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SEPTEMBER, 1881.

# THE PIONEER MONTHLY.



*Devoted to the Early History of Western New York, and to the Interests of its Pioneer and Historical Societies.*

GEO. W. MASON, A. M., EDITOR.

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TIMES PRESS, LE ROY, N. Y.

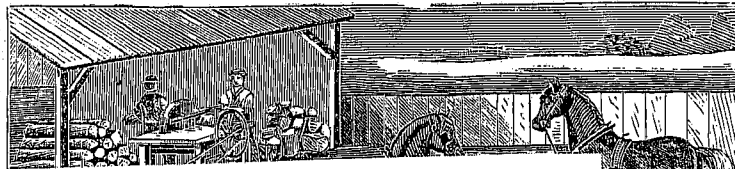
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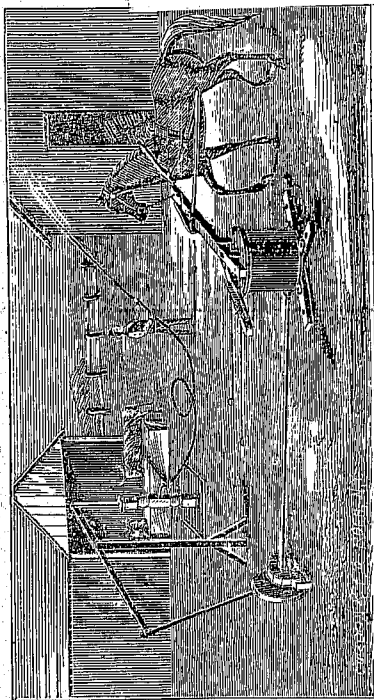
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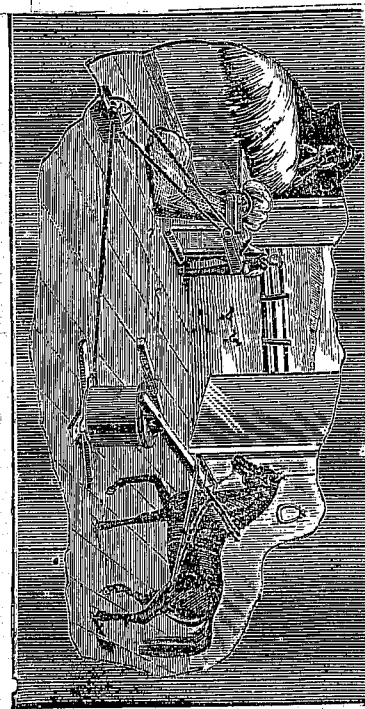
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# PIONEER MONTHLY.

GEORGE W. MASON, EDITOR.

VOL. I.

SEPTEMBER, 1881.

No. 2.

## WYOMING PIONEER ASSOCIATION.

### Official Minutes of the Ninth Annual Meeting.

PIONEER GROUNDS, Aug. 4th, 1881.

Meeting of the Trustees. Present, George Tomlinson, R. C. Mordoff, H. N. Page, E. Kelsey, R. Sherman, R. Grisewood, M. Locke, E. Tallman, O. C. Chapman, D. V. Whitcomb, H. M. Scranton. Voted, that the contract be closed with Mr. Sharpe for the purchase of land, adjoining the grounds, bargained for in August, 1880. Voted, that Geo. Tomlinson, R. C. Mordoff, and H. N. Page, be a committee to transact business of purchase of said land. Voted, that a history of the Association and of the Log Cabin be published in the PIONEER MONTHLY, and that Mr. Mason, the editor, be allowed access to the Secretary's records for such matter as he desires for that purpose. Adjourned.

Meeting of the Executive Committee. Present, Myron Locke, R. Grisewood, Ezra Kelsey, O. C. Chapman, A. S. Simmons. Voted, that all who are not life members of this Association shall be charged one dollar for putting up tent or table on the Pioneer grounds.

Ninth Annual Meeting of the Wyoming Pioneer Association, at the Pioneer Grove, Thursday, August 4th, 1881. Assembly called to order by the President. Report of Secretary read and adopted. On motion, a committee of three was appointed by the Chair, to nominate five trustees and the town committees to fill places of those whose term of office had expired; Committee nominated as trustees, Myron Locke, H. A. Dudley, Wm.

P. Letchworth, James H. Loomis, Frank W. Capwell. The list of Town Committees, as corrected, is as follows:

Arcade—J. F. Smith, Reuben Ball.  
Attica—J. D. Turrell, B. A. McClethron.  
Bennington—Isaac Pierce, J. B. Folsom.  
Castile—Elias Tallman, D. W. Smith.  
Covington—J. C. Paine, Hiram Taylor.  
Eagle—A. C. Hubbard, S. N. Naramore.  
Gainesville—J. E. Lowing, B. F. Bristol.  
Genesee Falls—S. B. Gifford, J. N. Davidson.  
Java—John S. Rogers, Wm. Smith.  
Middlebury—F. W. Capwell, E. C. Shearman.  
Orangeville—E. Wheeler, Harvey Stone.  
Pike—Daniel Rockwell, J. D. Helmer.  
Perry—C. J. Benedict, A. S. Simmons.  
Sheldon—D. S. Davis, G. C. Parker.  
Warsaw—H. A. Dudley, S. W. Wade.  
Wethersfield—Guy P. Morgan, C. D. Wolcott.  
Mt. Morris—Dr. Mills, Norman Seymour.  
Leicester—James H. Bolton, E. A. Sears.  
Pavilion—Rev. H. B. Ewell, Dr. Wm. M. Sprague.

The reports from Town Committees, showing deaths of Pioneers since last meeting of the Association, were read as follows:

ARCADE, 9 deaths: Nelson Moore, born in 1823; lived in Arcade and adjoining towns nearly all his life; died August 6th, 1880. Rowland Lampson, died October 15, 1880, aged 78, has been a resident of the town many years; his wife died November 30th, 1880, aged 82. John Reed, born in Berkshire Co., Mass., 1794, died December 2, 1880, came to

Arcade, 1841. Miss Hannah Wood, born 1828, died November 26th, 1880. Mrs. Elizabeth Beebe, born Greenwich, Mass., 1795, died January 25th, 1881, resided in this vicinity since 1809. James McCutcheon, Sr., died March 8, 1881, 83 years of age; came from Belfast, Ireland, 1848. Mary Wood, died April 1st, 1881, aged 88, came to Arcade about 1825. Strong Farrand, died May 16th, 1881, aged 73 years, resident of Arcade nearly 50 years.

