

THE OLD FIFTH WARD OF PITTSBURGH

RECOLLECTIONS OF JAMES A. BECK¹

THE BOROUGH of Bayardstown was laid out in 1816: it was succeeded by the borough of Northern Liberties in 1829, and as annexed by the city of Pittsburgh in 1837 it became the Fifth Ward. As the city expanded and its subdivisions were reorganized, the Fifth Ward became the Ninth and Tenth Wards. In recent years the city has been divided into twenty-seven wards, the Old Fifth becoming part of the Second Ward, as at present.

The Old Fifth Ward was situated between Canal (11th) Street and a line between Locust (19th) Street and Boundary (20th) Street to the east, the Allegheny River on the north, and Faber Street (on the hillside) on the south. This section contained many mills, factories, foundries, machine shops, and other industries, two schools, six churches, and hundreds of dwellings. All the mills were located between Pike Street and the river. The ward had one bank known as the National Trust Company, situated on Penn Street between Canal (11th) Street and O'Hara (12th) Street. The stockholders were individually liable, and were composed of business men of the ward, along with a few from other parts of the city. Robert Dickson was the president, J. H. Ralston the vice president, Robert J. Grier, the cashier. This bank failed for \$3,000,000 in 1872.

The ward contained four rolling mills. One was that of C. Zug at Walnut (13th) Street and Etna Street, extending along the Allegheny River almost to Factory (14th) Street, equipped with puddling furnaces, out-nail machines, and facilities for manufacturing all shapes of iron bars. The boilers of this mill exploded in September, 1876, killing many of the

¹ Mr. Beck was born and raised in the "Old Fifth Ward" and has been a resident of Pittsburgh all his life. For twenty years he was clerk of vital statistics in the city department of public health. His own recollections of some four score years, and his memory of his parents' accounts of earlier happenings, are obviously supplemented by data from other sources not now extant or readily accessible, and with the exception of events and personalities covered in authoritative histories of the city, many of the details, particularly as to names and their spellings, are subject to verification or correction.—*Ed.*

employees. It was reported that the primary cause of the explosion was the bursting, by centrifugal force, of the huge fly wheel connected to the engine. Among those killed were two brothers named Anderson, and a father and his son. Shoenberger's mill was located between Adams (15th) Street and Mechanic (16th) Street, and between Penn Street and the Allegheny River. It was equipped with puddling furnaces and 150 cut-nail machines for all types of nails, including horseshoe nails. Shoenberger was a pioneer in the manufacture of horseshoes, turning out thousands daily, and also in the manufacture of heavy boiler plates. The Hussey-Wells mill was located between Mechanic (16th) Street and Harrison (17th) Street, fronting on Pike Street and extending to Railroad Street. It was equipped with puddling furnaces, an open-hearth furnace, and crucible furnaces. Their specialties were tool steel, bars of all shapes—round, square, octagon, rake—and sheets for saws. The Coleman-Rahms mill was located between Railroad Street and the Allegheny River, from Harrison (17th) Street to near Mechanic (16th) Street, and manufactured all shapes of bar iron.

Knapp's foundry on Etna and O'Hara (12th) Streets specialized in machine castings. They cast the large cannon used by the United States Army in the forts, some of which are still seen in the city parks—West Park on the North Side, and Schenley Park. A. Bradley's stove foundry was located on O'Hara (12th) Street between the Knapp foundry and Pike Street. William Smith's foundry was located at Locust (19th) Street and Pike Street, and specialized in cast-iron water-pipe up to three feet in diameter. These huge pipes were trundled along on the street by Frank Ardary's "Timber Wheels," a carrier consisting of two huge timbers of great length supported by high blocking on wheels from six to eight feet high, equipped with heavy screw hooks and chains for raising and lowering the pipe in transporting, and drawn by from six to ten horses, depending on the load. Most of the water pipes used by the city came from "Smith's," and were tested at the foundry before acceptance. Matthew McCandless was the official tester for many years. He died in California, a retired employee.

William Fisher, steam engine builder, was located on Pike Street between Mechanic (16th) Street and Harrison (17th) Street. Riesack

Brothers, machinists and safe manufacturers, had their shop at Penn and 17th Streets. The Marshall-Kennedy flour mill was at Liberty and Adams (15th) Streets. McClintock's sawmill was located at the south end of the Mechanic Street bridge, fronting on Mechanic Street.

