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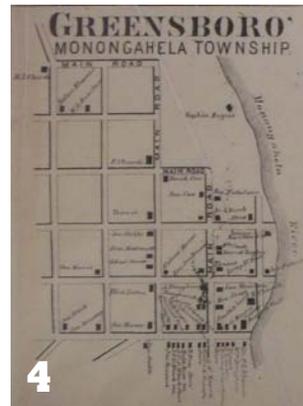
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Introduction

This booklet is the result of collaborative effort between Greensboro Borough and U.S. Army Corps of Engineers, Pittsburgh District. These Western Pennsylvania entities share a common history of inland navigation from Morgantown to Pittsburgh and points beyond, just as the currents of Georges Creek and the Monongahela River share a common course.

The region's waterways served as the first major thoroughfares for settlement and commerce as the fledgling American Republic expanded westward into the territories of the Old Northwest and the Louisiana Purchase during the late eighteenth and early nineteenth centuries. River transport played a key role during the industrial era, moving steel and coal to the far corners of America well into the twentieth century.

The following pages recount the evolution of one river town on the Monongahela 70 miles south of

Pittsburgh and explores its history as one of the first regional industrial centers for glass and pottery whose wares were shipped to markets as far away as New Orleans, as part of the regional coal mining community, and as a historic district in Greene County.

The booklet is also a tribute to the resiliency of Greensboro and its residents who have adapted, re-invented, and thrived over two centuries as improved industrial methods and alternate modes of transportation gradually imposed drastic social and economic changes upon the region.

Here in the Monongahela Valley, Albert Gallatin, pioneer, entrepreneur, and statesman, saw limitless potential when he arrived in 1784 and brought commerce and industry to the frontier; today, more than two centuries later, this vision of the region's possibilities still flourishes with the residents of Greensboro and neighboring communities along the river. 🏡

Yesterday

Geography and geology have shaped the history of Greensboro, Pennsylvania. The strategic site at the confluence of the Monongahela River and George's Creek was an ideal hub for ferrying travelers and later for commercial transport of locally manufactured wares to Pittsburgh and points west. The quality of the soils and minerals enabled the birth and growth of the glass, pottery, and coal mining industries.

Mingo Indians were the first residents of this area, called *Delight* in recognition of its fertile soil and abundant game. Native Americans accessed this site by the Warrior Trail, an east-west branch of the Catawba Path, running from Pennsylvania to the Carolinas.

The first white explorers and traders arrived from Virginia in the Monongahela Valley in 1752. The Greensboro site was incorporated into Monongalia County, Va., until a boundary dispute with Pennsylvania was resolved by the Mason-Dixon Line survey of 1782-84. Future Greensboro became part of Washington County, Pa., in 1781, then later part of Greene County, Pa., in 1796. One of the first known settlers in *Delight* was Swiss explorer-trader John Badollet, a friend of

Judge John Minor who settled in present-day Mapletown in 1781.

Great Britain formally claimed this region after wresting control from France during the Seven Years' War (1756-63), but tensions with various Indian tribes led to an uprising led by Ottawa Chief Pontiac that was quelled by 1764 with difficulty. Fearing future hostilities, the British enacted the Proclamation of 1763, banning white settlement west of the Alleghenies, a prohibition ignored by waves of English and Scots-Irish immigrants who settled the Monongahela Valley.

To protect themselves, the settlers constructed a number of local



Efortifications such as Garard's Fort and Ryerson's Fort; nevertheless, Indian raids were common in Southwestern Pennsylvania during the Revolutionary War and continued sporadically through the 1780s and 1790s until the Treaty of Fort Greenville in 1795.