CASTILE, 2 deaths: Joseph True, aged 72 or 73; Stephen G. True, aged 71 or 72.

COVINGTON, 7 deaths: A. Wolcott, died September 20, 1880, aged 75, resident of the town 27 years. Mrs. Elizabeth Halloway, died December 7, 1880, aged 77, came from England with her husband and family 28 years ago. Gilbert Mayhew, died December 28, 1880, aged 87; Phebe, his wife, died July 28th, 1881, aged 81; residents of town 28 years. Mrs. Elmira Lapham, died February 15th, 1881, aged 78. J. S. Walker, died February 25th, this year, aged 72, a resident of the town 55 years; had been County Superintendent of Poor 11 times and 33 consecutive years. David Wright, died May 8th, this year, aged 94, came from Ireland 35 years ago. Sumner Paine, died March 24th, this year, aged 80, a resident of the town 47 years.

GAINESVILLE, 10 deaths: Amos Webster, died August 8th, last year, aged 83 years. Andrew Calvin, a native of Ireland, died August 8th, last year, aged 80 years. Christopher Post, died September 9th, last year, aged 86; his wife, Maria, died July 7, last year, aged 86; residents of the town since 1816. Amos Warren, died October 17th, last year, aged 68. Andrew Northrup, died February 22d, this year, aged 77 years. Nehemiah Brown, died April 13th, this year, aged 85 years. Washington Butler, died June 25th,

this year, aged 80. Mary M'Hanna, a native of Ireland, died June 26th, this year, aged 86.

MIDDLEBURY, 9 deaths: Dr. Horace Conger, died June 9th, this year, aged 72. Miss Nancy Cook, died June 14th, this year, aged 62. Peter Smith, died last year, aged 87, resident over 50 years. Harvey Hotchkiss, died January 18th, this year, aged 95, oldest resident of the town. Clemancy Torrey, relic of late Captain Caleb Torrey, died January 9th, this year, aged 89. Eunice, relic of the late Dr. Isaac Chichester, died the past year, in his 94th year. Amos Dutton, A. B. Capwell, and H. B. Capwell, died the past year.

ORANGEVILLE, 1 death: Mrs. Alonzo Hutchinson, died the past year, aged about 62, resident some 45 years.

PERRY, 31 deaths: Calvin Fanning, died September 22d, last year, aged 74, resident 31 years. Jason Blakely, died October 9, last year, aged 84, resident over 56 years. Bela Judd, died September 27th, this year, aged 73, resident 37 years. Lyman Chappell, died December 27th, last year, aged 54, resident over 36 years. Thomas Blanchard, died January 1st, this year, aged 90, resident of county 50 years. Aaron Hosford, died January 30th, this year, aged 94, resident almost 63 years. Caleb Phillips, died February 18th, this year, aged 90, a resident about 95 years. Mrs. Maria Waldo, died February 23d, this year, aged 75 years, resident 27 years. Evelyn, widow of late Dr. Nevins, died February 18th, this year, aged 55, resident 42 years. Jonathan Sleeper, died April 14th, this year, aged 75, resident 55 years. Mrs. Mary Andrus, died March 19th, this year, aged 55, resident 45 years. German Olin, died April 17th, this year, aged 44, life resident. Richard Parkins, died April 19th, this year, aged 84, resident of county 50 years. Mark Johnson, died July 21st, this year, aged 75, resident of this vicinity about

47 years. Phebe, relict of the late John Coleman, died August 15th, last year, aged 84, resident 50 years. Alton Palmer, died February 23d, this year, aged 80, resident of vicinity about 50 years. Mary Anna Beattie, died March 9th, this year, aged 79, resident of county 38 years. Aunt Polly Higgins, died March 19th, this year, aged 82, resident 65 years. Thomas Jeffres, died June 19, this year, aged 81, resident of Perry and adjoining towns over 60 years. George Fluker, died April 29th, this year, aged 49, life resident of county. Jonathan Handley, died July 24th, this year, aged 74, resident 51 years. Clara Ward, relict of the late Elias Bathrick, died September 2, last year, aged 77, resident about 68 years. Sperry Safford, died March 31st, this year, in his 42d year, resident of town nearly all his life. Samuel Safford, died October 27th, last year, aged 92, resident 63 years. Lyman Gardner, died October 22d, last year, aged 93, old resident. Thomas FitzSimmons, died June 5th, this year, aged 64, resident 31 years. Capt. Hiram Simmons, died at Yokohama, Japan, April 22d, this year, aged 78. David Shamp, died last year, aged about 65, old resident. Joseph Gillman, died at Portage, Wis., July 25th, this year, aged 69, early resident of this village. Mrs. Nancy Rockwood, resident of Perry from 1818 to 1834, died at Bath, Ohio, aged 100 years and 3 months.

PIKE, 5 deaths: Zala Newcomb, died September 3d, last year, aged 90. Salmon Griffith, died September 9th, last year, a resident 75 years. Alvin Thomas, died April 9th, this year, aged 80, a resident 44 years. Ambrose Spencer, died April 20th, this year, aged 73, a resident 65 years and Deacon of the Baptist Church about 40 years. Titus H. Dwight, died July 28th, this year, aged 73, resident about 50 years.

WARSAW, 9 deaths: Jeremiah Gardner, died November 8th, this year, aged 88. Mrs.

Leonard Watson, died November 15th, this year, aged 60. James Richards, died November 23d, last year, aged 78. Miss Ann Sighthill, died November 14th, last year, aged 85. John C. Holcomb, died December 25th, this year, aged 61. Thomas Service, died January 25th, this year, aged 78. Lydia Adelia Young, died January —, this year, aged 80. John F. Clark, died April 8th, this year, aged 82. John Stedman, died May 7th, this year, aged 78.

