



HISTORY BYTES

A Lackawanna Historical Society Publication

Vol. 4 No. 3

May – June 2021

Rick Sedlisky, Editor

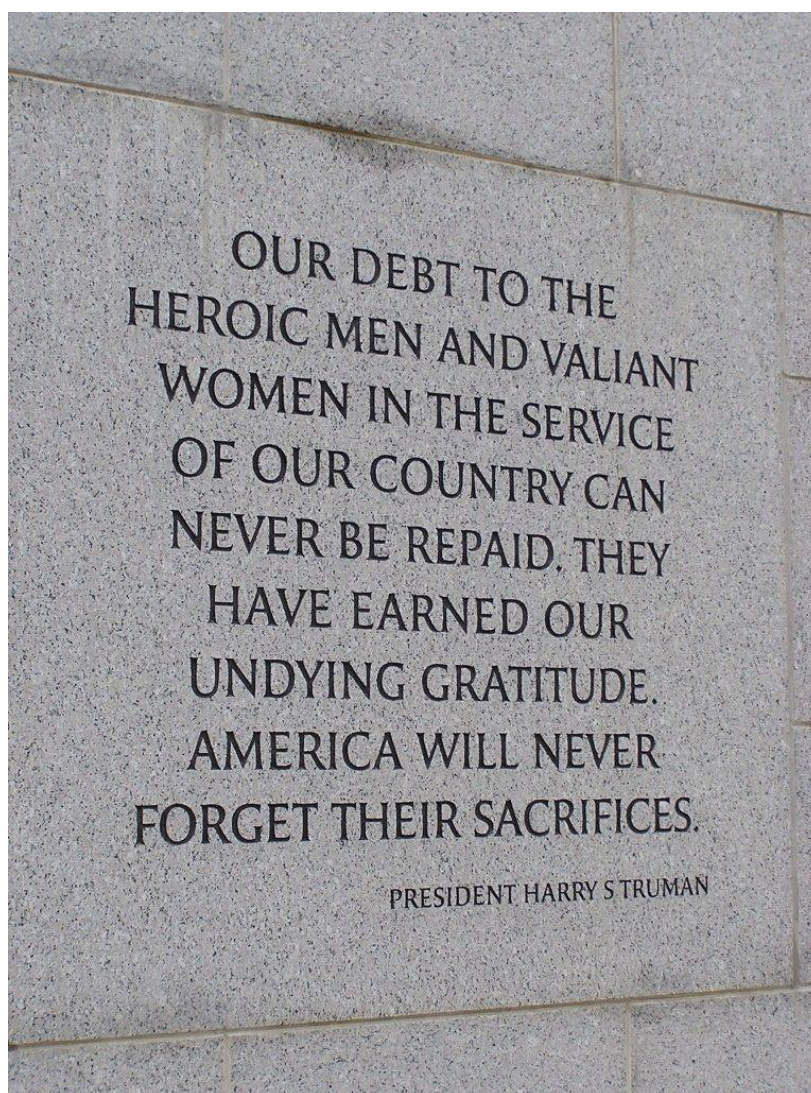


Image source: pinterest.com

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Memorial Day

May 31, 2021



The tradition of honoring war dead dates back centuries. The ancient Romans and Greeks were known to hold annual days of remembering loved ones each year by placing flowers at graves and holding public events in their honor.

In May 1868, Union Army General John A. Logan decreed that May 30 should be a national day of commemoration for all soldiers killed in the Civil War. He chose May 30 because it was a date that didn't fall on the day of a Civil War battle.

He called it Decoration Day and said that on that day, Americans should place flowers and decorate the graves of soldiers. It wasn't until our country's involvement in World War I that Decoration Day included fallen Americans from all wars.

Although the day was called Memorial Day in the 1880s, it remained known as Decoration Day until it was changed to Memorial Day by federal law. The Uniform Holiday Act of 1968 moved the date from May 30 to the last Monday in May.

There are some formal traditions still in effect. On Memorial Day, the flag must be flown at half-staff and then raised to full-staff at noon. In 2000, when Congress passed additional legislation, Americans are asked to pause for a National Moment of Remembrance at 3pm local time.



Hello Friends,

I hope everyone is enjoying the long holiday weekend! I wanted to send this note to let you know that the Society is excited that things are starting to open up and looking forward to the summer season. We're planning some wonderful activities to celebrate our local history. Our quarterly journal was mailed earlier this week and will provide more details about our reopening plan, interesting local history pieces and our Spring events schedule. This issue of *History Bytes* also offers more updates and interesting articles about the region.

Summer Walking Tours kick off on June 5th. Our volunteers are working to plan a Summer Tea on the Catlin House front porch, a walking tour and paranormal research outing at Forest Hills Cemetery, and the return of last year's popular Valley Quest scavenger hunt.

We are so grateful to everyone for their recent support of last year's annual fund drive, our monthly Dine Lackawanna, the recent Pampered Chef fundraiser, as well as the most excellent response to our membership renewal notices. As I often say, the Society's success is truly dependent on the support and participation of our members.

With this in mind, I want to ask everyone to think about what the Society means to you, and to consider sharing your thoughts with your friends, neighbors and family members to encourage them to support us, especially on June 4th, when we participate in this year's NEPA Gives Day.

This virtual day of giving raised more than \$5000 for the Society last year, and I know if everyone asks two or three friends to make a donation (of any amount, small or large) we can significantly increase that number this year!

Some of our members have already signed on as Peer to Peer fundraisers, and we welcome anyone else who wants to join us in this endeavor. The concept is a simple one, all that you need to do is tell people about the LHS and why you support us.

This is my 30th year with the Society, and I love my job because every day I get to learn something new about the county I call home. As a native of Archbald, I feel especially fortunate to work at a building that was once home to the son-in-law of James Archbald. When I first came here, I was excited to learn that my hometown was named after James, and that he and his family contributed so much to our community.

Learning about them and other early settlers made a real connection for me and I treasure the knowledge I have gained here, which I am always happy to share with visitors. I am sure you have a favorite local history topic and hope that the Society has inspired you in some way.

If so, please share your story. You can post it on Facebook, send it in an email, or mention it next time you sit down to Zoom (or maybe even in person!), with a few good friends. By sharing your experience, you can help us spread the word and continue to inspire the exploration of Lackawanna County history! When you speak to your friends, please share this link and ask them donate on June 4th.

<https://www.nepagives.org/organizations/lackawanna-historical-society-the-catlin-house>

Thanks so much for your continued interest and support.

Mary Ann

lackawannahistory@gmail.com

Gladys Watkins and the American Legion Post In Scranton That Was Named In Her Honor

By Janice Gavern

Elizabeth Gwladys Watkins was two years old when she, her parents and her infant sister came to Pennsylvania from Aberdase, South Wales, UK, in 1893. Seven years later her grandmother joined them. The family lived on Green Street in Edwardsville.

By the 1900 census, the family included two boys, Griffith Watkins, age 4, and Evan Gwilym Watkins, age 2. Ten years later they still lived in Edwardsville, but on Church Street. Two more children were added, Cecile, and William G. Their grandmother, Elizabeth Davis, was still living with them. Sometime between 1910 and 1920 the family moved to East Butler Street in Shickshinny, Pennsylvania.

Gladys Watkins stopped using her first name, and changed the spelling on her middle name. She was studying to be a nurse at the nursing school at Moses Taylor Hospital in Scranton, PA. When she graduated in 1915, she was identified as Gladys Watkins.

The Class of 1915



Martha Hergert, Gladys Watkins, Margaret Kimble, Ruth Franklin, Sarah Roberts, Mary Brodhead, Blanche Lewis, Clara Clinton, Amelia Rehkop, Lillian Yard.

Moses Taylor School of Nursing School Graduating Class of 1915

Photo courtesy of Lackawanna Historical Society

Nurse Watkins worked in Scranton until January 4, 1918. She and a number of other Scranton nurses enlisted in the Army as nurses to care for our soldiers. From January 18, 1918 to August 18, 1918, she was assigned to Base Hospital 1, Ft Sam Houston, TX. From then until September 2, 1918, she was in mobility status on her way to her station, Base Hospital 56, in France. She travelled on the British ship, RMS Saxonia.

Unfortunately, on October 16, 1918 – a little over a month later, she died of pneumonia, a complication from the Spanish flu. She was buried in Saint Mihiel American

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Cemetery, Plot A, Row B, Grave 17, Thiaccourt, France. A white cross marks her resting place. A memorial stone was later erected in the Pine Hill Cemetery in Shickshinny, PA.



**Cross and Memorial Stone
Images from Find-A-Grave**

Back in France in March 1919, a caucus met and outlined the creation of a veterans' service organization. In September that year, Congress chartered the American Legion. With news of the creation of the American Legion, friends of Gladys Watkins met at Moses Taylor Hospital and discussed setting up a Nurses Post in Scranton. Twenty-one nurses were listed on the original document. They chose to name it after their friend, Gladys Watkins.

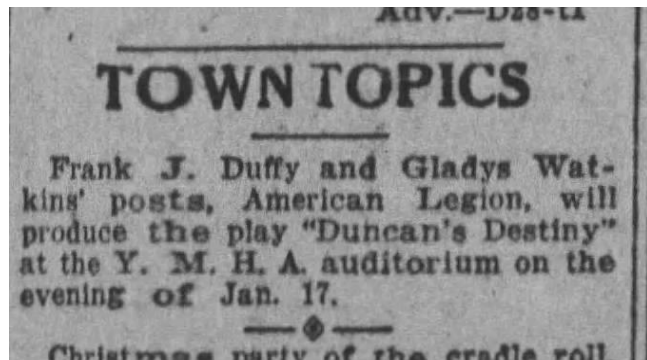
The temporary charter was received September 14, 1920. The nurses met at the home of Ethel Edna Smalley where Miss Mary Hart was elected the first Commander, and Mrs. Smalley was elected Adjutant.