The ward also contained five breweries: three on the hillside above the present Pennsylvania Railroad, where caves were utilized to cool the beer—no ice in those days—one opposite Factory (14th) Street, another at Harrison (17th) Street, and the third one between Harrison and Allegheny Streets. Bennett's brewery was at Liberty and Harrison (17th) Streets, where St. Patrick's Roman Catholic Church stood until recently destroyed by fire, and another at Factory (14th) and Penn Streets.

The city waterworks was situated at the foot of O'Hara (12th) Street at the river. This building was erected in 1842 by Charles and John Beck,² contractors, and the construction was remarkable for those days. The building was 100 x 125 feet, providing for two horizontal engine pumps, boilers, and offices for the superintendent and others. The water was drawn direct from the river, and pumped to the basin on Bedford Avenue adjacent to the old Pittsburgh Central High School above the Pennsylvania Railroad depot. The site of this basin is now the Washington Play Grounds. The two engines and pumps, walking beam type, were named "Samson and Hercules."

The roof of the waterworks building was supported on huge wooden trusses which were built and bolted together on the ground. The placing in position of these trusses was a gala day for contractors and builders. Many contended that they could not be raised to their position by manpower, as steam was not yet utilized for such work. Finally, when all was ready, the windlasses were manned, and the trusses were hoisted to the top of the walls, and swung into position without mishap to workmen or walls, much to the disappointment of some of the pessimists. This pumping station was discontinued about 1879 when the Brilliant waterworks station was placed in service.

The Beck brothers also built the City Home at Homestead, on the

² John Beck was the author's grandfather, and Charles, his granduncle. His father was David Beck.—Ed.

approximate site of the Armor Press Shop of the Homestead Steel Works. Upon completion of a new building—Marshalsea, now called Mayview—the old building was vacated and the site acquired by the steel company. John Beck was also the “repair man” for the aqueduct that carried the water necessary to float the canal boats across the river from the canal in Allegheny Town to Pittsburgh. Very often the aqueduct would spring a leak, permitting the water to escape back into the river, and thus the boats would be unable to cross.

The canal boats entered Pittsburgh via Canal (11th) Street, crossed over to Liberty Street to a tunnel leading to the Monongahela River, and then were lowered to the river by a lock. Slocums Alley was used as loading and unloading stations by the boats. Bridges for crossing the canal were located at Penn Street, Liberty Street, and Washington Street.

By the time that the canal was abandoned, in 1857 or 1858, the Pennsylvania Railroad had entered the city by the present route, leaving the main line at what is now 26th Street and following Liberty Street to the “Point,” where a depot was erected. In those early days the trains would be run to the depot at about three miles per hour, a flagman running ahead of the locomotive ringing a hand bell, calling to teamsters to hold their horses, as many of the teams would become frightened and run away. This section of the railroad proved a nuisance to the public for years, and many years later the city granted a right of way for building an elevated trackage from 11th Street along Duquesne Way to the present large freight terminal at the “Point,” with the provision that the tracks on Liberty Street would be removed.

This necessitated a change in trackage, and four tracks were constructed on a higher level at the foot of the hill, and the present retaining wall on Liberty Avenue (Street in those days) was built during the Civil War. The area under the tracks from the present 14th Street to 20th Street was excavated, and the tracks were supported by huge timbers, fourteen inches by thirty inches by fifty feet long, resting on stone pillars. This area was used for coal storage, with arched entrances on Liberty Street, one each at 14th, 15th, 16th, 17th, and 20th Streets, permitting coal carts and wagons to enter for loading coal which was dumped

through the open track next to the foot of the hill from railroad cars above. Dickson, Stewart & Company was the principal coal dealer in this district, operating mines along the Pennsylvania Railroad at Edgewood, Swissvale, and Turtle Creek, transporting the coal in its own specially built dump-cars, and maintaining an office on Liberty Street between 15th and 16th. This company supplied practically all the mills, foundries, and homes in the Fifth Ward district.