The afternoon meeting was called to order by Captain E. Tallman, Marshall of the Day. Prayer was offered by Rev. J. E. Nassau, D. D., of Warsaw. A fine choir in attendance rendered very excellent and appropriate music. Addresses by President Tomlinson, Hon. F. F. Fargo, of Buffalo, and Hon. Norman Seymour, of Mt. Morris, followed, the full text of which will be found in succeeding pages. A memorial sketch of the late Jonathan Sleeper, the founder of the Association, will also be found in this number of the PIONEER.

At the conclusion of the public exercises in the afternoon, the following resolutions were presented and adopted:

*Resolved*, That it is highly appropriate to-day, as we meet to greet the few remaining Pioneers of Wyoming County, to remember and honor the many Pioneers who the past year have crossed over the narrow river which to-day separates us from them in the providence of God. Well do we remember their sterling virtues, their patient endurance of untold hardships, sufferings and sacrifices, which to-day gives to us the very garden of Eden, Western New York, for an inheritance, with all its christian, civil and political privileges to enjoy. Long may we cherish their memory, and prove ourselves worthy descendants of so worthy an ancestry.

*Resolved*, That it is our duty, as it is our privilege, to smooth the path and cheer the few remaining days of these surviving Pioneers, whom a merciful God has spared to us. May God bless them, and hand them gently down to their graves.

## ADDRESS

*Of George Tomlinson, Esq., President of the  
Wyoming County Pioneer Association  
at Silver Lake, Aug. 4, 1881.*

MEMBERS OF PIONEER ASSOCIATION: It is our privilege to meet in these annual gatherings, to renew acquaintances, exchange congratulations, and learn of the welfare of friends. It is a memorial day, in which we call to mind the achievements of our ancestry—their strifes, their trials, and their victories over all obstacles and evils incident to the settlement of a new country and the establishment of a settled order of society.

From time immemorial it has been customary for every people to celebrate great events in their national history. All have their days of rejoicing—some for political, some for social, and others for religious emancipation. This is the day we dedicate to the Pioneer of this country. Our thoughts, on this occasion, may take a wide range, for the inheritance we have received from our venerated ancestry embraces all of liberty and freedom any government can possibly confer, every social advantage a human being can demand, and absolute noninterference in matters of religion. Those inclined to trace effects to their causes may study the philosophy of our social and political fabric, while others may speculate upon the probability or possibility of our drifting toward monarchy, or being wrecked upon the rocks of anarchy.

Others still may take a retrospective view, and ask for the chain of events that can possibly connect us to the despotisms of the past, where naught but tyranny and oppression may be seen; from all of which we are forced to the conclusion, our institutions are not chance sown. They are the logical results of principles that are uniform in their operation and confined to no time, generation, or coun-

try. It need not be said that like causes produce like results. It is a law fundamental to our being—seen alike in the vegetable and mental world—that the reaper gathers what the sower has committed to the earth. We need not be in doubt of what will be the effect of human schemes and calculations. What they have been in the past they will be in the future.

As an historical society, it is within our province to inquire what were the thoughts of our fathers and mothers—the pioneers of this goodly country? What were the moving motives of their lives that crystalized into the underlying basis of our social and civil polity? It may be answered, first, that they deemed it respectable to labor. The father cleared the land, erected the log cabin, sowed and gathered in the harvest. The man of fourscore years knows what that means. The mother plied the busy wheel, drew the linen thread from the distaff, threw the shuttle, made the garments for herself, her husband, and children. Many an aged matron gathered here can explain what is signified by this. In those days, thrift and wealth followed in the path of industry and economy, and will to-day.

Second, religion and education were next to subsistence. The school-house was alike the fortress of freedom and the temple of worship. Science and faith walked hand in hand, nor ever dreamed that either was the child of superstition. The Bible and the spelling-book were companions of youth, and the consolation of the aged.

Third, equal rights to all. The path to wealth and distinction was kept open alike from the palace and the hovel. In the hot contests in the field of life, wealth was no match for the child trained in the school of self-reliant industry. It may be remarked, in passing, that no other country or nation has afforded the example of four of its Chief

Magistrates coming from the abodes of poverty. There is absolutely no impediment to the son of the poorest in the land. It is an open highway from the free school to the university, from the tow-path to the Presidential mansion.

On this occasion others will seek to open the "book of fate" and ask, Will the present and coming generations preserve what has been so sacredly bequeathed to them? Principles are eternal—like truth, crushed to earth, they will rise again and vindicate their power. This is a fast age. We have no patience to plod in the ruts of our fathers. Steam propelling the locomotive, and lighting conducting our correspondence, suggest the thought that education must come as by the touch of Aladdin's lamp. We forget that, whatever we may do with the physical forces at our command, no new way has been invented to grow men and women. Infancy and youth must precede maturity. Political economy requires of us what it required of the Pioneers. Wealth will come to us, to stay, only as we govern it by the laws of finance. The son may waste in one wild revel the fortune the father spent his life in accumulating. Education, to-day, requires the same painstaking application as before mammoth printing presses and the appliances that will make a dictionary or a bible in a single day.

Good order in society may not call for the application of the Blue Laws of the Puritans, but the eternal requirements of justice and right are none the less the foundation of public security and individual protection. Unlike other forms of civilization, ours is based upon individual intelligence and virtue. It is unique in its character. The fountain head is the individual citizen. This is the fountain to be kept pure, and then the social stream will flow on, widening and deepening, into the broad river of country and nation, unvexed by the waves of corruption that threaten

to engulf the Ship of State. Keeping in view the precepts, and following the example of the Pioneer, we shall transmit to posterity, not only the inheritance we received, but what science and invention have added thereto.

#### PIONEER ASSOCIATION.

Address Delivered by Hon. F. F. Fargo, of Buffalo, at the 9th Annual Picnic of the Wyoming County Pioneer Association August 4th, 1881.

