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D. Ford Henry Jr
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D. F. Henry

The Genealogy of the Henry Family

By
D. F. Henry



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FOREWORD

The data, reminiscences, and reflections which follow, are written for the perusal and information of my family and descendants, and in acknowledgment to those who were interested and my co-laborers in the various public enterprises of which I speak.

And also as a tribute to my valued and faithful employees who have contributed much to the success of the numerous enterprises with which I have been and am still connected.

The Genealogy of the Henry Family



THE GENEALOGY of the Henry Family harks back into the misty annals of many centuries. Its origin was in Scotland, but as time rolled on many scions of the original clan migrated to the Ulster Plantation in the North of Ireland and to various points of England.

In the dawning of the Seventeenth century, began a migration of many of these scattered branches of the family to America where their members so thrived and propagated that in 1790 when the first census of the United States was made, it recorded the existence of 322 families descendants from the original stock.

In the trend of time many of these families had changed the spelling and pronunciation of the parent name so that it appears from the records that of the 322 families, only 88 had preserved and maintained the correct appellation of Henry.

The various alterations from the inceptive nomenclature is shown by the records to have included Henary, Henerey, Hennery, Henrey and Henri.

The record also shows that the numerous families under the different variations of orthography and pronunciation were located throughout the colonies as follows:—In Pennsylvania 109, in North Carolina 39, in New York 34, in Massachusetts 29, in South Carolina 27, in Maryland 26, in Virginia 15, in Connecticut 16, in New Hampshire 13, in Vermont 6, in Maine 4, and in Rhode Island 4.



"O-ra-wa-ta" (Meaning White Pigeon) Heroine of a life Drama—she was a white girl of French descent born in Maryland in 1764 and named Catherine Malott. While enroute to Kentucky with her Family she was captured on the Monongahela River shortly after passing Fort Pitt, by the Indians.

In seeking a home and establishing themselves in the new world, it was but natural that these rugged Scotch, Irish and English should merge themselves into its domestic and political fortunes, and that they were ever forward and enthusiastic in serving their adopted country in all its activities in peace and war.

Scattered as they were throughout the colonies, their patriotism loomed large and prominently in the affairs of the nation.

In the revolutionary period, many served in the Continental Army, others were engaged in the making of the primitive cannon and munitions of the day, and they were represented in the first Congress.

In tracing the genealogy of the branch of the Henry family of which I am descended, I have gone no further back than 1722, in which year came Robert Henry and his wife Mary from Scotland to America and took up their abode in Chester County, Pennsylvania. During the same year, at Easton, Pa., a son was born to the couple who was named Robert. This family remained in Pennsylvania until 1745, when they migrated to Virginia, settling in Martinsburg. Here Robert, the younger, married, and in 1758 a son was born who was named Michael. In due course of time



Pittsburgh 1817

Michael married and in 1797 was presented by his good wife with a son, whom they named David, and who was my father.

David Henry remained a Virginian until 1827 when, attracted by the growing reputation of Pittsburg as a center of business activity and possibilities, he quit the State of his nativity and came to this city, determined to achieve success through some of the many opportunities which the young metropolis offered to industry and perseverance.

The other members of the Henry family remained in Martinsburg, married, multiplied, migrated to other parts of the State and became prominent in the different locations of their selection. On the Manassas battlefield there stands the old home of one of these which is still known as the Old Henry Mansion.

In 1830, being then 33 years old, David Henry joined in marriage with Anna Patterson, the nineteen year old daughter of Roger Patterson and sister of Rody and Robert Patterson. The Patterson family were pioneers, having come to Pittsburg about 1780, where they at once prominently identified themselves in the social, religious and business life of the then little village. In the year of my Mother's birth, 1811, Pittsburg was a village of 767 houses and a population of 4700, an increase of 2400 over the year 1810. A notable

Recorded 17th Sep^r 1811

This Indenture made the 24th day of August 1780 between eight hundred and seven Between Francis Colony of the County and State of Pennsylvania and Anne his wife of the one part to Roger Patterson of the parish of Pittsburg in the County of Allegheny and State of Virginia of the other part Witnesseth that the said Francis Colony with consent, pleasure, consent, and to give unto the said Roger Patterson and to his heirs and assigns, a certain part of lot number five Hundred and thirteenth situate in the said Borough and described as follows to wit: Beginning on Virgin Alley at the north west corner of the said lot and running by Virgin Alley easterly thirty feet to Joseph Harris's part of the same lot, thence southerly parallel with Lord Street one hundred and twenty feet or half the distance between Virgin Alley and Lord Street; thence southerly across parallel with the said lot to lot No. Four number four and within thirty feet; thence southerly by the same to Virgin Alley the place of beginning. To have and to hold the said described lot or piece of ground with the appurtenances unto the said Roger Patterson his heirs and assigns from the first day of April next past for and during the existence of

this should reading and paying thereout and therefrom unto the said Francis Kearney his heirs and assigns yearly and once year after the yearly rent of Forty eight dollars lawful money of the United States to be paid in half yearly payments on the first days of October and April in each and every year forever hereafter. In consideration of the great the said Roger Patterson for himself his heirs and assigns, covenants and agrees with the said Francis Kearney his heirs and assigns to pay or cause to be paid to the said Francis Kearney or his heirs or assigns, the aforesaid yearly rent of Forty eight Dollars lawful money as aforesaid at the end of every half year as herein is limited and appointed for the payment thereof, and also forever hereafter to pay and discharge all public taxes of whatever kind or denomination that may be assessed upon the premises hereby demised without any deduction whatsoever from the yearly rent before mentioned, and the parties here to further covenant and agree that if the said Roger Patterson or his heirs or assigns do not pay or cause to be paid to the said Francis Kearney or his heirs or assigns the aforesaid yearly rent of Forty eight dollars at the end of every year hereafter, then and in such case the said Francis Kearney his heirs or assigns, shall and may taking to their assistance any Constable or Civil Officer of the said Borough or Township, and enter upon the premises hereby demised and there levy and distraint upon any property which may be found thereon and proceed accordingly to the then existing laws in such cases made and provided, to sell so much of the property distrained as will satisfy the said rent or arrears of rent and the costs. And the parties here to further covenant and agree that if at any time hereafter the said Roger Patterson or his heirs or assigns shall happen to fall in arrears to the amount of two whole years rent and shall prove either unable or unwilling to pay and discharge the same at the end of any such two years, then and in case the said Francis his heirs or assigns shall and may enter upon the premises hereby demised, and the same without let or hindrance here and rent out to any or other tenant or tenants for the best rent that can be obtained and for such term of time as will be sufficient to satisfy such arrears of Rent and the costs, but after such arrears of Rent and the costs are fully paid a tender shall then be made of the said premises to the said Roger Patterson his heirs or assigns, and if he or they shall not be in a condition to possess and occupy them and pay the rent as it becomes due or shall refuse so to do, then the said Francis Kearney or his heirs or assigns shall still continue to retain and occupy them as a perpetual security for the rent hereby agreed upon until it is otherwise paid and discharged, and the said Francis Kearney hereby for himself his heirs and assigns covenants and agrees to warrant and forever defend the premises hereby demised with the appertinances to the said Roger Patterson his heirs and assigns against him the said Francis Kearney and his heirs and against all persons lawfully claiming or to claim the same or any rent or arrears of Rent other than as aforesaid, by through or under him or any other person or persons whatsoever.

In Witness whereof the said parties have hereunto set their hands and seals the day and Year first written.

The words "and have his life" intended before signing hereof and the note made to the Certificate demand done before the execution of these presents sealed and delivered in the presence of the words "in half payments" and other and being first interlined

Francis Kearney
 Done Kearney
 Roger Patterson

D. Stewart

Allegheny County S.S. Personally appeared before me a Justice of the Peace in and for said County Francis Kearney Roger

Patterson the parties hereto and witnesses signed the foregoing Perpetual lease to be their act and deed and caused that the same might be recorded in due testimony whereof I have hereunto set my hand and seal the twenty fourth day of August, Anno Domini 1811.