When the "Railroad Riots" occurred in July, 1877, and the strikers set fire to the roundhouses at 28th Street, and the many trains of loaded cars on the tracks as far west as the depot at 11th Street, the large timbers under the tracks were burned away, precipitating the loaded cars upon the great stocks of coal underneath, all being destroyed. Near 16th Street was a car loaded with what was thought to be Babbit metal bars. This car fell through also, and the metal melted, flowing over the ground and mixing with the debris of coal, car wheels, and twisted rails. After the fire had burned itself out, souvenir hunters found this metal, and breaking off a chunk would exclaim, "Babbit metal! Who wants Babbit metal for a souvenir!" A few days after this incident the United States Government sent men to salvage this metal and store it in a safe place. The news leaked out after its removal that what was thought to be Babbit metal was a car loaded with pure silver bars, or ingots, shipped from the West to the Philadelphia mint to be coined into money. Incidentally, Allegheny County in very recent years just finished paying the bill for this riot damage, which had to be financed by a special bond issue.

A Mr. Bauman operated a white-lead works on Liberty Street near 20th, which was destroyed by fire in the early '70s, and was never rebuilt.

The Fifth Ward boasted of two "Fire Companies"—the Niagara on Penn Street between Factory (14th) and Adams (15th) Streets, and the Fairmount on Pike Street near O'Hara (12th) Street. The firemen of the latter were known as the "Fairies," and were as tough a set of men as could be found. When fighting a fire they did not require a second bidding to mix it up with one of the other companies; they would forget all about the fire, and battle to a finish. One of the stories told about this company was that when they wanted to have a good time,

one of the members would take up a sledge hammer, knock a chunk out of the bell, take it to a junk dealer, receive enough money for it to buy a keg of beer, and have a jolly good time in the fire house.

The Mechanic Street bridge was the only one connecting Pittsburgh and Allegheny town in this section that vehicles could use. It was a wooden-truss, covered bridge, and of course a toll bridge. The toll-keeper was a very strict man when it came to paying toll. A man who did not have any money to pay toll received word that his wife was seriously ill in Pittsburgh. He pleaded with the toll-keeper to allow him to cross, and still being refused the privilege, an argument ensued; the man was carrying a wood chisel at the time, and he became so angry at the toll-keeper for refusing to permit him to cross the bridge that he plunged the chisel in the toll-keeper's neck causing death in a few minutes. The man was not known nor ever apprehended.

The aqueduct had a footpath over which pedestrians could cross the river.

In the 1850's and '60's the city of Pittsburgh had a few watchmen (officers), and the Old Fifth Ward had three—Frank Mangis, George Gross, and George Hill. Their duties were to preserve the peace, call out the hours after eleven o'clock at night, and the condition of the weather.

Adams' Market consisted of a strip of land between Walnut (13th) and Factory (14th) Streets, and Liberty and Penn Streets, which was donated to the city by a Mr. Adams to be used as a market by farmers. If used for any other purpose, it was to revert to the Adams' heirs. Many farmers used the market to sell their products in the '60's and '70's, but in the early '80's the city neglected to keep the building in repair, so that in 1884 with only one farmer using the facility, the city ordered the building razed in or about 1886.

The Allegheny Valley Railroad entered Pittsburgh via the south bank of the Allegheny River, and along Pike Street to the station on Canal (11th) Street. In later years the railroad became a part of the Pennsylvania Railroad system, and the main route was changed to enter the "Union Depot" by crossing Penn and Liberty Streets near the present 28th Street, but the original trackage for freight was maintained. The equipment of the A.V.R.R. included very few passenger coaches and to

transport the many "pic-nics" to Hulton Grove, at Hulton Station ten miles up the Allegheny River, "Gondola" freight cars were frequently utilized.

In 1842 there were two schools in the ward, one on Pike Street for boys, the other on Liberty Street for girls. Prof. Kelly was the principal. The schoolhouse on the corner of Penn and Adams (15th) Streets was built in 1860, as noted on a tablet on the structure reading "Fifth Ward School, 1860," later termed the 9th & 10th Ward School. Afterward it became the Ralston School, so named for Jennie Ralston, a prominent local teacher. Professor Andrew Burt, author of "Burt's Grammar," who died in 1881, was the principal, followed by Mrs. Elizabeth Wilkinson, Professor Arthur Burgoyne, John C. Dolan, Miss Kate Neumont, and Dr. John C. Sullivan. The early teachers in this school were Jennie Ralston, Maggie McCreight, who later taught English and composition in the Pittsburgh Central High School, Rebecca Munn, Rose McCleary, Hannah Brook, Maggie Dickson, A. A. Hoey, Lizzie King, Maggie Scott, daughter of the janitor of the school, Eleanor Hamilton, Nannie Kaufman (later Mrs. Levi Burd Duff), Mellisa Burt, and Mary Harris. In 1935, after being devoted to civic activities for some years, the building was condemned and razed. Originally on the site was located a cotton factory.