The Gladys Watkins Post became involved in the community. All Posts activities are based on what the American Legion calls its Four Pillars. They are: 1- Our veterans, 2- Our youth, 3- A strong national defense, and 4- Americanism. Formally, they are known as: Veterans Affairs and Rehabilitation; Children and Youth; National Security; and Americanism. Add to that, continuing to serve our country and our comrades through mutual helpfulness.

Two final things needed to be considered, increased membership, and fund raising. Without money the Post could not provide help when they wanted to do something.

The Neil Davis Post invited the nurses to be guests at a luncheon at the Hotel Casey in November 1920. In June 1921, they were able to donate the \$100 they raised from the Memorial Day poppy drive to the West Mountain Sanitarium.

The Lt. Col. Frank J. Duffy Post joined with the nurses to put on a play called *Duncan's Destiny* in January 1922. It was performed at the YMHA Auditorium. That June, the Post met at the State Hospital nurses home to finalize arrangements for their second annual informal dance to be held on a Monday night at the Elks Club.



**Scranton Times
December 28, 1921**

Every year, the incoming officers would be formally announced and confirmed. Many members attended those meetings, which were held at larger venues. Among the locations were the Hotel Casey, Hotel Jermyn, Castle Restaurant, Glider Diner, Engineers Club, Twin Grill, Dipre, Scranton Country Club, Europa Lounge, and Spencer's in Dunmore.

At that point, the women really became involved in fundraising efforts. Card parties were the fund raisers of choice.

A card party was held in Paderewski Hall, 429 Lackawanna Avenue, located above the Woolworths store. Another was held at the Engineers Club in 1932. Bridge and pinochle were played by the 100 people who were present. The District Adjutant and the Deputy District Commander attended in support.

The Post made plans for a card party held January 31, 1934 at the Koch Conley Rooms. The money raised was used for their child welfare efforts. The effort enabled them to provide Christmas Cheer for 60 children of ex-servicemen and two nurses at the National Soldiers Welfare home in Dayton, OH.



**Scranton Republican
November 3, 1931**

On another occasion, a card party was held at the Scranton Spring Brook Water Service Company to benefit the child welfare fund. Another successful affair was a card party to celebrate Lincoln's birthday. The room was decorated with flags and banners. There

were prizes for high scores and door prizes as well. It was reported that refreshments were served to 260 participants.

Besides their support of children through their child welfare fund, every year they awarded American Legion medals and honors for outstanding students at a number of schools in the city. The medals were based on courage, scholarship, leadership, service, honor, companionship, and character.

Every year they decorated nurses' graves for Memorial Day and sold poppies. At the Armistice Day Dinner held at the Hotel Casey in 1931, the nurses were honored by the Disabled American Veterans. Their Commander was presented with a bouquet and the members of the DAV stood at attention to honor them while *The Rose of No Man's Land* was sung.

They participated in larger Legion activities too. For example, in 1934, a banquet and parade was held at and near the Hotel Casey to honor the national Commander of the American Legion, Edward Hayes. 500 people attended the banquet; the Gladys Watkins Post attended as a body.

The Post grew over the years. From the 21 women who started it, in 1946, they had a big membership drive and initiated 45 new members. That brought the membership total to 104. At the dinner, Frank Murray, past state Legion Commander, spoke on the functions of the Legion and the duties of its members. 75 members attended and enjoyed the candlelight tea that followed.

They were doing things and were still the only all-woman Post in Lackawanna County until an interesting newspaper article appeared in 1949. The Gladys Watkins Post helped organize an auxiliary composed of the husbands of some of the members. They predated the current efforts to have an auxiliary that included men by nearly 50 years.

In June 1950 they reported that their Cancer Dressing Unit supplied 35,000 dressings the previous year. In December that year, they reported that they contributed 106 pints of blood through the Red Cross.

During the flood of 1955, a dozen nurses staffed the Red Cross station at Ash and Union streets in Scranton to provide first aid. It was reported that some of the nurses paid for babysitters so they could help. Some worked their regular hospital shifts and helped out too.

They held readings as fund raisers. In 1965, it was *Hello Dolly*. At another they had a reading of *Fiddler on the Roof*.

The Gladys Watkins Post continued into the 1980s, but with fewer women every year. The few remaining members finally chose to close the Post and the members who wished to remain active joined the Keystone Post. All Posts included women veterans by the time the Gladys Watkins Post disbanded.

They were a remarkable group that spanned World War I through the Vietnam War. They did what they believed was the right thing to do, and they continued to serve after their enlistments were over. Their dedication and service helped shape our community. Below are additional newspaper articles and photographs.

OFFICER-ORG

Watkins, Gladys white

Residence: Butler St Box 84 Shickshinny PENNSYLVANIA

* Born in: Aberdare South Wales Mch 1/91

† Called into active service as: Nurse Jan 4/18; fr CL

Promotions: none

Organizations and staff assignments: BH 1 to Aug 12/18; Mob Sta to Sept 2/18; BH 56 to death

Principal: ~~XXXXXX~~

Engagements: none

Wounds received in action: None.

§ Served overseas: Sept 2/18 to Oct 16/18

¶ Died: Oct 16/18- pneumonia

‡ Buried at: XX

Person notified of death: Mr W. G. Watkins Shickshinny Pa

REMARKS: (No. and street or rural route) (City, town, or post office) (State)

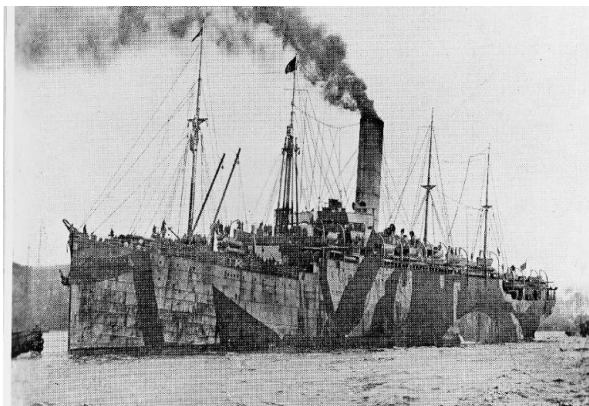
Form No. 54c-S A. G. O.

APPLICATION No. 154312 APPROVED

JUN 15 1924

* Give place and date. † Insert (a) grade; (b) arm or staff corps or department; (c) date; (d) source, civil life (CL), RA, NG, ORG, NA; and (e) designation of training camp attended, if any. ‡ Strike out if he did not attend a training camp. § Give dates of departure from and return, to the United States. ¶ Give date, cause, and place of death.

Certificate of Death
Image courtesy of Janice Gavern



THE "SAXONIA," CAMOUFLAGED, LEAVING NEW YORK
WITH AMERICAN TROOPS FOR EUROPE

RMS Saxonia
Image courtesy of Tim French

Male Auxiliary Is Organized For Gladys Watkins Post

A male auxiliary to Gladys Watkins Post, No. 550, American Legion, was formed at the annual installation dinner of the post last night at the Deitrick. It is the first women's post in the state to have such an auxiliary.

The following officers were chosen by the new auxiliary: president, Frank X. Murray, Green Ridge; first vice-president, John O'Rourke, Archbald; second vice-president, Joseph Graham, West Scranton; corresponding secretary, James McGee, South Side; finance officer, Gene Driscoll, Minooka; chaplain, the Rev. Patrick H. McCormick, Keyser Valley; liaison officer, Thomas (Mose) McDonald, Dunmore; historian, Fred Berry, West Scranton; sergeant-at-arms, Oscar Schuman, South Side; recording secretary, Frank Foley, Green Ridge; Americanism chairman, Joseph A. Barrett, Dunmore; national security, Julius Nagy, Throop.

On the executive committee are Bernard A. O'Hara, Joseph Allman and Gene Cusick Jr.; coupon chairman, Wylie Bird; song leader, James 'Hookie' Reap; color guard, Thomas Collins; rose bud tree, John Shaughnessy; hospital visitation, Paul Ord; delegation to Four County Council, Martin Gannon, Winfield Jones; child welfare and rehabilitation, Joseph Noone; poppy chairman, Ted Foley; Junior Auxilliary, Edward M. Crowley.

On the advisory committee are: John Erhard, Gene Cusick Sr., William P. Gallagher, Eugene Gallagher, Gerald Mangan, Col. John R. Harris, Dr. Martin Chomko and Dr. John Lohman.

The members voted unanimously to endorse the Pennsylvania bonus referendum.

At the dinner of the post, District Commander Fred K. Berry of the 11th District installed the new officers, as follows: commander, Amelia F. Koch; first vice commander, Elizabeth McMahon; second vice commander, Alice Lesh Soulsby; finance officer, Mary Seese; service officer, Edna Dykes Lesh; chaplain, Louise Gerovla; sergeant-at-arms, Mae O'Hara Meyers, and historian, Ann Jenkins Harris.

The principal speaker, Frank X. Murray, past state commander, discussed membership and the bonus referendum.