*Mr. President, Ladies and Gentlemen, Pioneers of Western New York, and fellow Descendants of Pioneers:*

Nearly two score years ago it was my fortune to be a student at Middlebury Academy, one of the then leading and most popular and influential educational institutions of the State, situated in the romantic and beautiful little village of Wyoming. It was the Pioneer Academy, or school for instruction in the higher branches of an English education and the classics, in Western New York, and its patrons embraced the sons and daughters of the thrifty Pioneers of a vast region of country, who desired to explore the fascinating realm of knowledge beyond the limited range of the then common district school. At that time the institution was at the zenith of its prosperity, and its well deserved fame spread far and wide.

The well-remembered chimes of its silvery-toned bell that swung in the quaint old tower, summoned hundreds to morning prayer and devotion, as well as to intervening scholastic duties. The unpretending academy building, perched upon the hill-side, the well-beaten paths leading thereto, thronged with cheerful pupils, the anxious countenances of patient and faithful teachers, and other pleasing reminiscences, will long be cherished among the memories of the past.

At the head of Middlebury Academy, at that time, stood an accomplished and cultured graduate, fresh from the honors and triumphs of an Eastern college. Although called to this honorable and responsible station in the village of his youthful career, and amid the scenes and exploits of his school-boy days, the young principal proved an exception to the almost undeviating rule, or maxim, sanctioned by divine authority, which teaches, that "a prophet is not without honor save in his own country and in his own house." He was a worthy son of a distinguished Pioneer of Western New York, and after retiring from the duties of preceptor in the Academy, became eminent in his chosen profession, of the law, and was an ornament to the bar in the metropolis of the State.

It is not surprising that the Board of Management of the Wyoming County Pioneer Association, invited one so thoroughly identified with the early history of Western New York, and so distinguished in the walks of literature and professional life, to pronounce their anniversary oration, as was the young and popular Academy principal, and subsequent successful advocate and counsellor. But the "King of terrors" summoned the late Prof. Albert B. Capwell to that other and higher life, soon after his engagement for the duties of the present hour, and his mantle, for this occasion, by the courtesy of your society, has fallen upon one of his pupils of 1843.

I am not insensible of the very high honor implied in the invitation of your committee, to stand in the place which our departed friend and associate was expected to occupy to-day. Far short as I may come in discharging the duties of the station as he would have performed them, had continued life permitted, or in meeting your reasonable expectations, I shall, nevertheless, bring to the appointed exercises of the hour, the best purposes, the

sincerest efforts, and the warmest sympathies of a heart whose every pulsation is in full accord with the worthy objects of your valued and cherished association. Revering the memory of him whose voice we expected to hear to-day, remembering his precepts and examples, and striving to emulate his virtues, may we, one and all, be benefitted by the sweet influences of the well-spent life, so suddenly, regretfully, and unexpectedly cut off.

Pioneering is pre-eminently an American characteristic. To this enterprising spirit and love of adventure we are largely indebted for the discovery, settlement, and much of the material development of America. Columbus and his compatriots, whose repeated attempts to find a western passage to the Orient, resulted in an unexpected discovery of the Western Hemisphere, were the original American Pioneers. The discovery of the long-hidden sources of the Nile, and the opening up of Central Africa to civilization, are attributable to Yankee adventure. The search for a Northwest passage and a better knowledge of Polar regions finds an American among its foremost patrons, whose enterprise and zeal induce him to bear the entire expense of a costly expedition in its behalf. It was an American Admiral who anchored his fleet in Asiatic waters and demanded that the sealed ports of semi-civilized nations should be opened to the trade and commerce of the world, and China and Japan, after centuries of exclusiveness, yielded to the prowess of Yankee Pioneering and American diplomacy.

The landing of the Pilgrims at Plymouth Rock, the founding of the City of New York by the Dutch, the settlement of Pennsylvania and New Jersey by the Quakers, the colonization of Maryland and Virginia by the Cavaliers, the cruise of De Soto up the Mississippi, the exploration of the Upper Missouri, the Yellowstone, and Columbia Rivers by Lewis



and Clark, and the crossing of the trackless Rocky Mountains and the discovery of the fertile valleys and auriferous deposits of the Pacific slope by the daring and intrepid pathfinder, Fremont, were distinctive and important Pioneer movements, that have repeatedly and successfully been imitated by scores of others, equally deserving, if less famous.

The followers of the Genoese Pioneer directed their attention chiefly to Mexico and South America, while the Pilgrims, coming nearly a century and a half later, peopled New England, whose rigorous climate, sterile soil, and sturdy forests prevented, or at least delayed, the pioneering that in later years so largely and marvelously developed this country. It was more than a century after the landing of the Pilgrims before the New England settlers began to cross the Hudson in any considerable numbers; and it was nearly two centuries before the fertile region of Western New York was settled. It seems hardly possible that less than a century ago, where now are cultivated fields, prolific orchards, thriving towns, and populous cities, in this charming portion of the Empire State, was an unbroken forest, inhabited by wild beasts, and whose virgin soil was pressed by the foot of no human being—save only the red skins. It is yet 20 years less than a century since the sound of the axe of the sturdy Pioneer was first heard west of Genesee River. What wonderful and marvelous results have been achieved in 80 years! It has been the most remarkable and eventful period of the world's history. It has been given to some within the sound of my voice to have witnessed this lapse of time, and to have been active participants in the stirring events from which have evolved such important developments. To such as have been thus fortunately blessed, what a grand retrospect is presented! What a fund of reminiscence may be recalled! What con-

trasts drawn and changes noted! It is four score years of time's greatest activity.

It is well for us, the immediate descendants of the worthy band of Pioneers, who laid the foundation of the civilization and blessings now so largely enjoyed by the present generation, to suitably commemorate their noble deeds, and annually rehearse the story of their trials, sufferings, and sacrifices, as well as of their triumphs and achievements. Who of us is not to-day proud, and justly so, too, that the blood of a Pioneer of Western New York courses in his or her veins? What nobler title need any one desire than to have been "native and to the manor born" in such a region, and with such a lineage as compose the names of the early settlers of the Genesee country—an integral portion of the great State, that justly and honorably wears the crown of "Empire," and admitted everywhere to possess a fertility of soil, a wealth of productiveness, a beauty of scenery, a loveliness of climate, and an intelligence of its inhabitants, that are not surpassed, if equaled, by any other section of the State of New York, not even in any portion of the Federal Union.