The ward at one time had four hotels, the Rush House and the St. James Hotel on Liberty Street opposite the Union Depot, the Greenwood Hotel at Penn and Canal (11th) Streets, and the Lamb Hotel at Penn and Mechanic (16th) Streets. When the "express trains" of the various railroads—Pennsylvania, Allegheny Valley, "Panhandle" (Pittsburgh, Cincinnati, Chicago & St. Louis, "Fort Wayne" (Pittsburgh, Fort Wayne & Chicago Railway)—which had their termini at the Union Depot would arrive, a colored man would stand on the pavement beating a large "tom-tom" to attract travelers to his hotel. In the early '70's the tracks were on the street level. In those days the Fort Wayne locomotive was "a thing of beauty," its boiler encased in planished iron and brass bands, brass ornamentation wherever it could be applied, a large funnel stack, four driving wheels about three feet in diameter, two on each side, one set of pony wheels, a driving rod direct to cylinders set aslant, and a great extending "cow-catcher" with gold stripes.

There were two plug tobacco factories: Mazuries' on Canal (11th) Street, and Taylor Brothers on Penn Street near Canal Street. Taylor's also handled cigars, snuff, and smoking tobacco, and was the political headquarters of the Republican party until the new city hall on Smithfield Street was built. Many of the leading politicians at that time would meet here, and slate the ticket for the city and county. Among those who were prominent in those days were Robert Mackey, chairman of the Republican state committee; Ralph Richardson, county recorder; John W. McElroy, fire chief; Joseph French, chief engineer of the waterworks; Chauncey Bostwick, water assessor; Miles Humphreys, member of the legislature; Robert Dickson, select councilman; William Friday, common councilman; James Hemphill, common councilman; James Taylor, member of the legislature; and William McCarthy, mayor. Roger O'Mara, who became superintendent of police many years afterwards, as a youth was an employee of the Taylor Brothers factory. Later Jim Taylor secured him an appointment as a policeman, but he lost out when a new mayor was elected; then he became a fireman for one year, and was again appointed a policeman, remaining on the police force in various capacities until his retirement on a pension.

The ward contained three drug stores: Langs' at Walnut (13th) Street and Penn, one on the opposite corner owned by W. H. Whitmore, and the Seitz Drug Store on the corner of Penn and Locust (19th) Streets. Mr. Lang made a product from herbs sweetened and flavored with licorice, called "Lang's Plug," as a substitute for tobacco, and it had a large sale among school boys.

Joseph Irwin was tax collector for years, and was succeeded in office by my father, David Beck, who held office for eleven years until a delinquent tax collector was authorized and appointed. During the period that my father held office he committed only one man to jail for nonpayment of taxes. He served notice on this man to pay his taxes within ten days, the usual time for payment notice; the man said he would not pay, and became very abusive. What he called my father would not look well in print. When the ten days had expired, my father issued a warrant for the man's arrest. He still insisted that he would not pay, so there was no alternative but to commit him to jail. My father was so worried over this commitment that he had the man released next morning. The man apol-