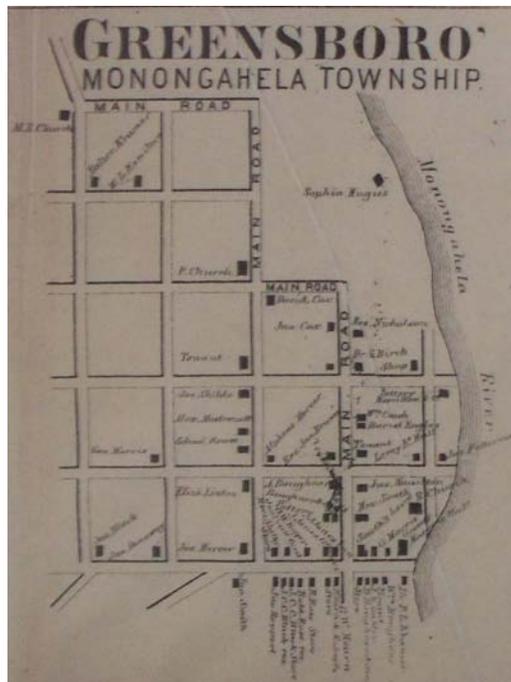
The first permanent community, Wilson's Port, was laid out at the mouth of Georges Creek in 1793 by William George Wilson, a relative of the Kinkade family that operated a ferry at Point Marion. In 1795, he sold the town plus land across the river to an investment group led by Albert Gallatin, whose estate at Friendship Hill was nearby. Gallatin, hearing rumors of a mass exodus of Swiss and other European refugees fleeing the French Reign of Terror to America, decided in anticipation of their arrival to create a model community. His town, consisting of a company store, boat yard, a

handful of dwellings, and several mills along Georges Creek, was renamed New Geneva. The surge of immigration never materialized and by 1798, Gallatin turned to industry to save his investment, convincing six Belgian glass makers to settle in New Geneva.

In 1787, Elias Stone, Esquire, and his wife, Elizabeth Baldwin, patented a 362-acre tract directly across the Monongahela from the future New Geneva site by its historical name "*Delight*." In 1791, he surveyed the site for the town of Greensburgh, named in honor of Revolutionary War hero, Gen. Nathanael Greene, and plotted 86 lots, each containing 60 perches, with 40-foot-wide streets.

The original names of the streets, retained to this day, beginning at the river are Water, Front, Second, Third and Fourth. The

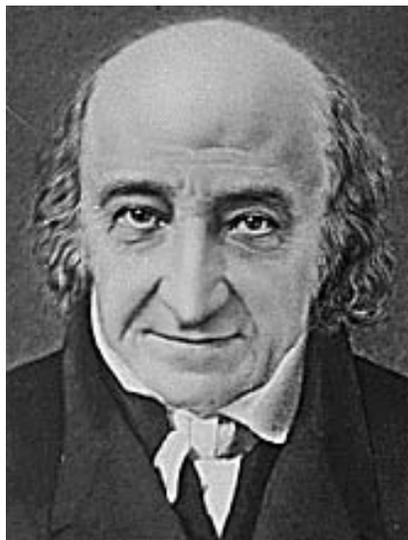
See *Yesterday* on page 8.



Abraham Alfonse Albert Gallatin (Jan. 29, 1761 – Aug. 12, 1849) was a Swiss-born linguist, entrepreneur, politician, and Secretary of the Treasury during the Jefferson Administration. Immigrating to Boston in 1780, he worked as a merchant and French teacher at Harvard before moving to Pennsylvania in 1784. Gallatin purchased 370 acres along the Monongahela River in what is now Point Marion to establish a farm and staging area for selling and shipping goods. His homestead was patented as *Friendship Hill*.

The emigration of European political refugees escaping the French Revolution during 1794 gave Gallatin the idea of creating a model community in the Monongahela Valley. With aid of business associates, Gallatin purchased additional land in the river town of Wilson's Port and what is today Greensboro and constructed a new settlement along Georges Creek called New Geneva. Gallatin's partners attracted German glassblowers to the town, starting the region's first major industry.