It is quite natural, if not entirely pardonable, on occasions like the present, to indulge in a little boasting and self-glorification, traits of character in which the Yankee has never been truthfully accused with being wanting. And really he has had good cause for joy and exultation if such manifestations are ever excusable. What blessings, privileges and opportunities are his! In what age or clime has man been so highly favored or so largely prospered? No country on God's green earth can favorably compare with the progress and advancement that have attended the United States during their brief history. It has been a period of wonderful and unprecedented development. Let us briefly review some of the more prominent evidences of our growth and

achievements as a Nation, of which we as Americans, as well as New Yorkers, and Wyoming County Pioneers, may justly be proud. It is still two years less than a century since we obtained title to the first acre of American soil. By treaty with England in 1783, after a costly and devastating war of seven years, we gained undisputed title to and possession of the Original Thirteen States and the contiguous territory lying east of the Mississippi River, except Florida, and portions of Alabama, Mississippi and Louisiana. This nucleus of the future American Republic consisted of a little more than 800,000 square miles; having a population of about 4,000,000, or less than now dwell in the State of New York. Twenty years later, or in 1803, the year of the first settlement in Wyoming County, by treaty with France, we secured the "Louisiana Purchase," a tract extending from the Gulf of Mexico northward along the west bank of the Mississippi River to British America, and westward to the Pacific Ocean. This acquisition added nearly 2,200,000 square miles to our domain, and \$15,000,000 to the public debt. From this region nine large states have been created and as many territories organized preparatory to becoming states of the Union. Sixteen years thereafter, in 1819, Florida was secured by treaty with Spain, including portions of Alabama, Mississippi and Louisiana, at a cost of \$5,000,000, increasing our borders about 70,000 square miles. In 1845, by mutual agreement, Texas was annexed, wherein the United States assumed the debt of "Lone Star" State, to the amount of \$7,500,000, and 375,000 square miles were added to the growing Union.

At the close of the Mexican war and by the "treaty of Guadalupe Hidalgo" in 1848, and the payment of \$15,000,000, California, Nevada and Utah and portions of Wyoming, Colorado, New Mexico and Arizona territo-

ries, having an area of 550,000 square miles, were brought within the jurisdiction, and under the dominion of the United States. The "Gadsden Purchase" in 1853, embracing portions of Arizona and New Mexico, for \$10,000,000, swelled our possessions 45,000 square miles more. And finally, in 1867, the stars and stripes were unfurled in distant Alaska, extending our lines nearly to the borders of Asia, adding 575,000 square miles to the national domain and \$7,200,000 to the public debt.

Thus it will be seen that within a period of eighty-four years from the first acquisition of territory from the mother country, the United States enlarged their domain by conquest and purchase from 800,000 to 3,600,000 square miles, at a cost to the national treasury, exclusive of war expenses, of only \$60,000,000. Is there not enough in this wonderful record of pioneer movements to make an American proud of his country? Enough to excuse a little yankee boasting?

Glance at the map of the globe and see the relative importance of the Great Republic to other countries. It spans a continent, stretching from ocean to ocean, an average distance of 2,500 miles, and extends from the lakes to the gulf, a mean distance of 1,500 miles, with a coast line of ocean and inland sea of about 16,000 miles. It comprises nearly one-half of the surface, and the most desirable portion of North America, and constitutes one-fifteenth of the entire land surface of the earth. Its domain is surpassed in extent by only three governments—England, Russia and China. Such is America, our native and adopted country, "the land of the free and the home of the brave." Such a record as I have but briefly outlined, with the government and its institutions established in connection therewith ennobles the title of American citizenship, and gives it rank with, if not superiority to that which depends upon the empty baubles

created by the edicts and decrees of monarchs and potentates. This title, my countrymen, is justly and legally yours. Each and every one of you may claim its proud distinction and enjoy its prerogatives by inheritance or adoption, and no man or combination of men can deprive you of it. What an honor to be able to say, I am an American citizen! Let us see to it therefore, that a name and title thus honored and distinguished, shall be worthily borne and transmitted untarnished to those who are to come after us, and so shall we prove worthy of our inheritance, and faithful descendants of the honored Pioneers of Western New York.

The greatness and growth of the country are not confined to the enlargement of its territorial boundaries. Its population has increased from 4,000,000 to more than 50,000,000. It has, in fact, as well as in name and theory, been a hospitable asylum for the poor and oppressed of other lands. The liberty and freedom loving sons and daughters of the Old World, have found beneath the stars and stripes, the joy and happiness of comfortable homes. Never have they sought our shores in greater numbers than during the present year. Statistics show that Europe is being depopulated at the rate of 20,000 per week, and that we are benefited in the addition of an equal number to our population. The tide of immigration will add a million a year to our rapidly swelling census. Let them come. We have plenty of room for many millions yet. "Uncle Sam is rich enough to give us all a farm."

The value of this immigration to the country is too often underestimated. Well informed writers upon political economy and wealth of nations, concede that each able bodied immigrant adds \$1,000 to the material wealth of the country. If this be true then we shall be a thousand million dollars richer by reason of the immigration of 1881: a sum

equal to one-half of the present national debt.

The material development of the resources of the country has kept pace with the enlargement of its boundaries and the increase of its population. In no portion of the civilized world has there been greater, if equal progress, in the arts and sciences, in inventions, discovery, in the promotion of education, the general diffusion of knowledge, in commerce, manufactures, mining, agriculture, and all the productive industries that enrich a nation and contribute freely to the needs and happiness of its inhabitants. For thirty years last past we have contributed fully fifty millions per annum in precious metals to the wealth of the world, and the auriferous mountains of the great West have scarcely begun to yield up their treasure. The old World not only depends upon America for its breadstuffs, but we are now shipping abroad cargoes of fresh meat, both slaughtered and on foot. John Bull now gets his favorite roast from steers fattened in Iowa and Minnesota, and finds that his best steaks are brought in refrigerators from Kansas and Nebraska.