ogized for using the language he did, paid his taxes, and became one of my father's best friends. It had been the latter's habit to carry the tax money as it was collected to the city treasurer's office. To save him the time and trouble, C. L. Magee, who was city treasurer at the time, instructed my father to open an account and deposit this money in the National Trust Company, 427 Penn Street, and when notified by the treasurer to remit his collections, to draw a check for the amount on deposit. This procedure was carried out until the bank closed its doors in 1873 with liabilities of \$3,000,000. At this time my father had \$1,800 tax money in the bank. On the day before the bank closing, a friend asked him if he had any funds in the bank, and on receiving an affirmative reply, advised him to go the next morning and draw them out. My father, who believed everyone truthful and honest, called at the bank that next morning, and instead of withdrawing the funds, asked the cashier, Robert J. Grier, if the bank was solvent. He replied, "good as gold!" and advised against paying any attention to rumors. That afternoon the bank closed its doors, never to reopen as a bank. Thomas Bigelow was appointed receiver for the bank. With the final settlement five years afterwards, my father received the full amount of his funds on deposit balance, because his claim involved public funds, and had not his deposit been refunded in full, some bank officials might have been imprisoned. All other depositors received about twenty-five cents on the dollar. Finally it became known that the bank had not been very efficiently operated, and that many business men in the district, interested as stockholders, had lost all their money and property by its failure. Superinduced by the "Panic of '73," the institution of "soup houses" in the city to feed the needy became a necessity. When his office of tax collector was abolished, my father resumed his trade of carpenter and contractor, until 1883 when Andrew Fulton was elected mayor. He appointed my father sergeant of police at No. 3 Station on Penn Avenue near 26th Street. He held this position for nineteen and a half years, or until 1903, when he became ill at his desk and was never able to resume his duties. His friends made endeavors to secure a pension for him, but as the rules provided for twenty years service, the pension board refused to grant it. During his illness my father and mother, Helen Taylor Beck, celebrated their sixtieth wedding anniversary. The former died in 1908 in his eighty-third year.

The ward supported six churches: the St. Philomena Roman Catholic (German) Church and School at Liberty, Factory (14th), and Penn Streets; the Fourth Presbyterian Church on Penn near Mechanic (16th) Street; the St. James Protestant Episcopal Church, organized by Felix Brunot, at Penn and Mechanic (16th) Streets; the Fourth United Presbyterian Church at Penn and Harrison (17th) Streets; the oldest, the Wesley Chapel Methodist Episcopal, built in 1839 at Liberty and Harrison (17th) Streets; and St. Patrick's Roman Catholic Church and School at Harrison (17th) and Liberty Streets, opposite. There were three churches on each main street. On Saturdays—pay day—the police were kept busy quelling drunken fighting men, the old story of the Orangemen and Fenians. Orangemens' Day and St. Patrick's Day were days of terror in this district, with the usual fracas which the police were unable or unwilling to try to stop, and the combatants were only subdued when Father Garland, from St. Patrick's Church, appeared on the scene with his heavy cane, wading into the *melée*, using his cane impartially on the wearers of both Orange and Green. The attendants at service on Sunday mornings in the two churches at Liberty and 17th Streets were much annoyed during the services by locomotives standing on the tracks of the railroad blowing off steam. The trustees of Wesley Chapel complained to Andrew Carnegie, who at that time, 1863, was superintendent of the western division of the Pennsylvania Railroad. His letter in reply, written in his own handwriting, since there were no typewriters in those days, follows:

Pennsylvania Railroad Company
Superintendent's Office, Pittsburgh Division

Pittsburgh, Aug. 13, 1863

Messrs. Sam C. Lewis & John G. Matthews, Esqs., Trustees, etc.

Gentlemen:

Your favor of the 12th inst. just received. Nothing shall be wanting on our part to remove the evil complained of; the case you mention, however, is one not within our jurisdiction. The Fort Wayne Co. controls the engine whose number you give, but I have sent your letter to Mr. Bradley. I have no doubt he will give such orders as will prevent a recurrence of the nuisance complained of.

As far as our company is concerned, no freight trains have been moved upon the Sabbath for many weeks past, nor do we ever desecrate the day, unless, as you intimate, the demands of the public service appear so urgent as in some measure at least to compel us to use every hour at our disposal. In no case is the desire of gain allowed to operate in favor of Sunday running. I presume the

case you bring before me is one where live stock leaving some Western point happens to reach Allegheny Sunday morning, is hurried forward to our yards here to prevent extreme suffering to the stock.

Stringent orders have been issued to our engineers and conductors to avoid disturbing your congregation, and I shall esteem it a favor if you will write promptly informing me of any recurrence of the evil.

Yours truly,

ANDREW CARNEGIE
Supt. Pittsburgh Division.