Scranton, Tribune
October 7, 1949

GLADYS WATKINS LEGION POST HOLDS FIRST FALL MEETING

The first fall meeting of Gladys Watkins Post, No. 550, American Legion, was held last night at the Chamber of Commerce building, with Commander Frieda Brandt presiding. Reports were given on the school awards when medals were given to a boy and girl in the eighth grade who wrote the best essays in June on the subject of "Americanism." Reports of the district meeting in Simpson and the state convention in Johnstown were given by Mrs. Brandt.

The following officers were elected: Commander, Miss Lillian Kilgus; vice commander, Mrs. Betty Drouin; adjutant, Miss Grace McNally; financial officer, Mrs. Susan Benjamin; chaplain, Mrs. Anna Booth; historian, Mrs. Ethel Gibbs. Mrs. Irene Gerriely, who served as a nurse at a boys' camp at Mount Gretna this summer, gave an interesting account of her stay in camp.

Scranton Times
September 5, 1936

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You Live Here, You Should Know This! ***“Virtual Edition”***

Congratulations to **Mike and Chris Ossont** for being crowned “Local History Legends of Lore” in the virtual edition of our *You Live Here; You Should Know This!* local history game show on May 1st! We continued to host the show, with support from program sponsors Peoples Security Bank and Toyota of Scranton in an online Zoom format with our friends at ECTV who streamed the show live on YouTube and the ECTV station.

Thank you to all of our contestants and teachers Cindy Cerminaro, Kathleen Myers, Shawn Murphy and Bill Gershey and their students from Valley View (Dominique Ferraro and Sophia Williams) and Riverside (Olivia Oustrich, Gianna Giadula, Tiffani Gilchrist, Emily Taylor, and Madison Aulisio) who were so enthusiastic to participate and continue to bring the game show to audiences. Want to catch up on what you missed? You can view the videos of all games as a playlist on the LHS YouTube channel at <https://www.youtube.com/user/lackawannahistory/playlists>

LHS Zoom Meetings

***Lackawanna Past Times
Fridays at 2 pm***

To request invitation with program link please email lackawannahistory@gmail.com

June 4: In “Secrets from the Archives” with LHS Executive Director Mary Ann Moran Savakinus and Assistant Director Sarah Piccini

June 18: LHS member Kathleen Halverston explores the wild tale of murder (and a stolen canary) in her family history!

July 2: Gettysburg National Cemetery with historian Rich Smith

July 16: Take a photo-filled virtual tour of the Northern Electric Street Railway with LHS member and trolley historian George Gula!

Genealogy Forum ***Second Wednesday of the Month at 1 pm via Zoom***

Local genealogists are invited to share ideas, research tips, and local resources. Please call or email to register.

Plans are underway to schedule an in-person Forum meeting in August. We are taking off June and July, but researchers can catch up using the following list of links to all previous forum programs:

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Cyndie Price
August 12, 2020
<https://youtu.be/uiVuCdzcwwY>

Evie McNulty, Recorder of Deeds
February 10, 2021
<https://youtu.be/SZQanMRkAL0>

Martina Soden
Genealogy Forum - Sept 2, 2020
<https://youtu.be/CHEEca0iHdM>

Tom Price and Barbara Spellman Shuta
The U.S. Census: What to Know & What to
Look For - March 10, 2021
<https://youtu.be/yBL7a2PWWcY>

Tom Price
Genealogy Forum - October 14, 2020
<https://youtu.be/KqPF187zkz8>

Tom Price and Barbara Spellman Shuta
Navigating through Immigration and
Naturalization Records - April 14, 2021
<https://youtu.be/rC0ByOG1uVM>

John Fielding
Genealogy Forum - November 4, 2020
<https://youtu.be/cPh07rd-Q-M>

Tom Price
Military Records - May 12, 2021
<https://www.youtube.com/watch?v=Bg-ga-f4a9s>

Barbara / Tom / Jess
Genealogy Forum - January 13, 2021
<https://youtu.be/t8EGIZGc8O8>

To register, please email lackawannahistory@gmail.com or call 570-344-3841.

Ghostly Gallery Link:

<http://www.lackawannahistory.org/aghostlygallery.html>

LHS 2021 Membership Information

About Membership: Membership privileges include unlimited access to the Society library, 10% discount in our bookstore, advance notice, special discounts and invitations to all Society activities, members-only programs, the quarterly newsletter and the bi-monthly e-newsletter. Attached is a membership form you can use to renew your membership or give to a friend who is interested in joining. Please return it to:

The Lackawanna Historical Society, 232 Monroe Ave., Scranton, PA 18510.

Lackawanna Historical Society Membership Form

// Student	\$10	Name _____
// Individual	\$35	
// Family	\$45	Address _____
// Contributing	\$75	_____
// Sustaining	\$150	
// Silver Corporate	\$250	Telephone _____
// Gold Corporate	\$500	Email _____
// Platinum Corporate	\$1000	

Following is a link to complete for membership payment if you chose to use it.

<http://www.lackawannahistory.org/benefits.html>

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Dine Lackawanna

Numerous restaurants support LHS through participation in Dine Lackawanna. Until we return for an evening out at their establishments, we don't have to miss the aromas and tastes of the cuisine each offers. Give your taste buds a treat by supporting the chefs and staffs through requests for delivery or purchases of gift cards.

June 16: Three Jacks Burger Bar: 233 E. Drinker St., Dunmore. 570-955-5137

July 21 Pats Pizza & Hoagies: 21 Hospital Street, Carbondale. 570-282-9033

Pat's is Take Out only. Call LHS for an alternate Carbondale dining option.

Abingtons

Clarks Summit: Camelot Formosa The New Cafe State Street Grill
Chinchilla: Armetta's

Upvalley

Carbondale: Kol at Hotel Anthracite

Eynon: Pasquale's Tiffany's

Jermyn: JW's Pub

Simpson: Frank's Place

Mid Valley

Dickson City: Colarusso's Coal Fire Pizza Texas Roundhouse

Jessup: Café Colarusso

Scranton

Ale Mary's

AV Scranton

Back Yard Ale House

Cafe Classico

Carmen's/Trax

La Cucina

Market Street Grill

Pizza by Pappas

Posh at the Scranton Club

Sidel's

Stirna's

Mansour's

Downvalley

Old Forge: Dooley's

Dunmore/North Pocono

Dunmore
3 Jacks Burgers

Moscow
Van Brunt Grill

Springbrook Twp.
Olde Brook Inn

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Avondale Update

By Steve Kondrad

Avondale had its good and bad times during 2020. On the good side, we had a greater number of visitors to the mine site. I'm sure COVID-19 restrictions, coupled with the publicity we received, were responsible for the increase. We also had a tremendous amount of support following the May 2020 vandalism.

We were able to repair the damaged kiosk and replace the American flags through donations. We also received a donation of two new trail cams. The PHS purchased two more trail cams and installed them high in the trees around the perimeter of the Memorial Garden. The images seen on the cameras gave us a perspective on the amount of visitors, as well as, the diverse wildlife that calls Avondale home. It was good to see families with children and people of all ages that made the 400-yard trek to see the Avondale Mine site.



Avondale Memorial Garden Spring 2021
Photo courtesy of Steve Kondrad

Now, unfortunately on to the bad times at Avondale. Throughout the course of 2020, all four of our new trail cameras were stolen. In one instance, two of the cameras, which were hidden inside bird houses at a height of 12 ft. up on trees, were stolen by someone who literally knocked the bird houses from the trees. The two remaining trail cameras were stolen in another instance. Both cameras were mounted high up in trees and were secured with metal straps and metal cables. We posted the thefts to Facebook, but as in the other cases of vandalism, no one has come forward to identify the thief or thieves. Avondale's remote location and the sheer determination of thieves definitely make security a challenge. Replacing the trail cameras with more expensive

Wifi cams would most likely be throwing money away and cost more than repairing any potential vandalism to the site.

We thank the following people and organizations for their donations toward the repair and upkeep of the mine site: WNEP TV; Terry Ostrowski, CEO, Earth Conservancy; Plymouth Alive; Plymouth's First Welsh Baptist Church; the Plymouth Christian Church; Donald DeFranco; the Plymouth No. 1 Hose Company; and the Board Members of the Plymouth Historical Society.

Lackawanna Valley: It's Always Good to Look Around

By Joseph M. Klapatch

It's always good to look around. It has been about a year since the Carbondale Public Library and the Carbondale Historical Society had its microfilm holdings added to Newspapers.com. The collection dates back to the 1820's, a time when Carbondale was much larger than Scranton or many other Pennsylvania communities. Those newspapers give us a unique peek into the past.

Recently, while doing some research for the Jermyn Historical Society, I happened upon "a goldmine of information", after looking around. I was searching for older articles on Jermyn and remembered that I needed to look under the borough's previous names of Gibsonburg and Baconville.

In doing that, I found the fourth of a five part installment of a descriptive tour of the area around the Lackawanna River in 1839 and 1840. I searched out the other four parts in the issues of the Carbondale Journal and contacted Rick, advising that this would be interesting to share with the readers of this publication.

So, beginning with this issue and continuing in the next four, join Rick and me as we turn back time, board a raft with the author, who was only known as "J", and begin a trip up the Lackawanna River from where it meets the Susquehanna to Ragged Island, or Carbondale, and take a look around.

Lackawanna Valley No. 1.