Our manufactures are going abroad in a steadily increasing stream, so that the balance of trade once largely against us is now greatly in our favor. During the last fiscal year this balance was two hundred and fifty-nine millions of dollars, an amount never before reached in the history of the country. Our national credit is unsurpassed in the financial markets of the world. Years ago, when we had no public debt, the government was required to pay 8, 10, and even 12 per cent. per annum for money to defray its current expenses. Now with the great burden of \$2,000,000,000 of public indebtedness resting upon the industries of the country, our four per cent. securities command a premium of ten per cent. and the Financial Secretary is able to renew hundreds of millions of our five and six per cent. bonds at three and a half.

To America belongs the credit of many of the most important inventions and discoveries of modern times. Steam was first used in the propulsion of vessels by an American on our own incomparable Hudson. Electricity was drawn from the clouds by a yankee, and another one harnessed it to the telegraph wire for the transmission of intelligence, while still another carried the magic current along the bed of the ocean, thus uniting the continents of the earth and bringing them into constant intercourse. The cotton gin, that revolutionized cotton production, the sewing machine, woman's best friend, the reapers and mowers, sleeping and palace coaches, street railways, the telephone and phonograph, and many other valuable and important improvements of this progressive age, are the result of American genius and skill.

It is an interesting fact that a Pioneer of Western New York is still living, hearty and hale, with a fair prospect of many more useful years before him, who walked from his home to Albany, a distance of 40 miles, in 1809, to see the wonder of the age—Robert Fulton's Hudson River Steamboat, on its first appearance at the capital. Now, wherever water is found sufficient to float a vessel, steam ~~is the motive power for its propulsion,~~ and it is only seventy-two years since the first one was thus moved.

Still greater achievements, if possible, have been attained in railway transportation. On the 9th of June of the present year, the centennial anniversary of the inventor of steam locomotives was celebrated with great pomp and ceremony at Tyneside, the place of his nativity, and George Stephenson was thirty-five years old before he completed, what Lord Ravenworth then called, the "traveling engine." It was in 1816 that the distinguished engineer and inventor, in the presence of assembled friends, and amid doubts and fears, with slender hopes and expectations, except

in the breast of the anxious builder, after properly oiling every journal and inspecting each trusted value, pressed upon the lever, and opened the throttle that moved what he called "a traveling machine." "Off she goes!" said the exultant engineer, and off it did go, upon this first trial trip, at the rate of five miles per hour, and from that moment dates the origin of the system of railroads that to-day cover the civilized world. It was twelve years after Stephenson's successful experiment before the railroad fever reached America. In 1828, Horatio Allen, now a resident of New Jersey, returned from England where he had been in the employ of Stephenson, bringing three locomotives with him. One of these was placed upon a short line of road, with flat rails bolted upon timbers, belonging to the Delaware and Hudson Canal Company, and in August of the same year, the first trial trip was made, with Mr. Allen as the engineer. In a recent description of this event by the veteran mechanic, he said: "I got on the engine, turned the lever, and slowly the animal began to move. Then it went a little faster, and faster, and sir, it didn't break down the track, it didn't run off the curve, and with a cheer to the crowd I rushed on and was hidden in the woods. This was the first time I ever drove an engine, and have never driven one since. I said to a friend then, that the event would be a pleasant recollection in the future, but it was not for twenty years after that I thought with pleasure that I was the first man in America to take a locomotive ride." And this railroad Pioneer still lives to know that the locomotive permeates nearly every settled portion of the country, carrying civilization in its train, building up the waste places in the valleys, scaling the mountains, spanning rivers and bringing the whole country into an easy intercourse.

Nothing can ever rob Stephenson of the honor pertaining to his discovery and inven-

tion, and yet a living American makes important claims in connection with the origin of locomotives in *this* country. The venerable and distinguished Peter Cooper, of New York, during the same year of Mr. Allen's experiment, moved the first passenger train drawn by steam, on a road running from Baltimore to Ellicott's Mills, now a portion of the Baltimore and Ohio Railroad. In giving his experience with this enterprise Mr. Cooper says: "The Legislature had granted a charter to a company to build a railroad for carrying passengers and merchandise. The capital stock was \$500,000. The route was from Baltimore to Ellicott's Mills, a distance of 13 miles. The construction of the road was very simple. There were several short turns which discouraged the projectors, who thought that no engine could be built to take these curves. They had almost determined to abandon the road when I told them that I believed I could overcome the difficulty. In my glue factory in New York I had an old stationary engine, with a boiler about the size of a barrel, and a cylinder three and a half inches in diameter. The whole engine could be easily moved on a hand barrow. I brought it to Baltimore and took it to a carriage factory, mounted it upon a truck, and connected it with the wheels of an ordinary crank. The day the trial trip was made there were thirty-six men on the car, and six men on the engine, which carried its own fuel and water. The thirteen miles were made up a grade 18 feet to the mile in one hour and twenty minutes, and the return trip in fifty-seven minutes. This was the first passenger engine built in America, and the first passenger train that was ever drawn on this continent." Like his compeer his first experience was his last connection with railways. It is a little remarkable that these venerable railroad pioneers, then in middle age, have both survived to witness the grand results of to-day in rail-

roading. Although it is only a little more than fifty years since the first mile of railroad was constructed in this country; there are now nearly or quite 100,000 miles in operation, enough to begirt the earth at the equator with four tracks, and the railways in America comprise about one-half of the roads of the entire globe. In 1830, fourteen years after the great English Engineer's experiment, the whole number of miles in operation in the United States was only 23. For many years thereafter the progress of construction was slow, and very little system of improvement was attained. Up to 1850, the annual rate of construction was only about 300 miles. For fifteen years thereafter the rate averaged only about 800 miles per annum. After the late war a tremendous energy seems to have been infused into railway enterprises. The possibilities of railroads appear not to have been realized until within the last twenty years. During this period giant strides have been taken; lines have been multiplied, routes extended, and thousands of miles are now annually added to the vast net work that covers the country. The present year will increase our trackage 10,000 miles, the highest rate of construction yet reached. Estimating the cost of these railroads and their equipments at \$50,000 per mile, which is not extravagant, we have the enormous sum of \$5,000,000,000 invested in railways in the United States. Bear in mind that the work of construction did not commence until nearly thirty years after the Pioneers began the development of Western New York. On the third of August, 1831, just fifty years ago yesterday, the first trial trip was made on a New York railroad. It was a short line of twelve and a half miles between Albany and Schenectady. The locomotive was built at the West Point foundry in New York, and it was christened the "DeWitt Clinton." That short piece of road is now a link in the New York Central Railway,

a corporation representing a capital of more than a hundred millions of dollars; and that owns and operates a four track line from Niagara River to the City of New York.