Following are some of the pastors of the various churches, 1839-1884:

Wesley Chapel M. E. Church—Rev. Persing, Rev. E. Hays, Rev. Wm. Cooper, Rev. Cox, Rev. DeHaas, Rev. J. J. Miller, Rev. John Danks, Rev. Latshaw Maguire, Rev. John Coil, Rev. J. S. Lemmon, Rev. Smith, Rev. J. J. McIllyer, Rev. G. W. Cranage, Rev. M. W. Dallas, Rev. Rodgers, Rev. Richard Cartwright, Rev. Kennedy Brown, Rev. Pugh.

St. Patrick's R. C. Church—1865, Rev. E. F. Garland, Rev. Ferris, Rev. Stephan Wall, Rev. Haggerty, Rev. J. Tracy, Rev. Kearney, Rev. Kelty, Rev. William Graham.

St. Philomena R. C. Church (German)—Rev. J. B. Hotz, Rev. Frederick Boesle, Rev. F. Anwander, Rev. Beck, Rev. A. Petrie.

Fourth Presbyterian Church—Rev. Samuel P. Fulton, Rev. A. C. McClelland.

St. James P. E. Church—Rev. Byllesby, Rev. George Slattery, Rev. S. H. Griffith.

Fourth U. Presbyterian Church—Rev. Gailey, Rev. Robert G. Turner, Rev. Robert Gracey.

There were four aldermen in the Old Fifth Ward at one time. James M. Taylor in the new Ninth Ward was succeeded by C. O'Donnell. In the new Tenth Ward there were three—John D. Moreland, Rudolph Koenig, and James Corcoran. A new law was passed by the state legislature permitting only one alderman in each ward, and in the re-districting of the Old Fifth Ward, C. O'Donnell was elected in the Ninth Ward, and James Corcoran in the Tenth Ward. Mr. Corcoran died in 1882 and was succeeded by Daniel Driscoll, who died in 1883 and was succeeded by John Burns. The latter was elected to his fifth term, holding office for twenty-seven years, dying in 1910. Burns was a party to

one of the most interesting cases ever tried in the courts of Allegheny County—all over the selling of a Negro's mule and cart. The landlord where the Negro stabled his mule and cart had this property attached for rent; the alderman gave judgment in favor of the landlord; the constable sold the mule and cart for forty dollars. The Negro took an appeal to court, and the selling of that mule and cart cost Alderman Burns one thousand dollars in attorney's fees and court costs. The case was tried five times in Common Pleas Court, the Negro winning the first four, and the alderman being the victor in the fifth and last trial. On the last jury were two union puddlers. After the mule and cart were sold, the Negro went to work in the Black Diamond Mill or Park Brothers, which was non-union at that time. The fact of this employment was brought out by the alderman's attorney, James E. O'Donnell, and was the winning point for the alderman. Robb & Fitzsimmons represented the Negro, and "believe it or not" Fitzsimmons acknowledged some years afterwards that the firm never received one penny for their services in the five trials. They tried the cases for the fun they got out of it. Judge Edwin H. Stowe was the judge in the last trial, all four other judges in Common Pleas Court at that time having tried this case in turn.

John W. Taylor, a bricklayer by occupation, father of the Taylor Brothers, tobacco merchants, was hired by William Croghan, Jr., to build what is known today as the "Schenley Mansion," as a gift to his daughter Mary, who later married Captain Schenley, an English officer. One morning when the building was about completed, Croghan came to Taylor and said: "John, you need not do any more work on the house; I have just received word that my daughter has run away with that English officer. My heart is broken!" (This old mansion is now in process of demolition to make way for present-day building locations. The old ballroom will be dismantled, and set up in its former grandeur in the Cathedral of Learning, University of Pittsburgh.)

Political fervor ran high in the old Fifth Ward, which supported two opposing political clubs, and during the presidential campaign of 1876 when Hayes was elected, the feeling between the two clubs was very bitter. The explosion in Zug's mill, before mentioned, in which the two Anderson brothers were killed, occurred during this campaign, and when the funerals took place, the two clubs agreed to "bury the hatchet,"

and they marched side by side in the funeral procession to the cemetery. After that their attitude toward each other became quite friendly.