J. Stewart 

Recorded 17th Sep' 1811

Copy of the original deed of my maternal grandfather, Roger Patterson. The property now occupied by the old City Hall, corner Smithfield St. and Oliver Ave. is the site of his home and garden.

instance of their standing in the community may be cited in the fact that the founders of the present wealthy and magnificent Trinity Episcopal Church held their services and worshipped in the home of the Pattersons before the first Trinity Church was built on the triangular lot bounded by Liberty Avenue, Sixth Avenue and Wood Street, and which from the shape of the structure was called the "Round Church."



"Old Trinity" Church—a structure of peculiar architecture, but of vast importance in the ecclesiastical life of Pittsburgh. This pioneer of the Episcopal faith, the "Round Church" as it was called, was built in 1805 on the triangular square bounded by Liberty, Wood and Sixth st. (now Sixth Ave.) The site was granted by John Penn, Jr., in 1787. From 1797 until the Round Church was built, its first pastor, Rev. John Taylor, conducted services in the open air, in private dwellings, halls and the court house.



Trinity Church

The first fruit of the marriage of my Father and Mother was a daughter, Helena, who was born in 1831. Upon attaining womanhood Helena was married to Nathan Whiting, a merchant of Allegheny.

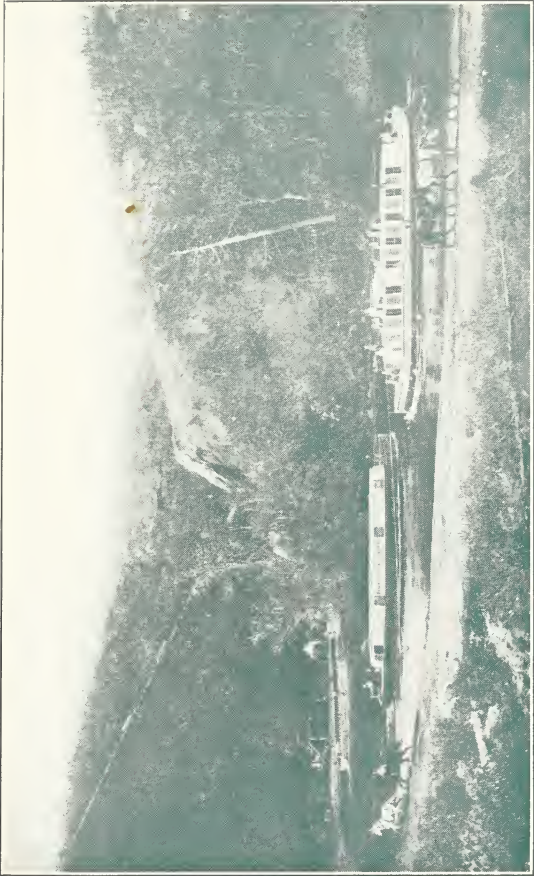
In 1832 a son was born who was named Rody Patterson Henry, who died when 7 years of age. In 1834 a second son, Nelson Henry, was born. And in 1836, on May 22nd, at their home on Second Street, now Second Avenue, I came into being.

In selecting his field of endeavor, my father had engaged in the business of river transportation and was attaining success in the conveying of fleets of barges laden with coal down the Ohio and Mississippi as far as New Orleans. It was strenuous work, each trip requiring his almost constant attention from its start to its finish, but being possessed of a rugged constitution and strength, a legacy from his hardy forebears, fostered by his own exertions, he was prospering in his undertaking.

In spite, however, of his physical wealth, in 1837, while on a return trip to Pittsburgh, he became ill at Cincinnati and died in that city.

In noting the death of my father, a Pittsburgh newspaper of that period printed the following obituary.—“Died, at Cincinnati, Ohio, on June 24th, 1837, David Henry of Pittsburgh, at the age of 40 years.

“The deceased was on his return from Natchez on his way home, when he was compelled to stop at Cincinnati, by a violent bilious fever, which caused his death. He was a man of much worth and amiability of character, and was esteemed by by a wide circle of relatives and friends for his open and generous nature, the justice and liberality of his actions, and for his manliness and honesty.



Canal Boat—The only mode of travel in the early days

“Mr. Henry had been for years engaged in the coal trade, between Pittsburgh, Natchez, and New Orleans, and was the Pioneer in that profitable business, which has added so much to the wealth and prosperity of this section of the country.”

His body was brought to Pittsburgh and buried in Trinity Churchyard, then occupying part of the site on which now stands the Oliver Building. In this hallowed spot his remains laid at rest until June 1903, when the trend of modern improvements necessitated the abridgement of Trinity's peaceful God's acre and caused the removal of many of its honored dead to other sepulchers.

The monument upon the Henry lot at the time of its obliteration bore the following inscriptions:—

David Henry, Born Martinsburg, Va., 1797,
Died Cincinnati, Ohio, aged 40 years—1837.

Rody Patterson Henry, son of David and Anna
Patterson Henry, Died September 21st—1839.
Aged 7 years.

Anna Patterson, Wife of David Henry, Born
Pittsburgh, Pa., 1811—Died March 15th, 1886—
Aged 75 years.

All the above bodies, also that of Frank Biddle Smith, husband of our daughter Lillian, were removed to the Allegheny Cemetery and placed in the Henry Mausoleum. On February 6, 1919, our son William David Henry, Husband of Mary Lindsay Henry, passed away, and his body also was placed in the Henry Mausoleum, February 8, 1919, with the above bodies where they now lie at peace.

Great Fire of 1845

The house in which I was born stood near the South Eastern corner of Second Street, now Second

Avenue, at the corner of Smithfield Street. My earliest childhood was spent therein and it was here my Father's body was brought from Cincinnati. While I still was very young, our family moved and took up its residence in Hand Street, which later was changed to Ninth, and now is called Anderson Street. Our house stood on the East side of the street at the Southern corner of Fayette, and it was to our residence that other members of our family came for shelter when rendered homeless by the Great Fire of April 10th, 1845.



The old homestead of the Henry family located on Second St. near Smithfield Street, where I was born, which was destroyed by the "Great Fire" of Pittsburgh in 1845, in which our family lost a great deal of property.

Though but nine years of age at the time of the fire, I still retain a vivid remembrance of the terrible excitement and fear occasioned by the



Great Fire, Pittsburgh, April 10, 1845—showing the destruction of the old bridge and Monongahela House. Refugees, our relatives and friends who sought shelter at our home on Hand Street were cared for by my mother, who was also a great sufferer, having lost a great deal of property.

catastrophe. I was a school boy at the time and had attended a public school on First Street, later continuing my studies at the Western University and ending my school days at an Academy in Twinsburg, Ohio, in 1849.



This is the house wherein we lived at the time of the Great Fire in Pittsburgh in 1845. Here we harbored our relatives and friends made homeless by the fire. It has been remodeled into store building. This property is still owned by a member of the family. At the time of "The Great Fire" I was nine years of age and my recollection of it is very vivid.

Business Career

In 1850, in my fourteenth year, I began my business career, starting as a clerk in the Dry Goods house of Whiting & Co. on Federal Street, Allegheny. This firm conducted what was con-

sidered in those days an extensive establishment, but which would require but a modest space in the several mammoth emporiums of the city which I have since seen launched and expanded to their present magnificent proportions.

During the year 1852, I was engaged on a Dry Goods Trading boat which traversed the length of the Beaver and Ohio canal. In 1853 and 1854, I continued in the Dry Goods line in Rochester, Pa., and Newark, Ohio, migrating thence to what at that time was the far Western State of Minnesota having in view as my objective point the rapidly growing City of Minneapolis.

Although then but nineteen years of age, I had arrived at the conclusion that to me had come the time for an individual participation in the world of business. Minneapolis appealed to me and I felt that opportunity, which I had read, knocks at least once at every man's door, was favoring mine with a fusilade of double knocks. With this conviction firmly established, I selected Saint Anthony's Falls, then a suburb but now a part of Minneapolis, as a promising field for the realization of my desire and so, with health, strength and



Intersection of the Beaver and Ohio Rivers at Rochester, Pa.—where I first embarked in the dry-goods business.

ambition as part of my assets, and with five years of merchandizing to serve as a guide, I established myself as a Dry Goods and Shoe merchant.