By "J"

This valley, at present little known, will be found on examination not inferior in point of mineral and agricultural importance, to any other section of like extent in Pennsylvania; and from its location, its excellent water privileges; together with its immense mineral treasures, it is destined, we have not a doubt, to become one of the first mining and manufacturing districts in the Commonwealth.

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For the satisfaction of such as feel an interest in the growth and prosperity of Northeastern Pennsylvania, and particularly in her mineral district; we propose in a series of articles under the above head to give a sketch of the facilities of active enterprises in the Lackawanna Valley. Our views will be general, with perhaps a few exceptions, but as far as is in our power, we shall aim at accuracy in our statements, commencing at the mouth of the Lackawanna and its confluence with the Susquehanna River at the head of the Wyoming valley, and extending as far up as the head of the Lackawanna valley, at, or near the source of the river of that name, a distance of about thirty miles.

We shall treat of the valley by sections, embracing in our first article that portion lying between the mouth of the Lackawanna river and "the old forge dam," a distance of about four miles. The land here is of excellent quality, much of it of the first rate, and under a high state of cultivation. The high and mountainous lands that lie between the Susquehanna and Lackawanna Rivers, extending quite into the State of New York, bound the Lackawanna on the west, dividing the waters which flow east and west, into the two rivers.

At the junction of the two rivers these high grounds converge, forming a sort of promontory; leaving however, a flat of surpassing beauty and fertility of several hundred acres upon the point, commonly called, "Philip's flat." This farm now belongs to a company of gentlemen residing in Philadelphia, purchased a few years ago with a view of establishing manufactories of some description upon the Lackawanna, which from a mile about its mouth affords excellent water power.

Near the termination of the promontory we have mentioned, facing the west, is a perpendicular ledge of rocks of great height called Campbell's ledge; from which may be seen at a glance, upon a map, the whole of the beautiful valley of Wyoming and much of the adjacent country, up and down the Susquehanna river. Connected with this lofty ledge of rocks is a legend, related by some of the oldest inhabitants of the valley, concerning a man of the name of Campbell, who being hotly pursued by a party of Indians, to escape the vengeance and torture he knew awaited him if taken, cast himself headlong over the precipice, to certain destruction. We give the story as we had it, but do not vouch for its correctness.

From this ledge has been gathered Saltpetre in considerable quantities from which the hunters of this region formerly manufactured gunpowder for their own use. To what extent this business might be carried, if conducted on scientific principles, we cannot say, but presume it may be worthy of consideration. In addition to the richness of the soil of this district, nearly the whole of it is underlaid with Anthracite Coal, of good quality; though the imperfect excavations that have been hitherto made, do not enable us to speak with certainty of quantity or quality; we have no doubt it is pure and abundant.

The guard lock of the North Canal is at present located about two miles above the mouth of the Lackawanna, where the feeder is taken for the Wyoming division. This

feeder it is now conceded was injudiciously located, the banks being low and the soil extremely loose, subjects the basin formed by the dam to constant leakage. It is now in contemplation to extend the feeder to the "old forge dam," a distance of two miles, where nature has formed an admirable site for a dam, with abutments of solid rock upon both sides of the stream, the water passing through a narrow cut not over fifty feet in width, the bed of the river being also of solid rock.

Directly above this, the river spreads over a space of several acres, so that the erecting of the dam would form a spacious basin for the accommodation of the coal and lumber trade of this district to an indefinite amount. When this is done, coal will immediately be sent in larger quantities to the Southern market by the Pennsylvania Canal, and north as soon as the North Branch shall have been completed. From this point, it's probable the State will at no very distant period, construct a canal or slack water navigation as far up as Roaring brook, which falls into the Lackawanna near Hyde Park about five miles above the proposed dam, whence the improvement will be continued by Railroad up the valley to its termination and thence by the Starrucca valley up to the State line upon the Susquehanna above the mouth of the Starrucca creek, in the county of Susquehanna.

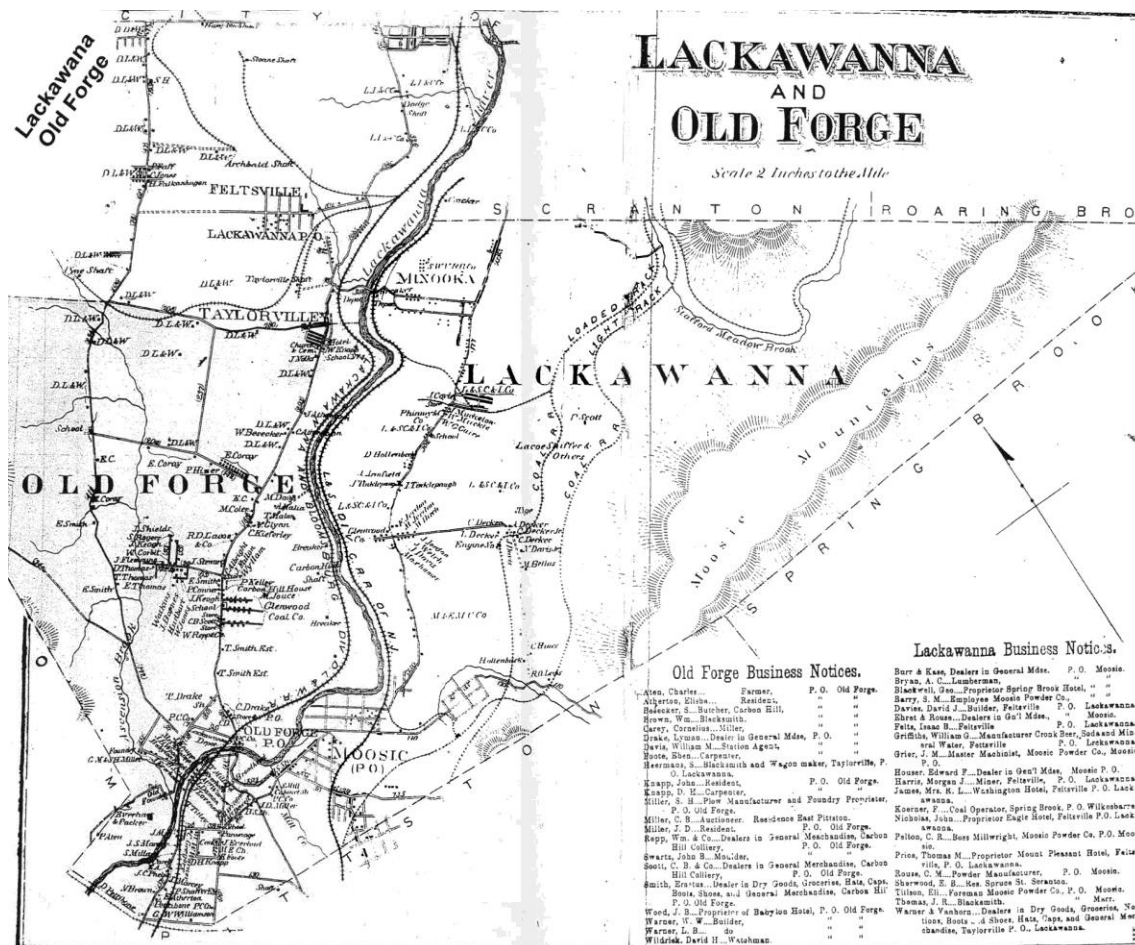
In the vicinity of "the old forge dam" heavy purchases of coal lands have been made, which we have every reason to believe will prove, as soon as the market is open, profitable investments. Here, as throughout the whole of the Lackawanna Valley, the coal is of easy access, of excellent quality, and in quantity inexhaustible. The veins are of profitable thickness and lie nearly horizontal with just inclination or dip enough to drain them without expense, and that the cost of mining, when compared with some other fields of the Commonwealth will be comparatively small.

Another important advantage will be enjoyed here, which is common to all the mines in the Lackawanna Valley: the openings will either be directly upon, or very near to the improvements, reducing the expense of delivering coal into boats or upon Railroad cars, to a trifling sum.

There is also in this region, as in many other parts of the valley, Iron ore, yielding a large per cent of metal, sufficient to warrant the investment of capital to a large amount, and will, we doubt not, within a few years, form a staple article of manufacture. There was once a forge at this place where Iron was manufactured in considerable quantities, but for the want of facilities which the modern improvements have effected in this important branch of business, the proprietor we believe, was at least benefited by the enterprise.

This section of the valley likewise abounds with water power to an infinite extent for mills and machinery of all descriptions, and when the trade of the valley is fairly opened by the necessary improvements, and an opportunity afforded for the investment of capital, we may confidently expect to see it teem with busy and enterprising inhabitants, carrying their wares together with their coal, wherever they may find a market, and returning with the proceeds to be reinvested, giving employment to the industrious and useful artisan, and prosperity and wealth to the Country; where the whole will be fortified

and sustained by the facilities afforded for agriculture, by a well-watered and fertile soil and genial climate.



1873 Map of Lackawanna and Old Forge
Source: Luzerne County PA Gen Website

<http://usgwarchives.net/maps/pa/county/luzerne/1873/lackforg.jpg>

Ed. Note: The article was transcribed as originally written. Prose and what appear to be errors in spelling, misuse of upper and lower case letters, etc., are how they appeared in the original publication.