Many of the sons and daughters of the early Pioneers of Wyoming and adjoining counties have lived to see the rise and progress of this great railway development. I still feel like a young man, and yet candor compels me to acknowledge that my birth antedates the construction of any railway in this country. This is no ordinary experience. It is something to have lived in such an era, and in such a country. It is more to have been a participant in the stirring events that have rendered it ever memorable.

If England has the credit of producing the first locomotive, America can claim to have originated the electric telegraph, the indispensable counterpart of the railway system. Railroads were not in operation long before the telegraph came to their assistance. Like other great enterprises and undertakings it encountered almost insurmountable opposition. It was an innovation that the age was seemingly hardly prepared for. But with the perseverance and pluck of the true Pioneer the inventor pushed his work to a grand success. It is only forty-nine years since the idea of transmitting intelligence by electricity entered the human brain. In the year 1832, while crossing the Atlantic, the late Prof. S. B. F. Morse conceived the plan and demonstrated his method to his fellow-passengers, in the use of some chemical apparatus in his possession. The demonstration seems to have made very little impression upon his auditors, who doubtless regarded his experiments as the result of a diseased brain, if not of positive lunacy. Morse pursued his investigations and experiments, however, after reaching home, and three years thereafter succeeded in operating through a wire strung around his laboratory. Two years later he

got permission to place his machine before the public in one of the society rooms in New York, but nobody took any stock and but little interest in his scheme. In the same year, 1837, he filed his application in Washington for a patent, and applied to Congress for an appropriation to enable him to put a line in operation between the Capital and Baltimore, a distance of forty miles. Meeting with no success, and not having private means to defray the expense, he went abroad and laid his plans before the government and scientific men of Europe. From no source did the great inventor obtain any encouragement. By all he was regarded as a visionary dreamer. Disheartened and dejected, but still determined to win, Morse returned to his native country and again appealed to the government. Weary months and years were consumed in fruitless efforts to convince Congress of the practicability of his project. Grave Senators and distinguished members ridiculed the idea of transmitting intelligence along a slender wire strung over the country, and propositions were made on the floor of the United States Senate to have the projector of the scheme incarcerated in a mad-house. At last, doubtless to be rid of his persistent importunities rather than to promote an enterprise in which they had no confidence, at the midnight hour of the last day of the session of 1843, a bill granting Morse \$30,000 was passed, and the line from Baltimore to Washington—the first ever built, was put in successful operation in 1841, twelve years after his discovery, and only thirty-seven years ago. To-day the electric wire is found wherever civilization goes, and instant communication is had with the uttermost parts of the earth. By its agency the daily papers are enabled to lay before their readers the news of the previous day from every part of the habitable globe; and the paper that fails to do this is held to be wanting in journalistic

enterprise. Business is instantly transacted between distant cities and foreign countries by this electric current. Merchants sit in their counting-rooms and hold converse with their customers; editors remain at home and from their easy chairs indite editorials to be telegraphed to the composing room. Government officials issue verbal orders that are sent over the wires by an amanuensis to remote sections of the country, and are executed sooner than their authors could commit them to writing. The Chief Magistrate is shot down by an assassin at the Capital, and the pulsation of the telegraph system instantly bears the mournful intelligence to every hamlet in the country, and the nation is bowed in sorrow before the extent of the injury is fully determined.

Following in the wake of the telegraph as a fitting companion comes the telephone, which not only transmits thought along the slender wire but mysteriously conveys audible sounds hundreds of miles. The system is brought to such perfection that much of the business of populous centres is now transacted by telephonic agency. Friends and neighbors chat with each other at their own firesides at a moment's warning, and the voice of the lecturer and the preacher can be brought to the homes of the indolent and infirm, thereby avoiding a resort to popular and religious gatherings.

These wonderful results are perhaps but the beginning of the possibilities which may be realized from electricity. It is already being utilized in successfully furnishing light, with a prospect at no distant day of entirely superseding the use of gas. As a motor its usefulness has already been attested, and a railway in Europe employs no other agency than electricity in the movement of its locomotives. In the same manner as coal made its appearance when timber began to get scarce so electricity, when coal shall become

less abundant and inadequate for the world's increasing wants, may be the chief reliance for light, heat and power.

Who can foretell the possibilities of the twentieth century? Who is so bold as to doubt that coming generations will make greater progress than have the past and present ones! It seems almost an impossibility, but not more so than recent developments possibly did to our forefathers. Theorists and inventors are now directing their attention to methods for navigating the air. Science and skill have seemingly been exhausted in devices for attaining the greatest possible speed on land and water. The atmosphere is the only resource left for an improvement in means and rapidity of transit. A variety of flying machines have been invented and tried, and various attempts have been made to navigate the air, but thus far, except with the ordinary balloon, without success. But remembering the mortifying experience of the wise and dignified Congressmen of 1843 who ridiculed Prof. Morse, let no one be unwise and courageous enough to predict that the time will *not* come when transit through the air shall be the chief method for the movement of passengers and trains. If the hopes and expectations of an intelligent professor and inventor, whose time and capital are now being employed in this direction in a Western New York city, are well grounded, the time is not far distant when passengers by air ships may breakfast at New York, dine at Chicago, and sup at San Francisco the same day.