A Happy Epoch

In 1857, I paid a brief, but to me a highly important visit to Pittsburgh, a visit fraught with the greatest pleasure of my life, the vivid impression of which has ever held an undimmed niche in my memory. September 19th marked the culminating point of this happy epoch, for on that day I joined in marriage with Annie Elenore Irvin, daughter of William A. and Ann Irvin of Allegheny.

Mr. and Mrs. Irvin were descendants of old and prominent families of the Eastern part of Pennsylvania highly eminent in the social atmosphere of their native cities of Carlisle and Chambersburg.

With Mrs. Henry, I returned to Saint Anthony's Falls, where, on September 27th, 1858, our first child, Lillian, was born. The coming of our little daughter was a great comfort to us as we had recently suffered a bereavement in the death of Mrs. Henry's father, who had departed from this life in the 58th year of his age, on the first day of August.

During the following year, I disposed of my business in Saint Anthony's and moved to Excelsior on Minnetonka Lake where I opened a General Store.

We remained in Excelsior four years and they were four busy years indeed. In 1860, I was chiefly instrumental in the erection of a church for the followers of the Episcopal creed, which was named Trinity Chapel, and was the first Episcopal Church built in that section.



Trinity Episcopal Chapel, Excelsior, Minnetonka Lake, Minnesota, of which I took an active part in building, about 1863.

Outbreak of Civil War

In 1861, at the outbreak of the Civil War, I donated much of my time, money and energy in recruiting the First Minnesota Regiment, and in '62 repeated my exertions in the formation of the Second Minnesota Regiment. In this year, we of the Home Guard were kept in active service repressing a large band of marauding Indians that infested the region and whose repeated invasions were a constant menace to our lives and property. Their atrocities reached a climax in a frightful massacre of the inhabitants of New Ulm on the Minnesota River.

I felt that quick action was absolutely necessary to save ourselves from the murderous gang, so I took it upon myself to organize a company of scouts and such fighters as remained among us and arming ourselves as best we could we started after them. Coming upon the Indians, we im-

mediately attacked them and after a sanguinary battle, defeated and drove them beyond the border. Although I had acted with no authority other than that which necessity gives, and had personally financed the operation, the State of Minnesota later reimbursed me for my outlay and incorporated in the State records a very complimentary account of my proceedings.

In 1863 I moved to St. Paul, and opened a Lamp and Oil Store, and on September 17th was made immeasurably happy by the addition to my little family of a son whom we named William David Henry.

I remained in St. Paul until 1865. My business ventures in the Northwest had been successful and I had acquired a liking for the region, but the call of Pittsburgh had been incessant and so yielding to it, I sold out my business and returned to the city of my birth.

The Henry Crest



Crest, Henry Family

The Henry Crest, which originated several centuries ago in Scotland, and came to our family through the marriage of a Henry with a member of the Aubry Family, also of Scotland, contains a Latin inscription, "Amat Victoria Curam" which, translated, proclaims that Victory (or Success) comes through Constant Endeavor. Although

whatsoever of Victory or Success rewarded the owners of the Crest through their Constant Endeavor in the far back days in Scotland was of little avail to me in America in 1865. I always believed their motto concentrated in its brevity a volume of advice, admonition, and encouragement. And so more than ever before, I determined that in any enterprise in which I might engage, I should always adhere to it as my talisman.

I was thirty years old when I returned to Pittsburgh and though I had thrived during my absence therefrom, I felt that after all, the old town was the place of Opportunity above all others. Pinning my faith to that conviction, I started boldly anew determined to achieve success if the application of Constant Endeavor could accomplish that end.

A Pioneer in Oil Business

My last venture in St. Paul, as I have stated, was a Lamp and Oil store. In this I again was a pioneer, for I introduced to the region surrounding St. Paul the use of Petroleum as an illuminant. It was the familiarity with the possibilities of the Oil business thus obtained that prompted me immediately upon my return to Pittsburgh to engage in it on a different and larger scale. Instead of retailing it to doubting and sometimes incredulous customers, I began the transportation of the crude product from the Northern Pennsylvania oil fields where I acquired an interest in a producing territory to Pittsburgh where I had formed an Oil Company. I continued in this arduous business about two years and then shifted my sphere of action.



The Carr Building on Fifth Ave. near Wood Street, where the first Bell Telephone in Pittsburgh was installed, in the center room which I occupied as an Auction Store. The other rooms were occupied by the Pittsburgh Leader and the Pittsburgh Commercial Gazette. The wires were strung over the house tops, to the office of Geo. I. Whitney in the Fifth National Bank on Sixth Street.

The First Telephone in Pittsburgh The American Bell

In 1868 I entered the Auction business, first as a clerk, then a partner, and then branching out as an individual trader, established a business which as the Henry Auction Co. I maintained for 45 years.

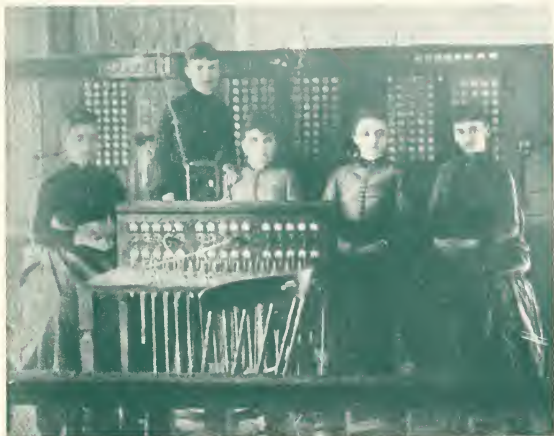
My first connection was as a clerk in the establishment of McClelland & Co. on Liberty Street opposite the Academy of Music from which we moved to Fifth Avenue opposite the Grand Theatre. I remained there as a partner until 1876 when I opened my own concern in the Carr building on Fifth Avenue, a few doors from Wood Street. In this building, the Pittsburgh Commercial and the Pittsburgh Leader were published.

Following the great railroad strike in 1877, with its attending riots and destruction of property, there was salvaged a vast amount of unclaimed freight which I was commissioned to sell.

This was a profitable commission to me, and with its assistance and the steady normal income from my business, I was enabled to launch my first really great undertaking, the installation of a Public Utility which will continue to serve the people throughout the coming ages.

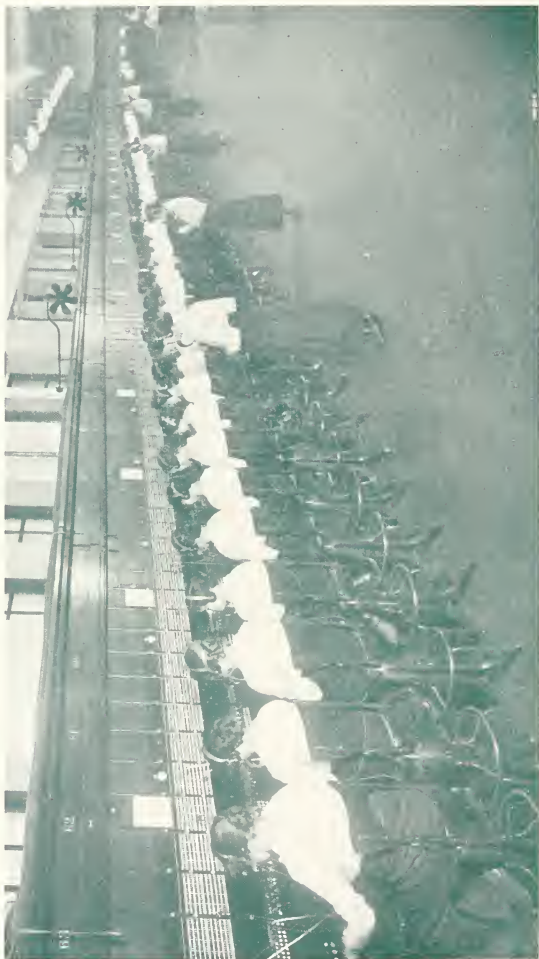
It is a matter of great pride to me that the introduction of the Telephone into Pittsburgh in 1878 was due to my efforts as the promoter and organizer of the Central District and Printing Telegraph Co., now the American Bell Telephone Co. of Pennsylvania, which was incorporated two years after the Centennial exhibition in Philadelphia, at which Graham Bell's new and wonderful invention was first shown to the public. Although at first it was looked upon with the curiosity that might

be accorded an elaborate toy, I was among those who saw its gigantic commercial possibilities and was instrumental in securing for our new corporation the rights to install and operate it in 51 Counties of Western Pennsylvania, Eastern Ohio and West Virginia. As a matter of local history,