Politically active, Gallatin represented his district at the Pennsylvania constitutional convention in 1789 and as a member of the state assembly in 1790. He was opposed to Federalist economic policies of Alexander Hamilton and won election to the U.S. Senate in 1793, only to be removed from office on a political ploy by his opponents that Gallatin did not meet residency requirements. During the



Albert Gallatin

Whiskey Rebellion in 1794 Gallatin led the moderate faction, successfully limiting violence and persuading eventual submission to federal authority.

During the Jefferson Administration, Gallatin served as Treasury Secretary. Of note, he paid down the national debt, funded the Louisiana Purchase, and coordinated the Lewis and Clark Expedition. Later in his career, Gallatin negotiated the Treaty of Ghent that ended the War of 1812 and served as an ambassador to France and Great Britain.

Retiring from public life, Gallatin moved to New York City, where he founded New York University in 1831, served as president of the National Bank, and studied American Indian language and culture. He died in 1849, the last member of Jefferson's Cabinet. 🏠



Nathanael Greene

Nathanael Greene (Aug. 7, 1742 – June 19, 1786) was born in Potowomut, Rhode Island, in a Quaker family. Raised as a blacksmith and miller, he received a limited formal education and became self-taught, saving money to buy books and reading every spare moment. A conscientious worker, Greene gained the trust of his neighbors, who elected him to the General Assembly of Rhode Island.

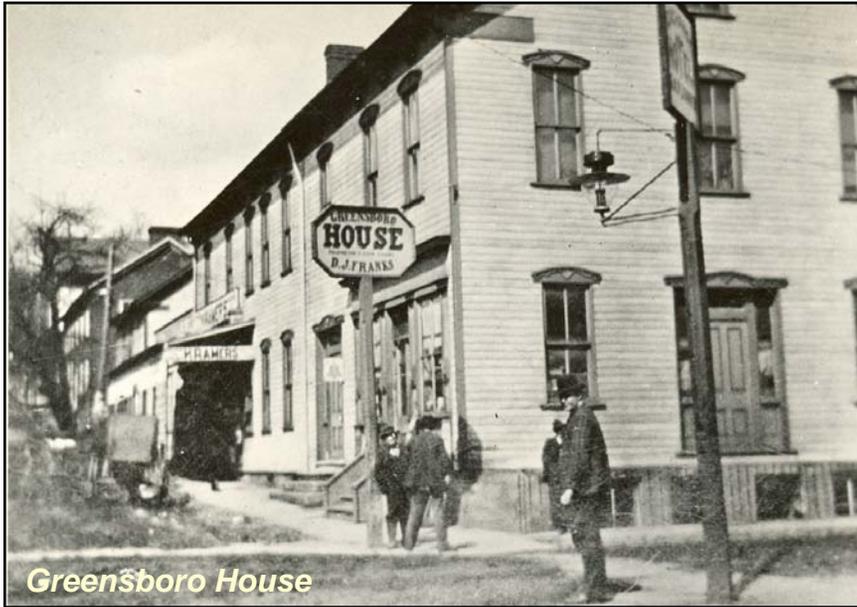
Greene possessed an interest in military science, a study that put him in bad standing with his church elders. At the outbreak of hostilities at Lexington and Concord in April 1775, he enlisted in the Kentish Guards militia company, an act that led to his expulsion

from the Quaker meetinghouse. After the Assembly commissioned Greene a major general and appointed him commander of Rhode Island militia, he was sent to join the Continental Army at Boston.

Greene became a close friend and confidant of George Washington. He served on Washington's staff during the New York Campaign in 1776, then as Quartermaster General of the Army in 1777, procuring supplies for the Valley Forge encampment. In 1780, Greene took command of West Point after Benedict Arnold's failed attempt to betray the post.

After the Continental Army's rout at Camden, S.C., in August 1780, Greene took command of the Southern District. A master strategist, Greene lured the British army under the command of Lord Charles Cornwallis in a pursuit across the Carolinas that wore down the pursuers. At Guilford Court House (Greensboro, N.C.) in March 1781, Green was defeated but severe British casualties forced their withdrawal to Virginia, leading to final American victory at the Battle of Yorktown.

