’ appreciation at spending this day with the Indians.

After the exercises in the cemetery the motorcade got under way for the last time, and retracing the route to Kinzua, continued down the Allegheny River to the city of Warren, accompanied most of the way by two state police automobiles. In Warren the monument to Céloron de Blainville was noted, as were several of the public buildings in the city, and the tourists scattered to meet again for the final dinner meeting of the tour at the Women’s Club.

After an excellent dinner attended by about a hundred and fifty persons, the concluding program was introduced by Judge Lindsey as presiding officer. Burgess R. W. Steber of Warren welcomed the tourists

\(^2\) A number of others were similarly “adopted” into the tribe later the same day, including Henry K. Siebenneck, Esq., of Pittsburgh, author of an article on “Cornplanter” (ante, 11:180–193—July, 1928), who was given the name Ho-noe-gah, or Chief White Hair; and Mr. M. H. Deardorff of Warren, who was named Har-go-yan-gue, or Boss.
and made them feel at home among sympathetic people, interested in arts and sciences, and of inquiring minds. Mr. Holbrook, responding on behalf of the visitors, spoke appreciatively of the *Warren Centennial* volume of 1897 and of the current annual publication, the *Warren County Almanac*, and expressed the hope that the interest thus shown in local history would continue. Judge Lindsey then introduced as the chief speaker of the evening Mr. M. H. Deardorff, vice president of the *Warren Bank and Trust Company*.

In beginning his address on “The Upper Allegheny and the First World War,” Mr. Deardorff explained that the first world war was the Seven Years’ War, begun in 1756 by the attack of the French fleet on the island of Minorca and ended by the peace of Paris in 1763. It was a world war in the sense that it was fought on five seas and for the possession of five colonial territories. England, France, Russia, and the Holy Roman Empire were the nations engaged in this conflict at the beginning of the war, but by 1763 there had emerged from the Holy Roman Empire a new power in Europe, Prussia. Battles were fought in Africa, India, China, America, and Europe. The one figure that emerged as the hero of the war was the leader of the new power, Frederick the Great. The greatest loss of the war was suffered by France, for her colonies were taken from her, especially in America.

The English as well as the French colonies there were located on the seacoast and along the navigable rivers; few settlements had been attempted in the interior and the Indian traders were about the only ones who had ventured west. A leader of the English traders was George Croghan, the Montgomery Ward or the John Wanamaker of his day. He had a chain of stores extending west to the Illinois, through which his main articles of traffic, rum, guns, and powder, were exchanged for furs. The trade, however, was regulated by the supply of these commodities from the Quakers of eastern Pennsylvania, who professed not to know what the merchandise was used for, as long as it was profitable.

The French colonial empire in America embraced more widely separated sections than did that of the English, and the long line of communication between the St. Lawrence and New Orleans had to be kept open. The first regular French expedition along that line was in 1739,
although there had been several private expeditions along the route before that time. The portage around Niagara Falls was important in this communication, and a new route by Ontario around the falls to Barce-
lona, near the present Westfield, New York, was established. The portage concession there was in the hands of the Joncaire family. From Barcelona the route went to Lake Chautauqua, to Little Chautauqua Creek, and down the Conewango River, which joined the Allegheny River at the present Warren. After the expedition of De Longueuil in 1739 that route, continuing thence down the Allegheny, Ohio, and Mississippi rivers to Louisiana, was the main French highway. Business was brisk, boat building was carried on at the mouth of the Conewango, and organized traffic was conducted with the Indians, for Joncaire listed considerable holdings at that place. A decade later Céloron de Blainville made an expedition along the same route that was unusual only in the fact that he buried leaden plates at certain key positions. These plates were evidence that he stopped to repossess, not merely possess, the lands in the name of the King of France. The first plate, buried at Chautauqua, was stolen by the Indians, and the first per-
manently located plate was that placed at the present site of Warren. It must have been a colorful sight when on July 29, 1749, in the presence of the Indians, Céloron nailed a notice on a tree and buried the plate while the soldiers fired a volley and the Indians shouted. The party then moved to Indian Rock, near Franklin, to repeat the performance, and on their way down the river they captured several English traders. It was these acts that hastened the work of the newly organized Ohio Company.

Rumors of the first or Chautauqua plate buried by Céloron were car-
rried to Sir William Johnson, Indian agent of New York, who er-
roneously gained the impression that the French were going to attack the back country. Accordingly he applied to Governor Clinton for militia to defend the frontiers, and when in September of 1750 he got possession of the plate, he wrote additional letters to the Lords of Trade, to Governor Hamilton of Pennsylvania, and to Governor Dinwiddie of Virginia. Dinwiddie, the most active of the colonial governors and him-
self interested in western development and trade, looked around for a
young man who was not doing anything at the time, who was familiar with the woods, and who might carry his threats to the French. He found such a man in George Washington, who went to the present Franklin, met Joncaire, and was sent on to the head man at Fort Le Bœuf, now Waterford. Returning from his mission Washington accompanied the troops sent out the next year with Colonel Fry in charge. When Fry died Washington came into command, but he was beaten at Fort Necessity.

By this time the French had established a new route to the West by way of Erie, Waterford, and Franklin. His Britannic Majesty's government sent three expeditions to America that year, including Braddock's, although the English, then as recently, hoped that a miracle would happen so that a war might be avoided. Lacking that miracle, they aided Frederick the Great in keeping the French annoyed in Europe, while they continued to send troops to the colonies. In America they were able to capture Fort Duquesne, Fort Niagara, Quebec, and Montreal, and by 1763 the French were no longer in possession of colonies in North America. Thus ended the first world war, for which French activity in the upper Allegheny valley was largely responsible.

At the conclusion of Mr. Deardorff's address Judge Lindsey adjourned the meeting, shortly after ten o'clock. So ended the eighth annual historical tour, and on the following day the tourists came home separately, many of them along that same Allegheny River that had played such an important part in the development of this nation.