How a Forgotten Industry Near Nay Aug Park Was Identified

By Frank Adams

Noted Dunmore historian and Gravity Railroad expert, Tony Ranella, noticed this industrial site between the Delaware, Lackawanna and Western (DL&W) and Erie & Wyoming Valley (E&WV) railroad mainlines near Nay Aug Park in an online photograph from the Library of Congress (LOC) Prints and Photographs Division.

lackawannahistory@gmail.com



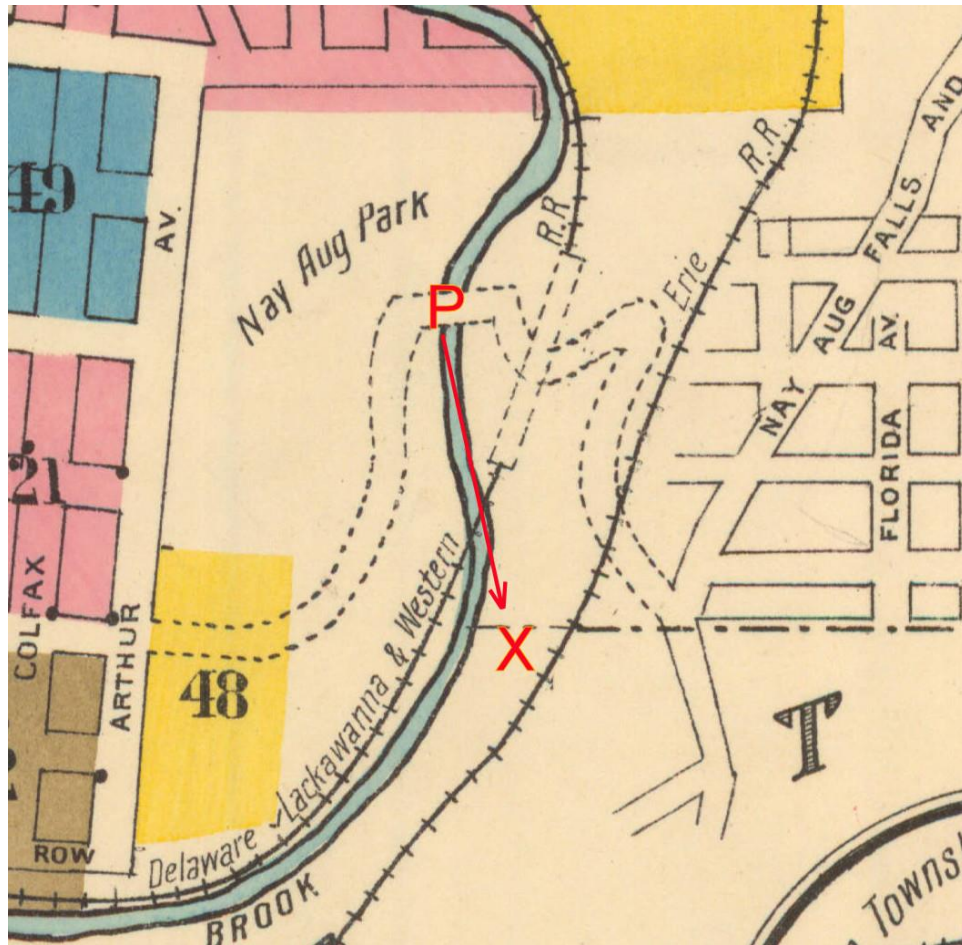
Nay Aug Glen from Boulevard Bridge, Scranton, PA.¹

The photograph does not identify the industry and is not dated. The first step in researching the structure is to determine the date. Other photographs in the same series on the LOC website are dated 1900, so that is a good start. Analysis of higher resolution versions of the photo clearly show the DL&W mainline in the foreground with two tracks. This confirms the 1900 date as the DL&W was double tracked in that area from 1857 until a third track was added with the completion of their second Nay Aug tunnel in 1906.

Considering turn of the 20th Century Scranton, a logical first guess would be a coal breaker², however, there were none reported at this location. The next step is to consult period maps.

¹ Detroit Publishing Co., Publisher. Nay Aug Glen from Boulevard Bridge, Scranton, PA. Scranton Roaring Brook Pennsylvania United States. [Between 1890 and 1901] Photograph. <https://www.loc.gov/item/2016801379/>

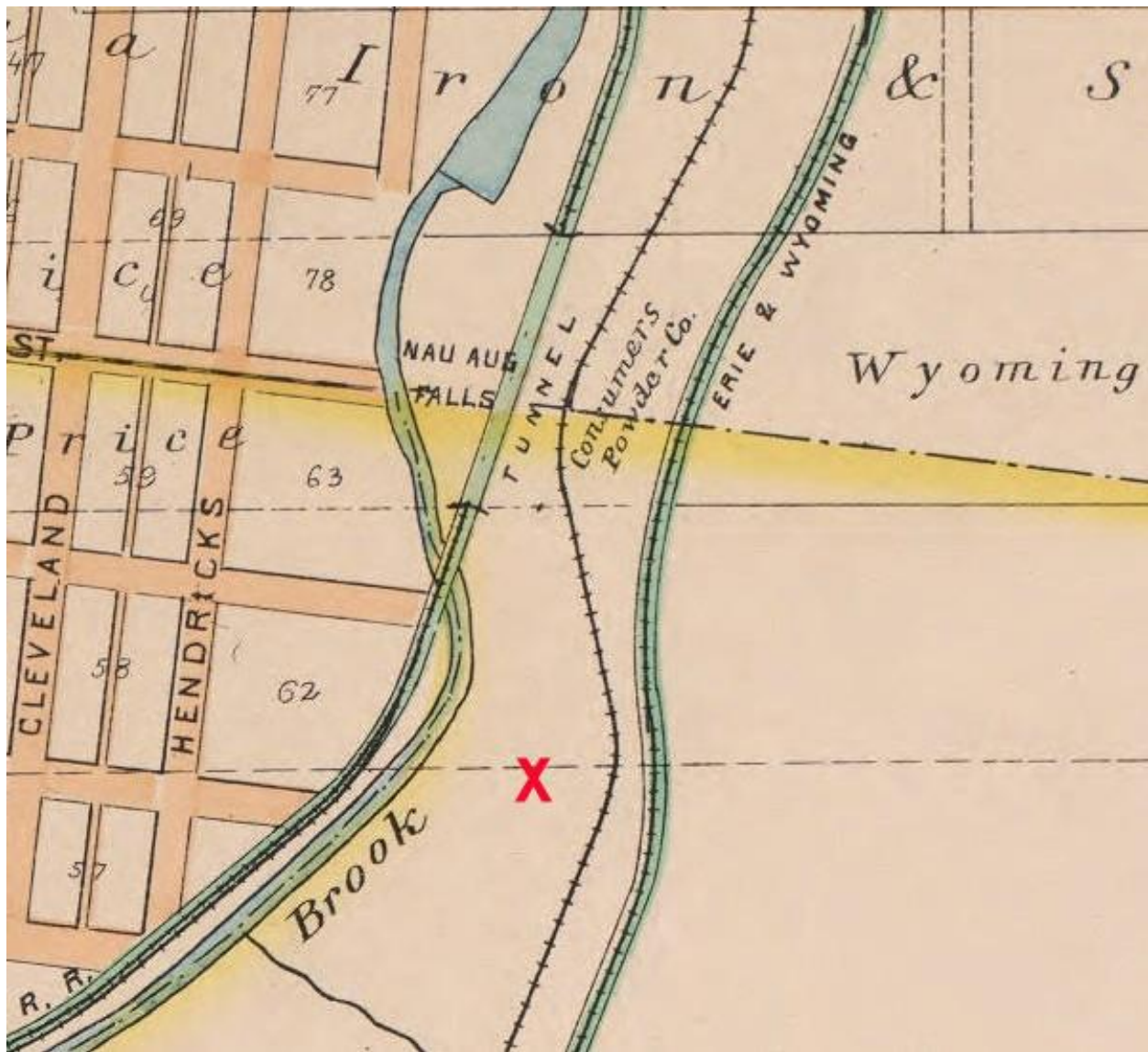
² A processing plant which removes impurities and splits coal into various useful sizes.



1919 Sanborn Fire Insurance Co. map of Scranton ³

Using the description where the photographer was located on the Elmhurst Boulevard Bridge, indicated by the "P", we can plot the direction of the photograph with a red arrow toward the DL&W culvert over Roaring Brook to the location of the industrial structure marked with an "X".

³ Image courtesy of the Penn State University Libraries
<https://libraries.psu.edu/about/collections/sanborn-fire-insurance-maps>
 Scranton-1919-1920-Vol.1 D Key cropped and annotated by the author.



1894 Baist Atlas of Wyoming & Lackawanna Valley ⁴

A possible identity is the Consumers Powder Co. as shown on this 1894 map. However, as you can see, the location of the powder plant is about a half-mile from the "X" identified on the previous 1920 Sanborn map. There are always questions as to the accuracy of these older maps, in fact it was once standard practice to intentionally include mistakes! An error, called a "trap street", is a fictitious or misrepresented street on a map, often outside the area the map nominally covers, for the purpose of "trapping" copyright violators. Other "copyright trap" features such as nonexistent towns, or mountains with the wrong elevations would be used for the same purpose. While an interesting tactic of early cartographers, and a caution to historians, the author is by no

⁴ Baist, G. Wm. Atlas of the Wyoming and Lackawanna Valleys and map of Luzerne and Lackawanna counties, Penna.: from actual surveys, official records & private plans. Philadelphia: G. Wm. Baist, 1894. Map. <https://www.loc.gov/maps/?dates=1894&fa=segmentof:g3822wm.gla00091/&sb=shelf-id&st=gallery> [Scranton Plate 8](#) cropped and annotated by the author.

means implying that Mr. G. William. Baist or his company moved the Consumers Powder Company!