After the war, he became a farmer and settled in Georgia, in 1785. A year later, Greene died from heat stroke and was buried in Savannah, Ga. A beloved figure of the American Revolution, many places and institutions across the nation were named for him, including: Greene County; Greensboro, Pa.; and the Nathanael Greene Historical Foundation. 🏠



Greensboro House

Yesterday from page 5.

cross streets are Diamond, Stone, Clear, Walnut, Minor and County.

The town attracted a variety of artisans and shopkeepers. In 1805, Gallatin purchased land on the outskirts of Greensburgh and relocated his glassworks from New Geneva to save on shipping coal. The quality of the local clay soon spawned thriving pottery and tile manufacturing industries. River access enabled the export of goods to Pittsburgh and points west along the Mississippi.

Locally, agriculture declined as manufacturing and commerce increased. By 1860, wealth from industry and communication by river to distant areas made Greensburgh a regional cultural center with churches, civic organizations, specialty shops, a theater, and an

elegant hotel: the Monongahela House. Growth led to incorporation as a borough, and in 1879, Greensburgh became Greensboro.

Ultimately, however, economics and technological advances ended Greensboro's glass and pottery industries, which could not compete with modern mass-produced goods that sold cheaper. Commerce became more localized. Glass making peaked in the 1840s and faded in the 1850s, while pottery making reached zenith in the 1880s, then declined until its end by 1915.

The advent of slackwater navigation at Greensboro by 1889 promoted commercial growth and emphasized the community's importance as a river town, especially during the coal mining industry's growth during the early to mid-twentieth century. 🏠

Glass

During the years after the American Revolutionary War, strained relations with Great Britain (a primary exporter of manufactured goods to America), combined with an increasing demand for glass products on the frontier, led to creation of native industries in western Pennsylvania. Albert Gallatin sought trained craftsmen to work in his model community on the banks of the Monongahela.

By fortunate happenstance in 1792, Gallatin was dining at Tomlinson's Inn in western Maryland when he happened to meet a number of Belgian glassblowers who had left the closed Amelung Glass Works in Frederick, Md., and were planning to form their own company in Mays Landing, Ky. Gallatin persuaded them to compare the advantages of his properties at New Geneva, Pa.,

with Kentucky, and ultimately persuaded them to remain in Pennsylvania with the promise of financial backing.

The first glass works were constructed in New Geneva in 1790 and operated until 1805. Meanwhile, Gallatin purchased several tracts of land in Greensboro from Elias Stone and Aaron Jenkins in 1795 and relocated the plant to a northern section of Greensboro (later called "Old Glassworks") in 1807. Local coal and sand deposits facilitated production. Finished products were shipped up and down the river to frontier markets.

The War of 1812 ended all foreign imports and the glassworks on the Monongahela were prosperous; glassblowers became influential leaders in the borough. By now, Gallatin was serving as a diplomat overseas and had long since sold his shares in the glass factory to the Kramer family in 1803, who ran the plant until it closed permanently in 1849. 🏠



Pottery

While the American pottery industry flourished on the East Coast between New England and the Carolinas, the Monongahela Valley was perhaps the most prolific region for pottery making, noted for the high character of its clays. Between the 1840s and 1915, approximately 30 businesses started and folded with as many as a half dozen competing at the same time. While most stoneware crockery was sold locally, potters also filled a national demand, shipping their wares along the Ohio and Mississippi Rivers, where it was sold in harbor towns as far south as New Orleans.

Early American pottery techniques prior to the Revolutionary War utilized fired earthenware (redware), but by the 1780s, the lack of imported goods and the high demand for clay caused potters to seek alternative means to fill demand, leading to an emphasis on stoneware production. Stoneware was expensive, more durable than earthenware, impervious to moisture, and could be used to store food or contain beer or whis-

key without altering the flavor of the contents.