The first real attempt in housing improvement was "McKelvy's Row," a continuous brick building three stories in height and nearly half a block in length, planned for a separate apartment on each floor of each unit, built by Colonel McKelvy on Penn Street between Mechanic (16th) and Harrison (17th) Streets. These units were occupied by many prominent families of the district in the old days. Some families occupied a complete unit. In later years the better class of residents moved out of the "row," following the trend of the times, and it became the home of the foreign element of the district, known as "Polish Row," until 1890, when the property was purchased by the Bernard Gloekler Corporation, manufacturers of butchers' equipment, who constructed the present building on half of the site, and several small buildings on the balance. Colonel McKelvy lived in Sewickley, operating a hotel opposite the railroad station.

Joseph Barker, one of the mayors of Pittsburgh, was a resident of the Old Fifth Ward. In 1850 he was elected to office while an inmate of the county jail. "Joe" was a religious fanatic, and became a notorious "soap box orator" on his pet subject, "Catholicism and Its Danger to America." His talks invariably resulted in riots, and the watch (police) had to be called to quell the disturbances. His ranting on this subject caused so much trouble that he was finally arrested, sentenced to jail, and while he was incarcerated the election for mayor came about. Many of the citizens became so incensed over his imprisonment that they nominated him for mayor and elected him. It is recorded that he became an excellent mayor.

During the '70's and '80's many boat clubs were organized. The quite fine boathouses they built lined the shores of the rivers, sheltering their racing shells. The following clubs may be recalled—the Columbia Clipper, Adrienne, Duquesne, Pittock, Howard, Undine, Blackmore, Independent on the Allegheny, and the Max Morehead, McKee, and Beck clubs on the Monongahela River. The Clipper, at 14th Street, and the Adrienne, at 17th Street, were double deckers, the upper deck being used as a reception room and library. Many of the members became expert oarsmen; one, Evan Morris became the champion oarsman of

America for a number of years until he was finally defeated by Edward Hanlon of Toronto, Canada, on the Hulton course in 1878 or 1879. Evan began rowing in the early '70's and in 1872 (about) he challenged William Scharf of the Morehead Club for a race on the upper Monongahela River for a three-mile course. The purse was a few hundred dollars. Scharf defeated Morris, and a return race was demanded and rowed over the same course. Of course Scharf was the favorite in betting, his friends in Old Birmingham backing him heavily with Morris' friends taking all bets. Morris won easily by many boat lengths. Pat Luther and Morris were members of the Clipper Club and were not on friendly terms. Pat was a good oarsman and would have challenged Morris for a race, but the rules of the club would not permit the race and Luther resigned, making his home in a boathouse at 9th Street, where he rented boats to the public. Pat challenged Morris to a five-mile race on the Hulton course for a purse and part of the money derived from the railroads that ran excursions to the scene of the race. This race was run sometime after the Hanlon-Morris race. Morris won the race, defeating Pat Luther. The last boat race on the Allegheny River, in the fall of 1882 or 1883, was between Gang of the Columbia Club and Morrow of the Adrienne Club. The race was from the 6th Street bridge to Herr's Island. At this time the river was very low, and the oarsmen usually kept to the north shore line instead of the middle of the river. Above the 16th Street bridge large stones showed above the water. Two of Morrow's friends had gone to this point to observe and encourage him. Gang was leading at this point, with Morrow a few lengths behind. Gang would have crashed into the stones, if Morrow's friends had not called to him to stop, which he did so suddenly that he upset. Morrow would have plowed into Gang if these men had not warned him. This was the only race Morrow won, and his opponent had to capsize for him to win.

The ward also had a prize fighter, James Weeden. After he quit the ring he opened a beer saloon on Penn Avenue near 17th Street.

The ward also boasted of one of the most celebrated "figure-callers" of those days, Joe Christy. He and his string band were in demand for all the principal dances and entertainments.

A military company, the Kilgore Zouaves, had their headquarters in the Old Fifth. The uniform comprised a blue coat, or jacket, red bloom-

er pants, white leggins, broad blue sash around the waist, and a red cap. Their headquarters were on the second floor of Mitchell's livery and undertaking establishment on Liberty Street between 11th and 12th streets, opposite the Union Depot. The Zouaves was a fun-loving organization. They held dances and on New Year's Eve would parade in all types of fancy and fantastic uniforms and costumes through the downtown section.