After establishing the photograph's date and exploring available maps, the next step is to seek out the advice of other historians. An interesting possibility was offered by Dunmore native, Jack Spangler, now living in Oklahoma, that the building was part of the Scranton Iron Works. Iron ore received from New Jersey by rail on the E&WV was of such low grade it had to be pre-heated before being sent on narrow-gauge tracks to the downtown blast furnaces. If true, this photograph could represent the final days of the plant's operations!

Although by 1900 Scranton's Lackawanna Iron and Steel Company was second-largest producer of iron in the United States, the company had already decided to move its facilities to the Buffalo suburb of West Seneca, New York located on Lake Erie. None other than steel magnate Andrew Carnegie wrote:

*"My view is that sooner or later Harrisburg, Sparrows Point, and Scranton will cease to make rails, like Bethlehem. The autumn of last year [1898] seemed as good a time to force them out of business as any other."*⁵

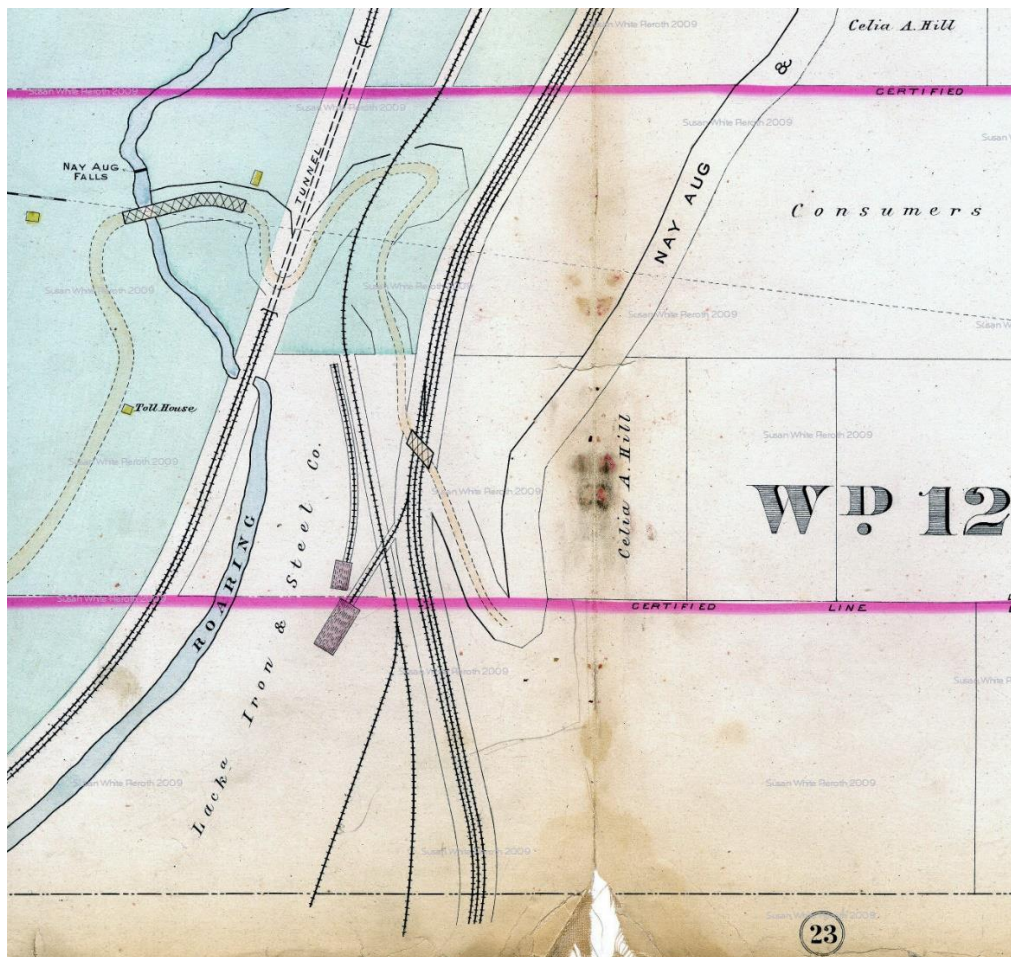
The reason for the company's deteriorating economic condition was two-fold. First labor costs and tensions in Scranton were rising. The United Mine Workers, who had organized most workers at the coal and iron mines, successfully struck in 1900 for a 10 percent wage hike. The second factor was the increasing cost of shipping iron ore to Scranton and then shipping the products to company's newly emerging markets. New York in comparison offered a non-union workforce, easy access to Great Lakes shipping, and numerous western rail connections.

Two years later in 1902, the move from Scranton was complete and the company was reorganized as the Lackawanna Steel Company, the largest independent steel company in the world. The company's property in Scranton was sold to the Lackawanna & Wyoming Valley Railroad (the Laurel Line), which scrapped equipment and tore down buildings except for the oldest stone blast furnaces⁶.

Confirmation of Mr. Spangler's identification was received from Mike Castellano who offered the following map

⁵ Warren, Big Steel: The First Century of the United States Steel Corporation, 1901–2001, p. 10.

⁶ The four massive stone blast furnaces built between 1848 and 1857 are the remnants of a once extensive plant.
<http://www.anthracitemuseum.org/explore/iron-furnaces/>



1898 Atlas of Surveys of the City of Scranton & Borough of Dunmore.⁷

Solving 120-year-old mysteries such as this takes time and perseverance. It is hoped that this brief summary of hours of research can assist the next generation of Scranton historians in helping to keep our collective history alive.

In The Mines The Daily Diaries of Thomas J. Goblick

By Carl Orechovsky

Thomas J. Goblick worked in the mines as a motorman. A motorman operates an electric or battery-powered mine motorcar to haul trips (trains) of cars, loaded with timbers, rails, explosives and other supplies, into a mine.

⁷ [Scranton Plate24](https://www.lackawannapagenweb.com/maps/Scranton1898Atlas/index.html) courtesy of the PAgenWeb - Lackawanna County Pennsylvania Genealogy Resources
<https://www.lackawannapagenweb.com/maps/Scranton1898Atlas/index.html>

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Mr. Goblick lived in the Austin Heights section of Old Forge. A friend was removing items from Mr. Goclick's house and came upon his work diaries that cover six years, extending from 1938 to 1944. The owner of the house didn't want the diaries.

The diaries are smaller sized, spiral bound notebooks. They were scanned and enlarged, and subsequently donated to the Old Forge Historical Society. Most entries pertain to Old Forge and I have permission to share the contents.

Following are Mr. Goblick's entries for April, May and June 1940.

April 1940

Russell Mining Co. Old Forge, 1940: Kelmars Road.

April 1. All Fools day. Colliery Idle.

April 2 - 3. Colliery Idle.

April 4. Colliery Idle. Rain.

April 5. Colliery Idle. In town to register for Social Security.

April 6. Colliery Idle.

April 7. Sunday. Joe got a new Plymouth.

April 8. Hard night. Full coal. 226 in at 267's place.

April 9. 267 Miner not in, sick.

April 10. Boots \$3.90, Gloves \$.25

April 11. Tom McGary new miner.

April 12. Plenty of cars full coal. (Full coal means Thomas hauled only coal out, no rock.)

April 13. Colliery Idle.

April 14. Sunday.

April 15. 204 Locb off. Full coal. 42 hrs. \$32.76 \$0.78 per hr.

April 16. Colliery Idle. To funeral for Bedras.

April 17. Joe Salvador off. Rain.

April 18. Colliery Idle.

April 19. Full Coal. 260 Miner off.

April 20. Colliery Idle. Rain.

April 21. Sunday.

April 22. 5 places full coal. (Thomas hauled all coal from five locations or working faces of coal)

April 23. Colliery Idle. Election Day.

April 24. Done late 5:30.

April 25. Done early.

April 26. NA

April 27. Colliery Idle.

April 28. Sunday

April 29. NA

April 30. NA. 56hrs, \$43.68. \$0.78 per hr.

Notes

April 12- Plenty of cars full coal. "Full coal" means Thomas removed coal only, no rock.

May 1940

Russell Mining Co. Old Forge, 1940: Kelmars Road.

***** Volpes No. 6 Colliery, Duryea***.**

May 1. Done late.

May 2. Colliery Idle.

May 3 Pinocchio in the movies. Took Tom.

May 4. Full coal, done 5:30.

May 5. Sunday. No feel so good.

May 6. Done 6am. Off the road in Polies place.

May 7 - 8. 229 in the mud run.

May 9. Colliery Idle.

May 10. Full coal.

May 11. Colliery Idle.

May 12. Sunday.

May 13 - 14. Full coal.

May 15 - 16. Colliery Idle. May 15: 63 hrs. \$49.14. \$0.78 per hr.
May 17. Reported to G. Finkly, check out.
May 18. Colliery Idle. Seen John Baimbridge.
May 19. Sunday. To Dr. in Wilkes Barre.
May 20. *** Started Volpes at No 6 Colliery***, Full Coal.
May 21. Full coal.
May 22 – 23 - 24. Bad day.
May 25. Colliery Idle.
May 26. Sunday. Romeo Grom???? Picture.
May 27 - 28. Fair night done 9pm.
May 29. Busy night done 9:30.
May 30. Memorial Day. Colliery Idle.
May 31. 4 places. Pay day at No 6. 70hrs. \$54.62. \$0.78 per hr.