Southwestern Pennsylvania pottery making was influenced by the salt glazing processes brought to the region by German immigrants in the early nineteenth century, whose works became notable for their salt-glazed blue-gray stoneware. The production of stoneware quickly became a major industry in the Monongahela Valley towns of Greensboro, New Geneva, Point Marion, Rice's Landing, Fredericktown, and West Brownsville.

Greensboro and New Geneva had distinct advantages from both production and distribution standpoints. The clay beds of this area, first discovered near New Geneva in 1811, were the first significant sources of stoneware clays found west of South Amboy, N.J. The ready availability of materials kept production costs to a minimum. In addition, the slack water navigation on the Monongahela facilitated both the transport of goods to distant markets and the arrival of retailers from out of the region, seeking to purchase.

Local tradition dates the beginnings of Greensboro's pottery industry to 1800 when Alexander

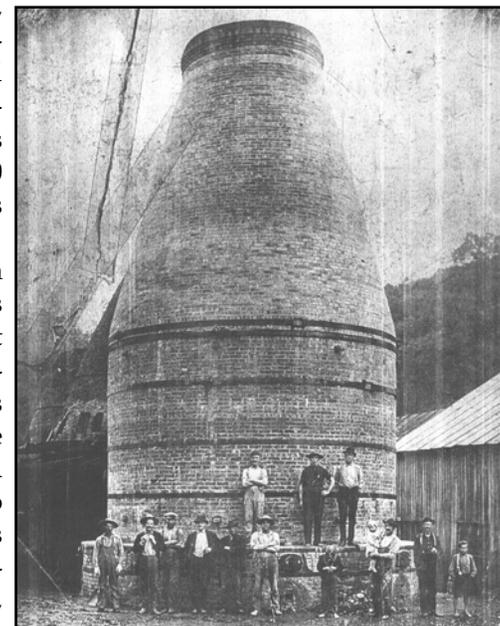
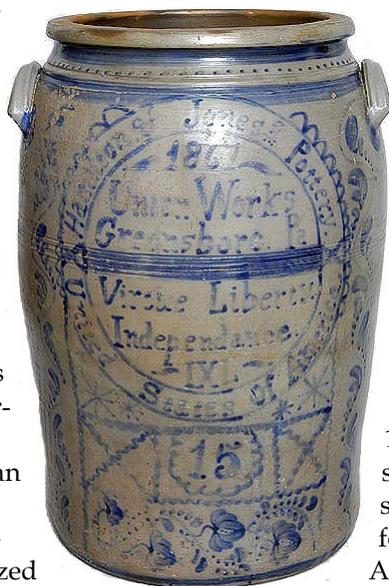
and James Vance moved to the area from New Jersey and brought the trade with them. Among the apprentices who learned from the brothers was an orphan named Daniel Boughner who was given a home and employment. By 1811, Boughner was made a partner in the business. He married into the Vance family and bought out the business in 1819 when the Vance brothers moved to Ohio. Boughner and sons William and A.V. became one of the leading producers of decorated salt-glazed stoneware in the area.

By 1850, James and William "Leet" Hamilton arrived from New Brighton, Beaver County, and opened a business on Water Street specializing in utilitarian stoneware items. Leet, who seemed to have a falling out with his brother, sold his holdings to his son, Frank, and son-in-law, John Jones in 1866. The Hamilton-Jones firm on Diamond Street, also known as Star Pottery and Union Works, was productive for more than 30 years and was a rival to James Hamilton.