Original switch board of the American Bell Telephone Co., which company I was instrumental of installing in Pittsburgh about 1878.

it may be interesting to note that in the undertaking I was associated with the following gentlemen:—D. Leet Wilson, President, George I. Whitney, L. Halsey Williams, Samuel George, T. Hart Given, William Riddle and Jesse Lippincott. I was Vice President and General Manager of the Company and continued as such until 1902 when other matters requiring more of my time than I had accorded them, I resigned my office.



Present switch board of the American Bell Telephone Co., showing the vast contrast to the first switch board installed

It is a far cry from the present wonderful development and general utilization of the Telephone to the crude instruments and equipment of the lines used in our initial service. The first telephone line constructed in Pittsburgh was strung over the house tops and connected my store on Fifth Avenue with the office of Mr. Whitney in the Fifth National Bank Building on Sixth Street, near Duquesne Way, a matter of about four city blocks. From this modest beginning the lines soon began to extend all over the city out into the country and through the 51 tri-state counties of our concession.

Following my retirement from active service with the company, I was highly gratified by the receipt from Mr. D. Leet Wilson of the following letter which had been addressed to him.

AMERICAN TELEPHONE AND TELEGRAPH COMPANY

BOSTON, December 30, 1901.

D. Leet Wilson, Esq.,
President, Central Dist. & Printing Telegraph
Co., Pittsburgh, Pa.

My Dear Mr. Wilson:

I receive this morning your letter of December 28, enclosing a letter from Mr. Henry in which the latter resigns his position as General Manager of the Company.

I can easily see that Mr. Henry's business engagements are of such a nature that he would like to be relieved from the arduous responsibility imposed upon him as General Manager of the Telephone Company, and I am not inclined to urge him to reconsider his action.



View, showing the Fifth National Bank Building wherein was located Geo. I. Whitney's office, which office was connected by the first telephone installed in Pittsburgh, with my office in the Carr Building on Fifth Ave.

I regret very much that I have not had the opportunity of meeting Mr. Henry during the period of his executive work; but I shall see him at an early date, and hope to meet him many times as a fellow director in the Central District Company.

Not only I, but all my associates, very much appreciate the work that Mr. Henry has done for the telephone company, and the zeal and loyalty with which he has served it.

I am very much interested in learning from his letter of his participation in the very first installation of the telephone in Pittsbutgh, nearly twenty-five years ago.

Please convey to Mr. Henry my warm regards and best wishes for his prosperity, and also my great appreciation of the very cordial terms in which he writes, and his expressions of good will to the Company with which he has been so long associated. It is a great satisfaction that we shall have the benefit of his co-operation and advice as a member of the Board of Directors.

With warm regards, and best wishes for the New Year, I remain,

Very truly yours,

(Signed) F. P. Fish,

President.

The Trend of Time

In my relation of the events of the passing years from the time of my return to Pittsburgh, I find that I have dwelt almost exclusively upon the business side of my life. Let it not be thought from this that my mind was engrossed solely with materialism to the exclusion of domestic and social affairs. From my earliest days, and throughout



Christ Episcopal Church on Union Ave., Allegheny (now Pittsburgh) of which I have been a member for over fifty years and Senior Warden about forty years.

my life to the present time, hard work to me has ever been a pleasure, but never an obsession. Deeply determined as I may have been then, and since, to advance my every undertaking by hard work and constant endeavor, I never have been disinterested in, or neglectful of, the amenities of life.

In my domestic affairs, joys and sorrows came, and went their way, and to some of each I shall allude.

On April 3rd 1869, Mrs. Ann Irvin, Mrs. Henry's Mother passed away to the infinite sorrow of our own family and a host of friends, who deeply mourned her departure. She died in her 63rd year and in the eleventh year of her widowhood.

On the 6th of June of the same year, Bishop John Kerfoot of the Diocese of Pittsburgh conferred upon Mrs. Henry and myself the ceremony of Confirmation in Emanuel Church in Allegheny.

On December 5th 1874 our home in Robinson Street, Allegheny was blessed by the advent of our third child, our second son, who we named David Ford Henry, Jr.

On the 2nd of April, 1876, our daughter Lillian was confirmed. Bishop Kerfoot presided at the ceremony which occurred in Christ's Episcopal Church, Allegheny.

In the building of this consecrated edifice I had taken an initiatory interest and for two score years after its establishment officiated as the Senior Warden of its Vestry.

I also was primarily active in the erection of its Parish house, being associated in this work with Reuben Miller, Senior, Harvey Miller, Wilson Miller, T. C. Jenkins and David B. Oliver.



Parish House connected with Christ Episcopal Church, Union Ave., Allegheny, of which I was associated with others in the purchasing of the property and building.

A Youthful Merchant

I recall with vivid distinctness a little episode of this period which involved our boy Will who then was about 14 years old. It was one of those minor things that insist upon impressing themselves upon you, not through their importance, but

because of some psychological influence that welds them into your memory. It was one of Will's boyish delights to rummage through the odds and ends and curious things that found themselves collected in my auction house. He would roam among and dilate upon the books and pictures, the odd pieces of furniture and bric-a-brac, and many were his speculations as to why and wherefore their owners should desire or be compelled to part with them. One day he happened upon quite a large number of small folding hat racks that had been placed upon sale. There was something about these hat racks that appealed to his fancy and furnished him with an inspiration. While playing in and around the store he had become acquainted with a lot of newsboys, who sold their papers in that neighborhood. Corralling a number of the boys, he unfolded his great idea and in a short time each of them, laden with a bunch of the racks, was scurrying about the streets, into the stores, and among the offices crying their wares with all the vim and noise they used in selling their papers. This was Will's first venture in merchandizing and he had stocked his salesmen on credit and with no other security than their word. We often joked him about it, but he would silence us by stoutly maintaining that each and every one of the boys had not only paid in full, but had become his great friends. In watching his career, I have concluded that his action was really the beginning of an unusual insight of character and a confidence in human nature which, developing with maturity, has earned for him material success and lasting friendships.

Daughter's Marriage

In 1881, on November 29th, our daughter Lillian was united in marriage with Frank Biddle Smith in Christ's Episcopal Church by Rev. Robert Meech and Rev. Robert G. Caster. This naturally was a very happy event in our family which was augmented a year later, on October 11th, when, in my 46th year, I attained the dignity of a Grandfather through the coming to our daughter and son-in-law of a boy baby who was christened David Moris Smith.

Mother's Death

On March 15th, 1886, my Mother passed from earth in her 75th year, having survived my Father by forty-nine years. She indeed had been a wonderful Mother and a devout Christian. No words of mine can fully express the devotion and love she expended upon us all, nor the sorrow that was ours when we laid her at rest in Allegheny Cemetery.

The funeral services over her mortal remains were held in St. Andrew's Protestant Episcopal Church of which she was a charter member. She was vitally instrumental in the building of this beautiful house of worship and during its erection many prayer meetings of the members were held in her own home.

On December 1st, 1887, our son William D. Henry and Mary Lithill Lindsay were united in marriage by Rev. Robert Meech and Rev. John Paxson in the family home of her Father, James Lindsay.



St. Andrews Episcopal Church, which was located on Hand Street (now Ninth St.) My mother was one of the organizers and builders, and her funeral services were held in this church in 1886.