A famous social club composed of business men and politicians had rooms in a building at the corner of Penn Avenue and Slocums Alley, with their favorite saloon kept by a German a few doors from the club rooms. The members were always pulling pranks and tricks. The German's ambition was to run for a political office, so during a campaign for mayor they persuaded the German to announce himself as a candidate. The gang promised to have Bob Mackey, state chairman of the Republican party, come to see him and endorse his candidacy, which tickled the German. They got a bum to pose as Mackey, dressed in a nice suit of clothes with a high silk hat, and in the evening took him to the saloon hang-out. They introduced him as Mr. Mackey, state chairman, and they informed the fake chairman that the German was a candidate for mayor and asked him if he would give his support to their candidate. Of course the fakir promised anything and everything to the German to help him in his campaign. "Beer on the house" flowed freely, and the gang had a jolly good time. On election day when the vote was counted the German saloon-keeper received one vote in the district—the one he cast himself!

In the '70's Paul Boynton made his famous and much heralded trip on the bosom of the Allegheny River, floating in his rubber suit to demonstrate its worth and reliability. Crowds lined the footwalks of the bridges awaiting the spectacle.

PROMINENT CITIZENS, MERCHANTS, AND INDUSTRIALISTS OF THE OLD FIFTH WARD

D. F. Agnew, boiler manufacturer
Jacob Ahl, physician
Frank Ardary, teamster
Joseph Barker, mayor
David Beck, tax collector
James Bell, constable

M. Blanchard, grocer
William Brown, Lamb Hotel
James Boyd, foundry foreman
H. F. Bruggeman, grocer
William Coates, fire department
William Crawford, clerk

Robert Dickson, coal merchant	Anthony Meyer, undertaker
Thomas C. Dickson, coal merchant	Samuel Moore, wagon maker
John Doyle, baker	J. D. Moreland, alderman
J. A. Duncan, physician	W. C. Moreland, attorney
Frank Dunn, heater	John Neumont, engineer
Samuel Ellison, shearman	Samuel O'Brien, constable
Robert Frew, attorney	C. O'Donnell, alderman
William Friday, wholesale liquor	John Ostermier, saloon
John Frochlich, saloon	Alfred Pentz, tinner
Daniel Gallagher, police	J. S. Pickle, tinner
N. Gallagher, pawn broker	J. H. Ralston, tanner
John A. Garey, hat merchant	Peter Rieseck, safe manufacturer
E. F. Garland, Catholic priest	——— Rogers, grocer
James Graham, feed merchant	C. Roth, merchant tailor
George Gross, night watch	M. Rush, hotel
James Hemphill, foundry machinist	C. Shafer, milk depot
Audrey Heyl	M. Schwartz, grocer
Thomas Henderson,	Joseph Schwer, R.R. carpenter
mill superintendent	John Schwinhart, bottler
George Hill, night watch	James Scott, detective
Joseph Irwin, tax collector	John Seibert, grocer
John Kenna, wagon manufacturer	Fred. Seitz, druggist
R. Koenig, alderman	Jacob Selzer, shoe manufacturer
Richard Kearns, physician	James T. Shannon, army
F. E. Kreamer, jeweler	Charles Sidenstricker, grocer
J. K. Lanahan, hotel	William Stewart, bookkeeper
George Lantz, baker	George Stoebner, shoe manufacturer
James Lappan, boiler manufacturer	J. M. Taylor, alderman
——— Laughlin, butcher	James Taylor, tobacco manufacturer
Henry Lepper, tinner	John Taylor, tobacco manufacturer
Charles Lowe, dry goods	Richard Thompson
C. Ludebuhl, shoe merchant	George Thumm, shoe store
James Lutton, roller	Conrad Van Buren, butcher
Matthew McCandless, pipe tester	J. Vetter, blacksmith
John McCartney, heater	G. Weiser, jeweler
William H. McCleary, sheriff	Thomas Wightman, glass manufacturer
William J. McCleary, tipstaff	Fred. Wilharm, barber
John McElroy, gas company official	Edward Zacharias, Sr., gent.
Patrick McKenna, police	Peter Zern
R. Manchester, dentist	Conrad Ziegler, butcher
Frank Mankis, town watch	Joseph Zimmerman, tobacco