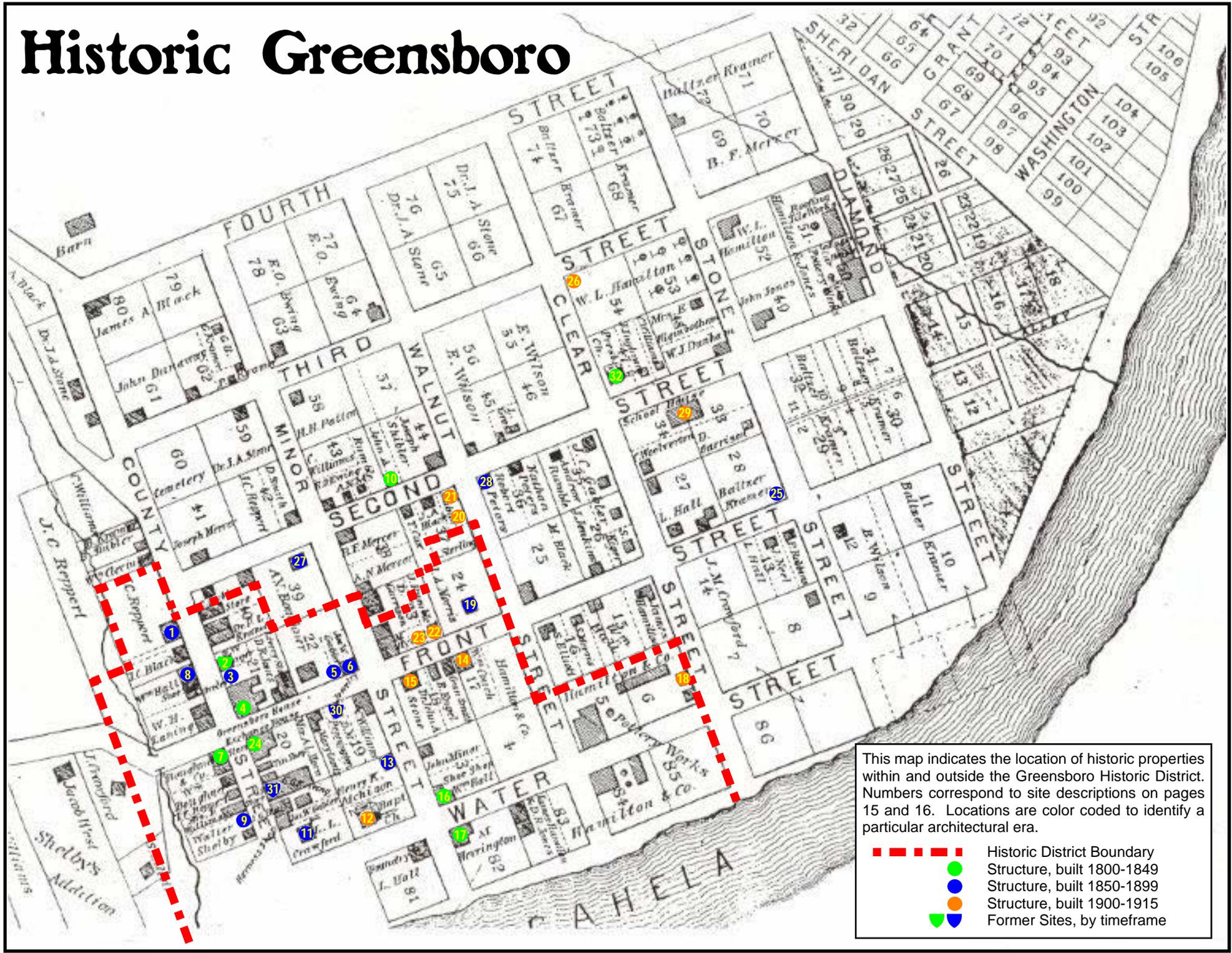
The intense competition put Greensboro on the map as a national pottery capital, but came at a price for the competitors. Economic hard times and a fire in 1897 closed the Hamilton-Jones plant. A failed attempt was made to restart the business across town at the Williams and Reppert Plant. James Hamilton,

meanwhile, sold shares but remained in business until 1884, then sold out to Thomas Reppert and W.T. Williams, who continued the business until the industry ended during World War I.