I come now to the year 1889 during which I launched two enterprises, the rebuilding of the Pleasant Valley Street Railway and the formation of the Pittsburgh Terra Cotta Lumber Company.

The First Successful Electric Street Railway in the United States

The Pleasant Valley Railway was then a somewhat run-down and behind-the-times street car line that served the California Avenue, Perrysville Road, East Ohio and Madison Street districts in Allegheny. Its motive power was composed of woebegone looking equines, and its rolling stock consisted of those little one truck, teetering cars, in which a mile ride was a misery. The Pittsburgh terminus of the line was at the corner of Smithfield Street and Fifth Avenue, in front of the Post Office, where the Park Building now stands. There was a small turn table on the Smithfield Street side which gave the vehicles the reverse motion that started them back to Allegheny. My



The old original horse cars of the Pleasant Valley Street Railway, replaced by the new electric cars of the Pleasant Valley Line



The first double truck electric street car in Pittsburgh, installed on the Pleasant Valley Line.

promotion of the Telephone in 1878 was turning out very successfully and I was constantly on the lookout for some other public utility that needed a guiding hand to make it of vast assistance to the people and a source of legitimate profit to its operators. I often had been a passenger on the Pleasant Valley Line and one day the idea struck me that if it were modernized and brought up to date and a little beyond, better tracks, bigger and better cars, and better motive power, it would increase its earning power a hundred fold, raise itself immeasurably in public estimation and justify a pecuniary investment in its possibilities.

Without loss of time I outlined a plan of campaign, secured the interest and association of a few well known and public spirited citizens, among them Col. James Andrews, William McCreary, Hon. W. A. Stone and Hon. William H. Graham, bought the property and at once began its rehabilitation. The other lines in both cities had adopted the underground Cable as a motive power,



The old Ninth (or Hand) Street Bridge which was replaced by the new steel four track bridge to accommodate the electric street cars of the Pleasant Valley Line.

but I determined that Electricity should serve our road. It had been used with disappointing results in Richmond, Va. and one or two other cities where it had been applied underground, overhead, on the rails and in other ways without success. When our new and commodious Double Truck cars appeared equipped with overhead trolley pole (which with some modifications continue in service to-day) a great many persons ridiculed the idea that that means of locomotion could run the cars up and down hills and around the curves of Allegheny. It did all that, however, and made our road the first successful Electric street railway line in the United States. Our line entered the city over the Ninth Street bridge, which we soon realized could not stand the heavy traffic we were placing upon it, so we immediately pro-

ceeded to rebuild that structure. To this I gave almost undivided attention and no day passed that I failed to visit, superintend and inspect the work as it progressed. In this connection, I concluded that our 5th Avenue and Smithfield Street terminal was a nuisance both to the public and the road. It was difficult of access and wasteful in time, so I thought out a terminus and a loop that would eliminate both. This was to enter the city over Sixth Avenue to Smithfield Street which should be the end of the line, then loop into Smithfield, to Seventh Avenue, to Liberty, to Ninth, and so back into Allegheny. The inception of this idea was much easier than its accomplishment, for I soon discovered a violent opposition to my project, which probably would have gone into the discard but for the assistance I received from Mr. Edward Bigelow, the City engineer and superintendent of Public Works. Mr. Bigelow was



Jacks Run Bridge (or High Bridge) connecting Allegheny and Bellevue. This bridge is six feet higher than the Brooklyn Bridge at New York. Built to accommodate the electric cars of the Pleasant Valley Street Railway Co.

supposed to be politically and personally affiliated with the powers that looked upon my efforts as an infringement of their holy rights, but he was a man of vision and broad mind, with the interests of the city always at heart, and through his invaluable aid I succeeded in my design.



The old Post Office, corner Fifth Ave. and Smithfield St., which was the terminus of the Pleasant Valley Street Railway at the time that it was changed from Horse Cars to an Electric Line.

Our road met with my most sanguine expectations. The public whom we served showed its appreciation by the most liberal patronage and in 1892 I determined to extend the line into Bellevue. To do this, it was necessary to bridge Jacks Run, that deep and wide ravine that marks the city line of Allegheny, at which point we had been compelled to stop. Again I turned bridge builder nor ceased my labor until the Jacks Run Bridge

with its double railway tracks, and double footways was a reality. In passing it may be of interest to note that the centre of the bridge from the roadway to the bottom of the gully is six feet higher than the Brooklyn Bridge, N. Y.

The pride I take in recounting the building of the Pleasant Valley road and the two bridges is, I think, justified as they, with the introduction of the Telephone, form a quartette of utilities of inestimable benefit to the public, and certainly have been greatly in evidence in the upbuilding of this community.

Speaking of the annoyance and opposition we encountered in our efforts to further the interest of the public and to justly enhance the value of our enterprise, it is amusing today to revert to the antagonism and prejudice we were forced to overcome, some of which I mentioned in my report to the stockholders at our first annual meeting held on January 13th, 1890.

“One year ago,” I said, “we were on the eve of replacing horsepower by electricity, little knowing the great work we had undertaken or the difficulties to be overcome. The first obstacle to our enterprise was that of public prejudice, as voiced by the daily press, against our system of overhead wires, which it was claimed was dangerous to life and property.”

Imagine if you can an enlightened press only thirty years ago harping daily upon the death and destruction which they shouted would ensue from the use of electricity as a motive power by overhead wires.

“In addition to public prejudice,” the report continues, “we had to contend with rival companies that sought by injunctions in the Courts,

and in many other ways, to prevent us from equipping our road in both cities. We next were menaced by a difficulty more serious than any of the others which came near causing the failure of the enterprise. The Ninth and Seventh Street bridges both refused to allow us to cross with the electricity except upon such terms as were considered wholly unreasonable. In this emergency the controlling interest in the capital stock of the Ninth Street bridge was purchased by your President, Secretary and Solicitor, in their own rights as individuals."

Pittsburgh Allegheny Bridge Co.



Ninth Street Bridge--the first four track bridge across the Allegheny River. Built by the Pleasant Valley Railway Co. to accommodate the Electric Street Cars.

Thus it was that the old wooden structure, a land mark for fifty years, was replaced as heretofore mentioned.

"We have completed the laying of about 58,000 feet, or eleven miles of track on the Irwin Avenue, Perrysville Avenue and California Avenue divisions, also relaying and completing 31,000 feet, or about six miles, with train rail on the California and Madison Avenue divisions giving us about 18 miles of single track. We now have fifty motor cars, twenty-five trail cars, six snow plows, five sand cars and one snow sweeper."

"I call attention to the fact that we have one of the most difficult roads to operate in existence. With streets having over one hundred curves, many of which have a short radius and with heavy grades, leaving but little straight and level roadway. We also have six steam and six railway crossings. In conclusion it certainly affords me great pleasure in being able to state that not one single person has received the slightest injury while on board our cars, nor has any person or animal been injured by our wires upon the streets." During the past year, we have carried 6,612,913 passengers with receipts totalling \$331,900.80."

I believe this record never was surpassed by any transportation company handling a like number of passengers with either steam, electric, cable or horsepower, and certainly gave most emphatic refutation to the forecastings of the timorous, antagonistic, intermeddling Doubting Thomases, and the machinations of jealous rivals.

At this meeting the following officers and directors were unanimously elected:—President, D. F. Henry; Secretary, Wm. H. Graham; Treasurer, R. F. Ramsey; Superintendent, Wm. J. Crosier; Asst. Superintendent & Electrician, Wm. M. Ramsey. Directors: R. H. King, James Andrews, O. P. Scaife, Wm. Roseburg, Wm. H. Graham, Samuel C. Greier, Arthur Kennedy and James Hunter.

The Pittsburgh and Allegheny Bridge Co., controlling the Ninth Street bridge, was organized September 7, 1889, with the following officers: President, D. F. Henry; Treasurer, R. G. Ramsey; Secretary, Wm. H. Graham. The board of managers consisted of Wm. A. Stone, Wm. Roseburg, O. P. Scaife, James Andrews, Wm. H. Graham,



My home at the corner of Monterey Street and North Ave., Allegheny, at the time I was building the Pleasant Valley Electric Street Railway.