June 1940

Volpe Coal Co. No. 6 Colliery, Babylon Section, Duryea. 1940.

June 1. Colliery Idle.
June 2. Sunday. Rode over Morgan Highway.
June 3. Hot day.
June 4. NA
June 5. Bill not in. Bull working.
June 6. Bill working.
June 7 - 8. Bill off. Bull working.
June 9. Sunday. Rain in Dupont.
June 10. Jumpy road. Worked a double shift. 14 hrs.
June 11. Bill gone home, Bedmar with me.
June 12. 72 cars out. Motor not oiled.
June 13. 75 cars out.
June 14. 70 cars out. Warm.

June 15. Colliery Idle. 84 hrs paid for 86, \$67.11. \$0.80 per hr.
June 16. Sunday.
June 17. Done late.
June 18. 4 hrs. extra. Pulled empties up the Red Ash Slope.
June 19. Done 9:30
June 20. Harry Johnson, Taylor Pa. Died.
June 21. Done 9:30.
June 22. Colliery Idle.
June 23. Sunday.
June 24. Pump valve was to Tobyhanna.
June 25. Bill off, Mickey 125 broke.
June 26. Bill in.
June 27. Storm.
June 28. Heavy Frost.
June 29. Colliery Idle.
June 30. Sunday. 74.5 hrs. Worked; paid \$58.13. \$0.78 per hr.

Notes

Pay amounts- May vary with the overtime worked, or company incentives.

Full coal- Only coal was removed; no rock.

Carl Orechovsky, in addition to being treasurer of the Old Forge Historical Society, scans information for the Society's archives and conducted video interviews for the "Old Forge, Our Town Project". During the winter season, Mr. Orechovsky works as a track man with the No. 9 Coal Mine Tour in Landsford, PA.

TRAVELS by AUNT MARTHA

When I was perhaps 10 years old, my mother shared with me a story of the mid-19th century, written by her father's sister, Martha Conner. It wasn't until perhaps 45 years later that I found it again in materials mother had saved in anticipation of one day doing her family's history.

Aunt Martha (1874-1933), whom I never met as she passed away almost 10 years before I was born, was one of eleven children of Samuel and Elmira Fowler Conner of

Berwick, Columbia County, PA. The Conner family arrived in the “new world” in about 1740 from Donegal, Ireland, settling in Berks County, PA.

It was written of Samuel Conner: “[he] received a public school education, and was reared to farming which he has made his life’s work. He has been successful in his ventures because of his qualities of inherent ability, energy, enterprise and progressive ideas, and because he has at all times manifested a desire to keep his dealings honorable and aboveboard. At this time he is the owner of the finest property between Bloomsburg and Berwick, on the [Susquehanna] river.” (1)

All of the Conner children who survived to adulthood attended college, at least at Bloomsburg State Teachers College. Martha, who would never marry, continued her education in library science at Drexel Institute, Philadelphia, PA, and Penn State College, receiving a BA and MA. She taught in the Library Schools at Carnegie Tech in Pittsburgh, PA and the Louisiana University among other places during her career. At her death, the local Trenton Gazette described her as a “nationally known librarian and author.” (2) Martha was also a member of the Daughters of the American Revolution.

The charming story that follows was apparently written by Martha Conner for one of her nieces and recalls a time when her mother, Elmira Fowler Conner, was a child who had a great adventure. It tells of a trip she took from her home in Fowlersville, PA to an unidentified Susquehanna River location upriver from Berwick by packet-boat (perhaps Wilkes Barre) to a rail head where she took a train trip to Scranton. Despite some research, I have not been able to identify the rail line in question but I am sure that there are rail fans who will tell me in a heartbeat. Herewith the story:

1856

Great-Grandmother was just eight years old, but that was ever so many years ago for Great-Grandmother is eighty-seven years old now. Perhaps you can count how long ago it was when she took an eventful journey that she remembers so well and tells me about.

It would not seem a very long journey to you or me. Forty-five miles? Why we could drive that distance in an automobile in an hour. But it took four hours for Great-Grandmother to travel that far on a packet-boat. A packet-boat is a canal boat that carries passengers.

Early one June morning little Elmira, for that was Great-Grandmother’s name, with her Father and Mother were driven from her home in the country over the hills and down into the Susquehanna Valley.

The air was clear and the sun shone brightly. Everywhere they caught the fragrance of the wild grape blossoms in the hedge rows along the way. The quail were whistling “Bob White” to each other across the fields.

The hired man was driving Great-Grandfather's two beautiful bay horses, and Elmira sat with her Father and Mother in the back of the carriage. All three were pre-occupied with their own thoughts. Grandfather was going over in his mind the instructions he had given to the men on the farm. This was a busy season and four or five days seemed a long time to be away. He told them where to stack the hay, and would they watch carefully to get it put away before a storm came?

Grandmother too had many things on her mind. Had she packed in the valise all the things they would need on their journey? Would the household tasks be carried on just as well as though she were there to direct them? There was the ten o'clock "piece", as they called it, to be gotten ready for the men in the fields, for they had been out since daybreak. Great baskets must be packed with hot biscuits and butter and apple butter. They liked especially what she called Dutch Cake and what she had probably learned to make from the Pennsylvania Dutch neighbors. This was made with homemade biscuit dough over which was poured a thick syrup of brown sugar and butter. A drink made with cinnamon, ginger, vinegar, cream of tartar, sugar and water. They called it "ginger pop", though to be sure there was very little pop in it. You could not buy Coca-Cola or ginger ale. One of the men came in to the farm house for the basket and carried it out to the fields where they all gathered in the shade of a big tree for rest and refreshment.

But the little head under the small poke bonnet had very different thoughts. First of all there was her pretty new dress of gay plaid silk, with oh so ruffled pantalettes, soft and white and lacy, and showing below the long full skirt. And how proud she was of her Father and Mother. Father in black broadcloth and tall silk hat. What a lovely vest he wears of black velvet with sprigs of tiny embroidered purple flowers! Mother is so beautiful in her striped lavender silk dress with a collar and sleevelets of ivory embroidery and little bonnet of ecru horsehair trimmed with black velvet and a pink rose.

Before they had finished these thoughts the carriage drew up near the little shop where the boat would stop for supplies. They dismounted, and the driver, after being given instructions to meet them the following Saturday, turned his horses and drove home again.

Only a short time to wait and here comes the packet boat. It is being pulled or towed by three horses that walk in single file along the towpath. A rope is attached to the boat and to the harness of the horses. They step along briskly, urged on at times by a boy who rides the lead horse or walks behind. If the horses are well trained, they could sometimes be driven by word of mouth from the boat.

Now they have put the gangplank out and our three travelers walk aboard, Elmira holding tightly to her father's hand. There is a cabin where passengers could be comfortable in stormy weather. But this day is so beautiful there could be no place like the deck which is partly covered with an awning. There are benches and chairs and room to walk about.

How interesting it is to pass so closely to the houses and barns along the bank. They travel only as fast as a horse can walk or trot so do not miss anything along the way.

There are some children waving their hands to Elmira. They have baskets and are gathering wild strawberries. They live in a nearby farm house and from one week to another see very few people except those on passing canal boats. Elmira waves back to them. They wonder where all those people are going and who the pretty little girl is and wish she could stop and play with them. But Elmira has only the thought of the big event that is coming.

The time has gone swiftly with all the interesting things to see, and now it is dinner time on the boat. Sawhorses are set up under the awning and table boards placed on top. The red and white checked cloth is laid and places for all those who have ordered dinner. Elmira is hungry and up from the hold where the food is cooked come delicious odors. Soon they are seated at the table. It does seem funny, she thinks, to be eating one's dinner as you travel along at the same time. She likes the barley soup, and there is a great baked shad on a platter (that was caught in the nearby river). Chicken followed, with steaming potatoes and custard pie. Could she have a piece of pie? Yes, Mother says, but do not eat the crust.

And now they are passing another boat – a coal barge. It is loaded with coal and is so heavy that it sinks deep into the water. It is being towed by four mules that walk slowly straining at the rope. A small barefooted boy walks back of them urging them on. He has a whip cut from an elder bush along the way. Sometimes he runs up and strikes a lagging mule with it, but mostly he calls out or whips the stick through the air to make them pull their load or walk a little faster.

It is tiresome for him and would be monotonous if it were not for the interesting and amusing things that happen along the way. Perhaps a young rabbit has ventured out from the brush on to the towpath. It delights him to see it scamper out of the way. He strikes his whip against a tree to frighten it still more. And then, oh joy, a black cherry tree with branches heavy with luscious cherries hanging within reach. He pulls a branch down and breaks smaller ones off so that he can eat them as he walks along. Then he hurries to drive the lazy mules who have already begun to lag. It will soon be his dinner time and he will run ahead and drop down to the boat from one of the many bridges that cross the canal. A young brother or sister will take his place driving the mules.

For the family of the bargeman lives on the barge. You can see a woman washing at a tub, and clothes hung on a line on the deck. Besides some children, Elmira sees a kitten and she hopes it will not get too near the edge of the boat and fall over into the water. What fun it would be to live on a boat all the time, Elmira thought, but where could you go to school?

Soon they will be passing through a lock in the canal. Now, as you know, water will not run up hill, so in order to pass to a higher level, two water gates are placed a little more than the length of a boat apart to keep the water in check. The lower gate is raised and the boat enters the lock. The gate is then closed and the upper gate raised slowly, allowing the water to fill the lock as high as the upper level. When the gate is completely raised, the boat passes out of the lock.