A number of factors conspired to end the manufacture of stoneware by 1915-16. A depression in the 1890s crippled manufacturing. Competition from mechanized ceramics makers was cheaper and more efficient. Improved food preservation methods and Prohibition had lessened the demand for stoneware. Unable to adapt, the potters of the Monongahela Valley and their traditional methods remained frozen in an earlier era. Today, artisans perform stoneware production on a smaller scale to demonstrate the old methods and to maintain a link with the region's past. 🏠



Historic Greensboro



This map indicates the location of historic properties within and outside the Greensboro Historic District. Numbers correspond to site descriptions on pages 15 and 16. Locations are color coded to identify a particular architectural era.

- Historic District Boundary
- Structure, built 1800-1849
- Structure, built 1850-1899
- Structure, built 1900-1915
- ▲ Former Sites, by timeframe

Historic Greensboro

The Greensboro Historic District, laid out in a grid in 1791, is located on a wide curve of the west bank of the Monongahela River in southeastern Greene County on a floodplain, ideal for town development. The district is comprised of 36 buildings and one archaeological site. The buildings inventory includes: 24 houses, two garages, two stables, one shed, one church, and six commercial buildings. The district's contributing elements range in age from the early nineteenth century to the early twentieth century.

Almost a third of the houses were built after 1900. Another 28% are antebellum period construction (1840-1860), and 21% were built in the early nineteenth century. The majority are frame construction and the remainder log or

brick. The Baptist Church and Greensboro Public School are constructed with stone. The district is represented by varying architectural styles ranging from federal of the early nineteenth century to bungalow of the early twentieth. Most structures have a high degree of integrity. The commercial buildings within the district also range from the early nineteenth to the early twentieth centuries. Many served as residences as well, particularly on second floors.

The form and layout of the Greensboro Historic District sustains the feeling of a small river town of the Upper Monongahela Valley. Its architecture is representative of regional vernacular construction and displays elements of various popular national styles as well. The following is a description of 32 significant sites.



Greensboro Public School



Minor House

- 1 **J.C. Reppert House.** (ca. 1850) A five-bay, two-and-a-half-story of Georgian and Greek Revival influence.
- 2 **Kramer/Eddie House.** (ca. 1815) Six-bay, two-and-a-half-story partial Georgian structure; sustained fire damage late twentieth century.
- 3 **Unnamed.** (ca. 1890) Frame shed sheathed in vertical wood boards.
- 4 **Jones/Gashie House.** (ca. 1820 - 1850) Three-bay, two-and-a-half-story log and frame house covered with wood and brick siding. Stable added ca. 1890.
- 5 **Donham/Longo Store.** (ca. 1890) Three-bay, two-story frame commercial structure with a high parapeted front. Updated in late twentieth century with siding and windows.
- 6 **Boughner House.** (ca. 1860) Three-bay, two-and-a-half-story frame structure with central entrance and gable-end chimneys. A one-bay frame garage was added ca. 1940.
- 7 **Boughner Store.** (ca. 1800) Three-bay, two-and-a-half-story log house covered with horizontal wood clapboard. The second floor was used for commercial storage. The basement has a fireplace.
- 8 **Boughner House.** (ca. 1860) Five-bay, two-and-a-half-story frame structure has grooved wooden siding and window and door lintels with Italianate details.
- 9 **Reppert Store/House.** (1874) Six-bay, two-and-a-half-story brick Italianate-style structure. Half of the first floor was commercial and the other half residential. Double doors enter both sections. Windows have raised brick crowns, forming a keystone.
- 10 **Kramer/Shelby House.** (ca. 1840) One-and-a-half-story frame house with a central cross gable. Originally had a central chimney.
- 11 **Crawford House.** Contains three elements: (1) three-bay, two-and-a-half-story Greek Revival (ca. 1850) with Colonial Revival elements including a wrap-around porch with Ionic columns; (2) two-and-a-half-

story frame house (ca. 1900) with Queen Anne-style elements including patterned shingles and spindle-bracketed front porch; (3) two-story frame stable (ca. 1910).