R. H. King, Wm. Lysle, N. J. Voegtly, James Hunter and Arthur Kennedy.

National Fire Proofing Co.—Pioneer in the Manufacture of Fire Proof Tile

Busy as I was in 1889 with my railway project, I found time to project another industry which since has grown to be of a national character.

This was the formation on the 25th of January 1889, of The Pittsburgh Terra Cotta Lumber Co., the parent of the National Fire Proofing Co., whose

product is used in building operations throughout the civilized world. Associated with me in this infant industry were Hon. Wm. H. Graham and my son William D. Henry. It was my son who first called my attention to a patented hollow tile designed for fireproof building purposes which so impressed me with its wonderful possibilities in the building world that the Pittsburgh Terra Cotta Lumber Company immediately set out upon its manufacture. Our original plant was a brick works which at first we leased and later bought. It was, and is, located on Bedford Avenue extending back and down toward the Pennsylvania Railways right-of-way.

From this modest beginning has grown the great National Fire Proofing Company with its 30 plants throughout the country, hundreds of acres of valuable real estate and miles of Riparian Rights at tide water near New York City. Its main offices are located in Pittsburgh, it employs a vast amount of Pittsburgh labor, it carries the name of Pittsburgh throughout the world, and in every sense of the term it has added to its upbuilding.

I remained at the head of this great corporation from its inception until November 10, 1904, when at the annual meeting of the board of directors I submitted a statement, detailing the history of the organization and concluding as follows:

“I herewith tender to you my resignation as Chairman and a member of the Executive Board, to be accepted by you as soon as your management deems it best for the Company. I trust you may choose for my successor a man whose entire time and attention will be given to the affairs of the Company and one who can advise with the members of the Executive Board regarding its working details.

My principal reason for tendering my resignation at this time is due to the fact that I expect to leave the Country in the very near future for a considerable time and this position should not be vacant. However, I shall retain my interests, as I have always done, and will continue to do all in my power for the advancement and welfare of the National Fire Proofing Company.

Again thanking you one and all, gentlemen, I am

Most truly yours,

D. F. Henry."

At this meeting, after acceptance of my resignation, my son William D. Henry was elected to the office of President of the Company, which position he filled during the remainder of his life, the ending of which came as is chronicled below in an extract from an obituary printed in a local newspaper of February 7th, 1919.

"William David Henry, manufacturer, president of the National Fire Proofing Company and other concerns, died yesterday afternoon at 1:10 o'clock at his home in Grove street, Sewickley, of influenza pneumonia following a short illness.

"Mr. Henry was born in St. Paul, Minn., September 17, 1863, and was educated in the public schools of Pittsburgh and the University of Pittsburgh.

"He leaves his widow, Mrs. Mary Lindsay Henry; his parents, Mr. and Mrs. D. F. Henry of the Hotel Henry; one brother, D. F. Henry, Jr., of East Palestine, O., and one sister, Mrs. Lillian Smith of Sewickley, the widow of Frank B. Smith, who was the president of the Crucible Steel Company of America at the time of his death. He was a member of St. Stephen's Protestant Episcopal Church of Sewickley."

The Charter of the Pittsburgh Terra Cotta Lumber Company was granted in 1889, and on August 30th a meeting was held in the office of William A. Stone for organization under the same. Present at the meeting were all the stockholders of the company, D. F. Henry, Arthur Kennedy, W. D. Henry, William DeWolf, J. H. Blair, and C. C. Gilman who was the patentee of our process.

Busy Days

I recently was asked which of the years in my life I considered the busiest. It seems to me upon reflection that all my years have been busy ones, and yet in none of them was I ever reluctant to take upon myself extra burdens and responsibilities and I always seemed, no matter how much engaged, to find a way to give every undertaking its full share of time and devotion. Giving the matter careful thought I conclude I was enabled to do that because the days always have been twenty-four hours long.

As to the busiest period, I think the years between 1890 and 1894 were the Peak as a brief resume will show—Simultaneously I was Vice President and General Manager of the Bell Telephone Company; President of the Pittsburgh Terra Cotta Lumber Company; President and General Manager of the Pleasant Valley Railway Company; President and Manager of the Henry Auction Co.; a director of the Commercial National Bank; a director of the Central Accident Insurance Company. I was rebuilding and electrifying the Pleasant Valley lines and was building the Ninth Street and Jacks Run Bridges. I gave the necessary attention to my duties as Senior Warden of Christ's Episcopal Church, and my obligations



Masonic Temple, corner Reddour St. and North Ave., Allegheny, in which I took a prominent part in organizing and building.

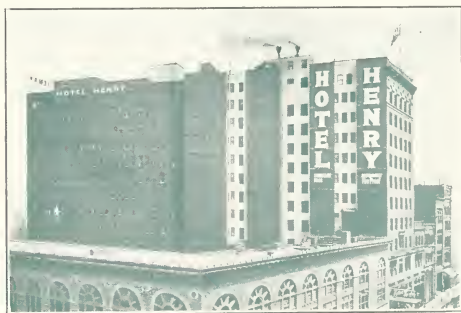
to my Masonic connections; mingled with my family, and somehow found time to eat and sleep. Yes, I think those were my busy days.

In mentioning my Masonic connections, I fear I have spoken too briefly as they in themselves have constituted the greater part of my fraternal relations. I have for a long period been a member of McKinley Lodge No. 318 Free and Accepted Masons; Allegheny Commandry No. 35, Knights Templar, Allegheny Royal Arch Chapter, No.

217 and Pennsylvania Consistory of Scottish Rites. I refer with pride to the fact that I was primarily interested in the building of the Masonic Temple in Allegheny, having as associates in its erection, William Criswell, Joseph H. Elton, William Hamilton and W. H. Slack, et al. Bishop Whitehead, of the Episcopal Church, was present and assisted in ceremonies of laying the corner stone of this Temple. Of social organizations, I am a member of the Duquesne Club and the Pittsburgh Country Club.

The First Absolutely Fire Proof Hotel Between New York and Chicago

In 1896 I relieved myself somewhat of this strain by selling the Pleasant Valley railway to the Widener syndicate, which was taking over several traction lines, and with that item off my



Hotel Henry, Fifth Ave., Pittsburgh, Pa., of which is shown lobby pictures, with ladies at Red Cross and Liberty Loan booths soliciting funds for the World's War for Liberty, Freedom and Christianity, 1914-1918.



View of the Lobby of the Hotel Henry, Pittsburgh, Pa.

mind, I at once entered upon a project to which I had given considerable thought. This was to further add to my contributions to the progress and upbuilding of Pittsburgh by the erection of a first class, modernized, absolutely fireproof hotel, of which the city stood sadly in need. The result was the Hotel Henry which when completed contained about a hundred and sixty rooms, each apartment equipped with a telephone and running hot and cold water, baths and toilets. The only wood work used in its construction were the doors and window sashes. Three years later, I enlarged this building by a ten story addition running back to Oliver Avenue, which gave the hotel a capacity of four hundred rooms, absolutely fireproof and thoroughly equipped, making it not only the largest but the finest and the only fireproof hotel between New York and Chicago.

After getting the hotel into running order, I began to think the time was ripe for me to treat myself to something I never had enjoyed since my boyhood days—an absolute rest, free from the worry and cares of business, and surrounded only by my family.

And so in 1896 we made our first trip to Europe, Mrs. Henry and myself, William D. and his wife and Miss Lindsay, her sister. I have made many voyages and journeys since that one, but none, no matter how enjoyable, has ever approached it in pleasure, congeniality and delightful memories. We visited all the principal cities and show places in Switzerland, England, Belgium and France, and during the trip I quietly gathered a portion of the art treasures which adorn the walls of the Hotel Henry. The remainder of the collection, which forms the Hotel Henry Free Art Gallery, was gathered during our second trip



View of the Ladies' Lounging Room in the Hotel Henry, Pittsburgh, Pa.

abroad in 1905, which included Spain, Egypt and Palestine.