If these things seem incredible, let us not forget the experience of the past. Have we any license to maintain that coming generations shall make less progress than we have? Is it modest for us to insist that we have exhausted the storehouse of knowledge, and have utilized the forces of nature to their utmost capacity? Shall we not rather admit that the possibilities of the future seem as

hopeful for further development as the past has been successful? New discoveries and inventions are now almost daily being made that justify this expectation. Among the last to come to light is the method for storing and shipping electricity to distant points, to be used at pleasure for light, heat or power. Experiments have demonstrated that this subtle agency may be generated in unlimited quantities, packed, stored and shipped like any merchantable commodity, and used long after its generation without material impairment of its force. Such a discovery would seem to indicate that the world is upon the threshold of an improvement that will be more remarkable and important in its results than any event has been in the history of the past. Propositions are already under consideration to utilize the immense water power at Niagara Falls to move the machinery for generating electricity for distribution throughout the country. If the scheme is feasible, and there seems to be little doubt about it, how long will it be before packages of electricity will be offered for sale upon the merchant's counter, as lucifer matches now are? Locomotives may then dispense with their tenders, and steamboats to do away with their coal bunks, to be driven by a little package of electricity, obtainable at convenient stations. And in like manner this wonderful force of nature, thus utilized, may be made to subserve other equally important purposes in domestic life, in manufactures, and in all departments of industry requiring power. So, therefore, we may safely believe that we have not as yet fully mastered the forces of nature, or reached the utmost limit of human wisdom. Our attainments have been truly marvelous, but we may be equalled or outdone by those who are to succeed us.

The transition from the primeval ox cart and cumbrous lumber wagon of the Pioneers to the sleeping-cars and palace coaches of the

present day is a striking one. The memory of many of you will go back to the time when it required a week of the most persistent effort to make a journey to New England from Western New York. Now you are whirled over the country from Buffalo to New York or Boston between the rising and setting of the sun. You can even go to Albany from Buffalo in the morning, spend an hour at the Capital in the transaction of business, and return home the same evening. Those who remember the weary plodding the Pioneers had to undergo eighty years ago, will appreciate the lines of Yates, in his "Old Man in the Palace Car:"

Well, Betsey, this beats everything our eyes have ever seen!

We're ridin' in a palace car fit for any King or Queen;  
We didn't go as fast as this, nor on such cushions rest,  
When we left New England years ago to seek a home  
out West.

We rode through this same country, but not as now we ride—

You sat within a stage coach, while I trudged by your side:

Instead of ridin' on a rail, I carried one, you know,  
To pry the old coach from the mire through which we had to go.

Let's see; that's fifty years ago—just after we were wed;  
Your eyes were then like diamonds bright, your cheeks  
like roses red.

Now, Betsey, people call us old, and push us off one side,

Just as they have the old slow coach in which we used to ride.

I wonder if young married folks to-day would condescend

To take a weddin' tour like ours, with log house at the end?

Much of the sentimental love that sets young cheeks aglow

Would die to meet the hardships of our fifty years ago.

Our love grew stronger as we toiled; though food and clothes were coarse,

None ever saw us in the courts a huntin' a divorce;

Love leveled down the mountains and made low places high;

Love sang a song to cheer us when clouds and storms were nigh.



I'm glad to see the world move on, to hear the engine's  
roar,  
And all about the cables stretchin' now from shore to  
shore.

Our mission is accomplished; with toil we both are  
through;  
The Lord just lets us live awhile to see how young folks  
do.

Whew, Betsey, how we're flyin'! See the farms and  
towns go by!

It makes my gray hair stand on end; it dims my faintin'  
eye.

Soon we'll be through our journey, and in the house so  
good

That stands within a dozen rods of where the log one  
stood.

How slow—like the old time coaches—our youthful  
years went by!

The years when we were livin' neath a bright New Eng-  
land sky;

Swifter than palace cars now fly our later years have  
flown.

Till now we journey hand in hand down to the grave  
alone.

I can hear the whistle blowin' on life's fast flyin' train;  
Only a few more stations in the valley now remain.

Soon we'll reach the home eternal, with its glories all  
untold,

And stop at the blest station in the city built of gold.

But I fear I shall weary you with a recital of these grand results of the world's progress in the Nineteenth century. Yet it seemed that in this enlarged and general view of these great achievements, the relative importance therein to Western New York could the better be seen and realized. No part of the globe has shared more largely in these progressive developments, and their advantages, than America, and Western New York is second to no section of the country in the benefits derived therefrom. It is well therefore that we acknowledge these blessings that are vouchsafed us, and that we suitably commemorate the events and recognize the good fortune which cast our lot in such pleasant places, and gave us so goodly a heritage. It was a wise thought that suggested the formation of this Pioneer Association, and it was a noble act that brought it into existence. It is a praise-

worthy thing for the descendants of the pioneers to labor for its maintenance and perpetuity. It will keep fresh in memory many events which will only be known to coming generations in legends and history. To the present generations is committed an important trust. The Pioneers have left us a rich legacy—and we owe it to posterity to transmit it, untarnished to those who shall come after us. We cannot too highly prize the civil, political and religious privileges we are permitted to enjoy. Against the evils that surround and the dangers that threaten them, the intelligence, good sense, virtue and patriotism of the people must be the safeguard. I have the most implicit faith and confidence in the people. Their judgment is generally correct and may safely be trusted. Partisans, politicians and ambitious persons may succeed in diverting public sentiment, for a time, from its proper course, but, sooner or later, it regains its true channel and flows in harmony with justice, equity and truth. Let the people therefore not soon forget how priceless are these cherished blessings, nor grow indifferent to the dangers that threaten them. Ignorance and intolerance are the bane and blight of liberty and free Government. They found and foster vice and tyranny. Liberty thrives by intelligence, tolerance and morality. It dies amidst sectarianism superstition and crime. It behooves this great people therefore, of whom the residents of Western New York form no insignificant part, to mark well and guard their schools from encroachment. The great bulwark of the Pilgrims was their faith in God and universal education. The Pioneers brought the same traits of character to Western New York, and wherever a settlement was made the Church and School House were the immediate successors of the log cabins of the settlers. Whatever else was neglected, religious worship and the education of the children were not forgotten. We do