Now another hour has passed and they are nearing the wharf where they will land. There is Auntie Bennett and several young cousins waiting in the carriage for them. Now you have guessed that Elmira and her Father and Mother are going to visit for a few days, but you do not know that besides the visit, a great event will take place the next day when the first train will run on the railroad that has just been completed between that and a nearby town.

Invitations had been received by Grandfather several weeks in advance and after a happy visit with the cousins and a good night's sleep they drive to the station. All is great excitement. There are many people who are honored in taking this first trip and many people who have no invitations are there to see the train start off. The great engine is puffing steam and making a great commotion. Grandfather and Grandmother walk up to see it, but Elmira stays farther away with a little cousin. It really is a frightful thing, she thinks, and she does not want to venture too close. And what will make it move and pull those heavy cars over the iron rails, she wonders.

But they go into one of the cars and Elmira sits with her Father while Mother and Aunt Bennett sit together and observe the very stylishly dressed women who are taking their places. Elmira loves the red plush coverings on the seats, how soft and comfortable it is, and how nice to sit by the window. Ten o'clock and bell on the engine rings and the whistle blows and the conductor shouts, "All aboard". There is a jerk and the train moves slowly away from the station. Gradually, it goes faster and faster and it seems to Elmira that they are fairly flying along. She holds fast to her Father's hand as she looks out the windows and sees all the trees and other things going past them so rapidly. How terribly fast! What if they should not be able to stop? All along the way she could see people who had driven in from the surrounding country just to see the train go by. Their first train! It seemed almost as fearsome as the Indians who but a short time ago had hunted over these fields, where now the great train rushes along.

It frightens the horses that are hitched to the wagons that have brought the people to see the train. They rear and plunge and the men are obliged to hold them by their heads. And Elmira thinks they will be hurt.

In a very short time they arrived at the city of Scranton, which was the other end of the new road and where a celebration was held, and where great crowds of people were waiting to see the new train come in. How different this was from yesterday's slow trip on the canal boat. After dinner they returned by stage coach over a corduroy road to her Aunt's home. Now a corduroy road is built of logs or boards laid across the road quite closely together and filled in with earth. The four horses pulled the heavy coach quite swiftly along over this bumpy road so that Great-Grandmother was quite glad when they had reached her Aunt's home where they would spend the night again with the cousins. They traveled home again on the packet boat. Elmira could tell her little friends and brothers of the marvelous ride she had had on a train pulled by a great black steam engine just as she told me yesterday and I am telling you.

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lackawannahistory@gmail.com

FOOTNOTES

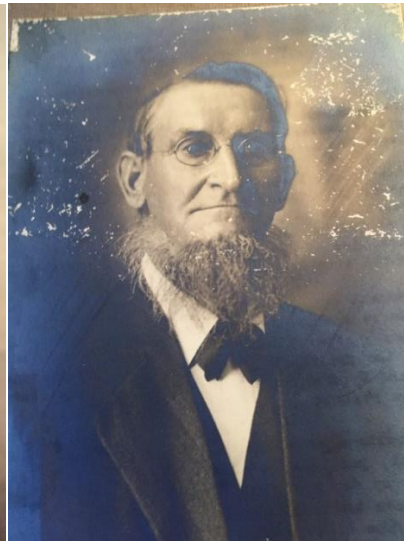
1. Historical and Biographical Annals of Columbia and Montour Counties Pennsylvania, containing A Concise History of the Two Counties and a Genealogical and Biographical Record of Representative Families. Two Volumes Illustrated, Volume II. J.H. Beers & Co. Chicago. 1915.
2. "Trenton Evening Times." October 20, 1933. Trenton, NJ.



ELMIRA CONNER AND BABY MARTHA



ELMIRA FOWLER CONNER

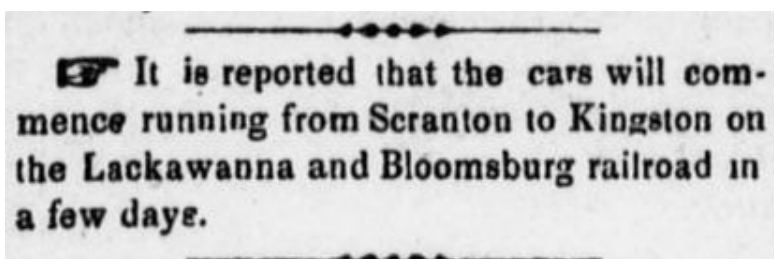


SAMUEL CONNER

Ed. Note: In the introduction to the story, Ms. Vail said, “Despite some research, I have not been able to identify the rail line in question but I am sure that there are rail fans who will tell me in a heartbeat.”

In an effort to identify the rail line in question, we contacted History Bytes contributing author Frank Adams. Frank is very well versed in Northeast Pennsylvania rail history and in particular, the Delaware, Lackawanna & Western Railroad (DLW). Frank kindly responded with the following information:

*“The **Lackawanna and Bloomsburg** was under construction at that time and although it did not formally open between Berwick and Scranton until December 1857, it appears they had trains operating between Kingston and Scranton by May 1856. If it had been north of Scranton then the DLW for sure. But, south of Scranton, well, information is sketchy for the pre-Civil War timeframe and the Bloom is the only one I’m aware of.”*



Star of the North
Bloomsburg, PA, Wednesday, May 28, 1856

NEPA Notables

The list of Northeast Pennsylvania Notables continues to grow. Our thanks to Jim Noone, formerly of Scranton, now living in Fairfax, VA, for the following:

Hughie Jennings (Pittston; Scranton) -- Baseball Hall of Fame. Born in Pittston in 1869, he was an outstanding major league baseball player and later a coach and manager from 1891 to 1925. He played with the old Baltimore Orioles and batted .401 in 1896 when they won the National League championship. He had a career batting average of .311. He later managed the Detroit Tigers 1907-1920 and the New York Giants 1924-1925. He was inducted into the Baseball Hall of Fame in 1945. He died in Scranton in 1928 and is buried at St. Catherine's Cemetery, Moscow.

Stan Covalleski (Shamokin) -- Baseball Hall of Fame. He was born in Shamokin in 1889 and worked in the coal mines as a breaker boy at age 12. He was a right-handed pitcher and played for four American League teams from 1912 to 1928, mainly with the Cleveland Indians. His career record was 215 wins and 142 losses, 224 complete games and a 2.89 ERA. He was inducted into the Baseball Hall of Fame in 1969. He died in 1984 at age 94.

Nestor Chylak (Olyphant) -- Baseball Hall of Fame. Highly regarded as one of the best major league baseball umpires, he was born in Olyphant in 1922. He served in the Army in WW

He was wounded in the Battle of the Bulge. After attending the University of Scranton he became a baseball umpire and worked in the American League from 1954 to 1978. He umpired in five World Series and six All Star games and was inducted into the Baseball Hall of Fame in 1999. He is buried at SS. Cyril and Methodius Catholic Cemetery, Peckville.

Note: I was at the Baseball Hall of Fame in Cooperstown in 1969 when Stan Coveleski was inducted. I met Nestor Chylak in 1970 when he was umpiring a Washington Senators game in DC. –Jim Noone.

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Source: quoteswishesmsg.com

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Internet Links

Historical Attractions

- [Lackawanna Heritage Valley Authority](#)
- [Steamtown National Historic Site](#)
- [Anthracite Museum and Iron Furnaces](#)
- [Electric City Trolley Museum](#)
- [Lackawanna Coal Mine Tour](#)
- G.A.R. Memorial Association Museum: Contact Joseph Long, Jr. 570-457-8438

Cultural Partners

- [Albright Memorial Library](#) and the Lackawanna County Library System
- [The Everhart Museum](#)
- [Scranton Cultural Center](#) at the Masonic Temple
- Scranton's Annual [Civil War Weekend](#) Events
- Scranton Times-Tribune's [Pages from the Past](#)
- [Pocono Arts: Where Culture Builds Community](#)

Anthracite Research

- [Pennsylvania's Northern Anthracite Coal Field](http://www.northernfield.info/) <http://www.northernfield.info/>

Historical Societies

- [Carbondale Historical Society](#)
- [Dunmore Historical Society](#)
- [Luzerne County Historical Society](#)
- [Wayne County Historical Society](#)
- [Susquehanna County Historical Society](#)
- [Monroe County Historical Society](#)
- [Wyoming County Historical Society](#)
- Archbald Historical Society: Contact Ed Casey (570) 614-3628
- Scott Township Historical Society: Contact Robert Vail (570) 254-9536
- Taylor Historical Society: Contact Christine Schaefer (570) 562-1225

County and Educational Partners

- [Lackawanna County](#)
- [Lackawanna County Convention and Visitors Bureau](#)
- [Northeastern Educational Intermediate Unit](#)

The Lackawanna Historical Society 2020

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Business Hours

Tuesday – Friday, 10am – 5pm Saturday, 12pm – 3pm
Address: The Catlin House, 232 Monroe Ave., Scranton, PA 18510
Phone: 570-344-3841 e-mail: lackawannahistory@gmail.com

The Lackawanna Historical Society is a 501 (C) (3) non-profit organization, which is dedicated to keeping vital the history of Lackawanna County. The society is supported in part by the Pennsylvania Historical and Museum Commission, the Catlin House Memorial Trust, Lackawanna County and membership dues.

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