I visited all the art centers of Madrid, Rome, Florence and Venice and selected over two hundred pictures, which later were framed, catalogued and



Semple's Tavern, Pittsburgh's first hostelry, built in 1764. This ancient inn was originally built of logs, but at a later date it was weather-boarded. Until lately it stood upon its original site at the corner of Water and Ferry Streets, but was demolished to make way for the incoming of a new factor in Pittsburgh's railway life. It was a sad looking relic of the past, and was used as a cheap lodging house. But in the month of October, 1770, it had as a guest Major George Washington, then on his second visit to Fort Pitt, who immortalized it by entering in his journal his complimentary opinion that "Mine host Semple keeps a very good house of public entertainment."

placed on free exhibition in a large parlor of the hotel. In addition to this collection, I conceived the idea of perpetuating upon the lobby ceiling a panorama of historical and typical scenes pertinent

to Pittsburgh. In the panels of the ceiling I had painted 31 medallions each containing the reproduction of a photograph or drawing of some event or scene of early local history.

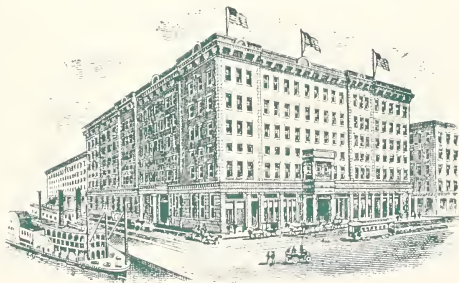


Pittsburgh's first Post Office, which was located in a general store on Water St., near Ferry St. In those days it cost one shilling to send a letter forty miles, while its transmission to Philadelphia entailed an outlay of $37\frac{1}{2}$ cents. Mr. John Scull, founder of the "Commercial Gazette," was the first post-master, and the receipts of his office during the first year were \$110.99.

Speaking of the two voyages across the Atlantic, it is astonishing how the vacation habit grows upon a person. I had gone on my way for years with scarcely a day's respite from my engrossing affairs, with the exception of the European trip of 1896, until 1904, when I began a series of annual journeyings which I continued up to the present year.

By 1904 I had narrowed my activities by the sale of the Pleasant Valley Railway, the resignation of my official position with the Telephone Company and the National Fire Proofing Company, thereby allowing myself the leisure to occasionally break away from the eternal grind, and indulge a long suppressed desire to wander, carefree, far away from every-day affairs into the realms of new and strange surroundings. In spite, however, of my resolution to restrict my business activities, I added, in 1906, another unit to my responsibilities by purchasing, operating and rejuvenating the old Monongahela House which for several decades had been Pittsburgh's leading hostelry. This proved to be a very exacting proposition and I soon discovered that considerable money and a vast amount of labor and planning might have been conserved had I followed my original intention of tearing down the building and erecting upon its site the thousand room hotel I had in mind.

Every alteration, improvement or innovation which I made, suggested or necessitated another,



Monongahela House—The most famous Hotel in America, during the early Continental days, numbered among whose Guests have been such famous men as Lincoln, Grant, and noted Officers of the Union Army during the Civil War.



View of the Hotel Henry Lobby showing the Woman's Liberty Loan Committee selling the Fifth (Victory) Liberty Loan Bonds.

so after a very few years of this species of continuous performances, I relinquished my interest in the establishment and thereafter confined myself to the conduct of the Hotel Henry.

I have heard it asserted that hotel keepers, like poets, are born, not made. I know not how it may be with poets, but from my experience as a hotel keeper, I make bold to say that neither mysterious intuition or patent of birthright is



Ladies' Parlor

essential to success in the hostelic profession. As in any other line of business, the chief requisites are an ability to work, to acquire a commanding mastery of detail and to surround yourself with associate workers who regard your wishes as law and whose loyalty grows as your connection progresses.

In this respect, I feel it incumbent upon myself to say that, in all my undertakings, I have been

exceedingly fortunate, but in no one more so than in my hotel venture.

Chief among my numerous lieutenants must be mentioned Frank P. Hanna, whose sturdy loyalty to my various interests dates from the building of the Pleasant Valley Electric Railway and the Ninth Street Bridge in 1889, was continued in the development of the Terra Cotta Lumber plant, and has constantly been in evidence in the operation of Hotel Henry of which he is now Manager.

Howard Foster entered my employ on the same day as Mr. Hanna and although he has devoted his energies to the Fireproofing Company, I feel it due him to express my appreciation of his fidelity.



Ladies' Dining Room



Grand Cafe

On the opening day of the Hotel Henry in 1896, George Moore and his able assistant William Simpson assumed the duties and responsibilities of the positions they have since filled with such industry and integrity that to them I must accord the acclaim of "Well done good and faithful Stewards."

Also on the opening day of Hotel Henry, William H. Joyce began his work as clerk which he has continued to the present day very much to my satisfaction, profit, and that feeling of security that is of such inestimable relief and comfort, and also in like capacity has P. L. Polk proven himself reliable and efficient.



Banquet Hall

Millions of dollars have been handled over my cashier's desk by the Misses Annie and Margaret Goldaine. These young ladies assumed their duties as front office cashiers a short time after the opening of the hotel and I can find no words too great to express my appreciation of the faithful manner in which they performed their manifold and exacting tasks.

Geo. S. Lehner, Private Accountant, Chief Auditor and Treasurer of the Hotel; Miss A. M. Deihl, Private Correspondent; Miss Anna Carleton, Auditor of Cafe Receipts and Miss E. McGibbon, chief of the Telephone Service have long been employed in their capacities and are entitled to unstinted praise for their efficiency.

Chief Engineer Jerry McCarthy has proven himself not only a master mechanic but an employee whose sole interest lies in his work.

Harley Smith, for many years manager of the restaurant, has proven himself one of my most valuable aids, as has Julius Husser, Chief of the Cuisine; Roger Dowd, Head Porter; Peter Goetz, Manager of the Tonsorial Department; Charles A. Boyle, Manager of Cigar and News Stand and Miss H. Burns and Miss K. Buckley of the House-keeping Department round out a coterie of faithful employees of long standing whose merits entitle them to my fervent praise and appreciation.

And to one other must I pay the homage due



Bed Room

to constant and ever faithful administration of my private and public business affairs,—Henry E. Lineaweaver, Esq., my able and worthy solicitor.

A Tour of Inspection. Business and Pleasure

In 1904, occurred the big Baltimore fire with its destruction of a great number of buildings, which I hoped we might rebuild with the product of the National Fire Proofing Company, of which William D. Henry had become President. To this end I planned a trip to Baltimore, later extending it to cover Texas, Mexico and California. Galveston was my objective point in Texas, as living there was my brother Nelson and his wife and family who had passed through the horrors of the tidal wave which engulfed the city in 1900. They lost considerable property in the flood and saved their lives only by crawling, with the aid of tables and chairs, through a hole in the ceiling of an upper room into a small attic.

In 1906 we made a trip to the West Indies and South America.

Our outing in 1907 marked a radical departure from all our previous wanderings. Heretofore, whether journeying by land or sea, we had started forth bound in slavery to that heartless tyrant called a time table. This year we threw off the yoke and bid defiance to schedules that imperatively told us when to start and when to stop, and enjoyed the freedom and delight of a motor tour.

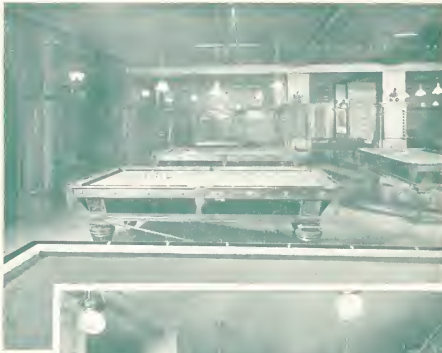
And this reminds me of my first investment and experience in an automobile.

The First Automobile in Pittsburgh

In 1901 I visited the Pan American Exposition in Buffalo. While on the lookout, as was my wont, for something new, I espied what they called a motor car—the new horseless carriage—which, after a minute inspection, I purchased and had shipped to Pittsburgh.

On arrival it proved to be quite a novelty as it was about the first of its kind to appear in the city.

The first and what proved to be the last trip of the wonderful new car was a memorable experience. Mr. Hanna, my Manager, suggested a trip to Sewickley to exhibit to the denizens of this quiet little hamlet one of the wonders of the age. As it seemed at that time quite a trip—having no motive power in evidence, neither horse nor mule—he suggested that a lunch be taken along as we might be some time on the way. All went well on the down trip and proved as we had predicted—quite a novelty to the inhabitants. But not so fortunate was our return trip. We were about half way back, while on a steep crooked stretch of road near Emsworth, with a deep gully on one side and a steep bluff on the other, we met a team. The road being narrow, there was no room to pass. The engine refused to reverse and to make matters worse the brake also refused to work. I was driving the car and saw that I had the alternative of keeping the road and killing the horses or going over the bluff and to the other world. There was not much time in which to consider. Mr. Hanna yelled “Throw her to the hill side,” and without further orders I did so. Fortunately for us there was a friendly telegraph pole that put a sudden stop to our mad flight, throwing us both

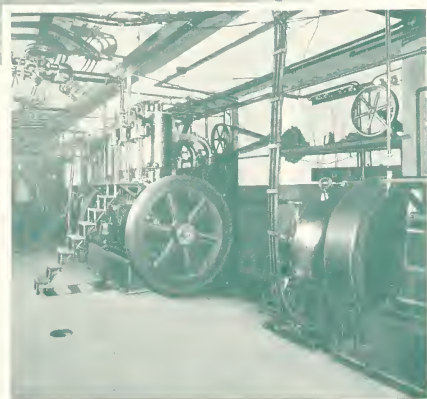
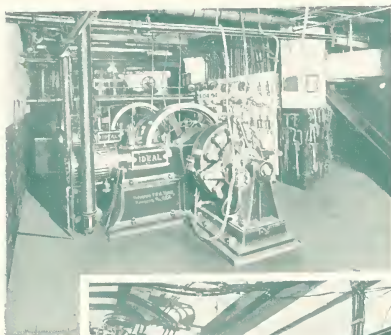


Billiard Room
Tonsorial Department

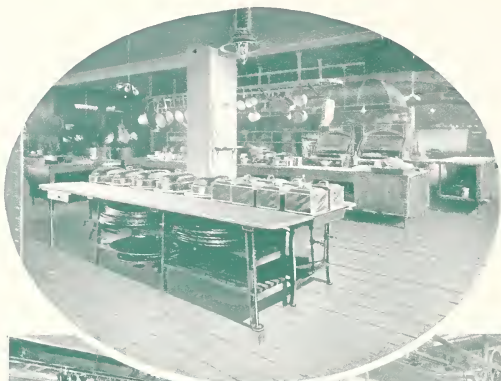
out head foremost. We were somewhat bruised but wiser for our experience. But, oh! my poor car was a sight to behold. Simply a lot of scrap. So ended my first automobile experience.

We found this mode of traveling much more to our liking for we could not only go or stay as it pleased our whims, but it enabled us to visit towns and places we scarcely knew existed, to gaze upon

the wild and gorgeous scenery of mountains and valleys and rolling land new to us, and to drink in the ozone of their untainted atmosphere. We journeyed this year to Boston, and after a few days sight-seeing in the Hub proceeded to Atlantic City, returning home so pleased with our trip that we determined our future peregrinations should be in the same fashion.



Engine Room



Cuisine Department
Laundry

In 1910 we took our grand-daughter Eleanor Smith to school at Westover, Mass., making the trip in a roundabout way. From Pittsburgh we went to Detroit, crossing into Canada through which we proceeded to Ottawa, then taking in the White Mountains, so to Atlantic City and home.

Our 1911 trip was to Washington, D. C., where Eleanor was to enter the National Cathedral School.

In 1912 we again went to New York where, one day, while driving in a congested street in Brooklyn, a wagon shaft was thrust through the window of our car narrowly missing Mrs. Henry, but striking me in the head. This was my first serious accident and my escape from death was very narrow. As it was, the sight of one eye was almost destroyed and my nervous system badly shocked.

In 1913 we motored only to Bedford Springs, but in 1914 Mrs. Henry and myself and Will and his wife, took a trip we all had often thought of, but somehow never made. This was to St. Paul and Excelsior, Minnesota, where, a half century previous, I had started in business, where Mrs. Henry and I went to live after our marriage and where Lillian and Will were born. St. Paul, of course, we found a big bustling city, but Excelsior! Well, I am glad I emigrated. I tried to locate someone whom I might have known in the past, but not one had remained in the place. At last, however, I was put on the track of a man who lived on a farm several miles from town who was supposed to have been an Excelsiorian a "hundred years or so ago." I found him and recognized him, but did not make myself known, although I had a faint suspicion that he remembered me. He was obdurate however and never gave a sign of recognition. He was very grouchy, too, in his replies to my questions about this one and that, and would grunt out his answers in a grudging way that was laughable. Time came to depart, and holding out my hand I said:



View showing Monongahela River and Pittsburgh sky line at present time.

“Well I really am glad to see you again, I remember you well and hoped you would remember _____,”

“Remember you?” he interrupted, “why of course I remember you Dave Henry, I don’t know why I didn’t let on, but you look prosperous an’ I aint, and—but—but say, honest, Dave, I *am* glad to see you an’ it was good of you to look me up, I just am glad to see you.” That admission and his complete change of manner was worth the journey from Pittsburgh.

A short trip to Bedford Springs and Atlantic City sufficed us in 1915, but in 1916 we made a more extensive one to Washington and Alexandria, up through Virginia to Philadelphia and New York. From New York we went up the majestic Hudson river to Albany, then across the state to Buffalo, Erie and home. Mrs. Henry, myself and Miss Jennie Brumbaugh, Mrs. Henry’s companion, made this with Thomas Swan acting as chauffeur.

1917 closed our chapter of travel. Mrs. Henry, myself and our daughter Lillian, with Thomas Swan again our driver, visited Washington and Atlantic City.

We journeyed over the National Pike every mile of which was replete with the beauty of rugged mountains and far reaching forests. And replete too with the storied memories of the pioneers, and marching hosts of French and English soldiers, the skirmishes and ambuscades of friendly and hostile Indians that fill with romance the windings of the old historic trail.

As we passed through the beautiful Shenandoah Valley we paused at many quaint villages and hamlets whose inhabitants in their manner, language and dress were equally as quaint and simple. Our

return was over the Lincoln Highway, which by this time was badly torn up by the constant trains of military auto trucks on their way to the Atlantic Coast for shipment to our armies in France. The sight of these trains and their soldier crews brought vividly to our minds the fact that we were at war. We tarried not long on our way and were glad to again enter the streets of our big and bustling Pittsburgh.

And so I bring my story down to this wonderful year 1919. I know that it shall be a wonderful year. The peace of the world shall be vouchsafed, the menace of Autocracy shall be obliterated and Democracy shall justly rule. Prosperity shall prevail and under its influence Opportunity shall present itself in myriad forms to all who are awake to its ever insistent call.

It is wonderful to have lived in the past century and it will be more wonderful to live within the present, for what we have seen of development, invention and triumph of science, the rise of art and the illuminating upward trend of human intelligence, we shall see magnified in a hundred ways within the span of another life-time.

The years of my life have been eventful and busy and I hope that those to come will be equally so.

I have had many pleasures and, God knows, grievous trials. The pleasures I have appreciated, the trials I have endeavored to bear with fortitude, strong in the faith—"Thy will be done."

I look back with pride and forward with hope. I am at peace with this world, and am prepared for what may come in the next.

And now, in laying down my pen, and casting about for some fitting words to trace as *finis* to my

story, I think of none more fervent, more heart-felt, more worthy of repetition, than the simple toast placed by the immortal Dickens upon the lips of Tiny Tim, "God bless us every one."



Twilight—Dawn.