12 **Greensboro Baptist Church.** (1905) Two buildings comprise the site: a one-and-a-half story sandstone church built in Gothic Revival style and a parsonage that was added in 1910, a two-bay, two-story Prairie style frame house.

13 **Atkinson House.** (ca. 1870) Four-bay, two-story frame house with pedimented window frames built in the Italianate style, constructed atop a rubblestone foundation.

14 **Couch House.** (ca. 1810) Four-bay, two-and-a-half story log house with a central chimney, two-room plan constructed atop a rubblestone foundation. A shed roof frame kitchen was later added to the rear.

15 **Stone House.** (ca. 1910) A three-bay, two-and-a-half story Queen Anne style house constructed atop a rubblestone foundation, featuring a steeply pitched roof with patterned shingles in the stepped gable end. A partially enclosed porch has modern columns.

16 **Hall House.** (ca. 1840) A four-bay, two-and-a-half story frame house with a central chimney, two-room plan, constructed atop a rubblestone foundation. A shed roof frame kitchen was later constructed to the rear.

17 **Fetterman/Herrington House.** (ca. 1800) A two-bay, one-and-a-half story frame house constructed in two sections. The original core is reputed to be the earliest timber frame structure in the area. Later changes included a gabled front entrance, asphalt shingles, and a stuccoed foundation.

18 **Unnamed.** (ca. 1915) A three-bay, one-and-a-half story frame house built in Bungalow style with asbestos shingles, and an unattached garage, a one-and-a-half story gable front frame structure that conforms to the house.

Transportation



View of Greensboro

19 Norris House. (ca. 1855) This three-bay, two-and-a-half story frame house was built a rubblestone foundation in the I-house plan with a rear kitchen area. Greek Revival elements remain, including a wide cornice and a front door with side lights and transom. Modern changes include vinyl siding and a standing seam metal roof.

20 Minor House. (ca. 1915) A three-bay, one-and-a-half story yellow brick and stucco house built in Bungalow style atop a molded block foundation. A raised front porch, supported by two large square columns spans the width. An unattached garage, a one-and-a-half story gable front frame structure, conforms to the house.

21 Minor House. (ca. 1915) A three-bay, one-and-a-half story red brick and stucco house built in Bungalow style atop a molded block foundation. A raised front porch, supported with arched columns, spans the entire width.

22 McCann Building. (ca. 1920) The facade of this frame commercial building is dominated by its enclosed second-floor gallery that protects the sidewalk beneath. The gallery, supported by three metal columns, has a series of three-over-one windows. The first floor has a recessed commercial entrance flanked by large plate glass windows. The base of these showcase windows consists of yellow brick laid with a centered recessed panel beneath each window. A door between the two commercial entrances leads to the apartment above.

23 Davis Building. (1923) A four-bay, two-story frame commercial building that has a metal cornice inscribed "1923 Davis Theater." This building has a tall parapeted second floor punctuated with four small disproportionate windows. The first floor has two sets of recessed commercial entrances.

24 Hugas (Exchange) House. (Early 19th century) One-and-a-half story log house. Moved to its current location in 1990. Substantially modified.

25 James Jones House. (ca. 1879) A three-bay, two-and-a-half story brick house built in Italianate style. A Colonial Revival porch was added to the front in ca. 1900 and a one-and-a-half-story frame addition to the rear in ca. 1950.

26 Parreco House. (ca. 1910) A two-bay, two-and-a-half story stone house containing elements of Prairie style, including a low-pitched, hipped roof, wide eaves, and a one-story porch with brick supports. The exterior features coursed stone work of rusticated sandstones.

27 Alexander Boughner House. (ca. 1857) A three-bay, two-and-a-half story frame house with Greek Revival and I house elements atop a rubblestone foundation. Prominent features are pedimented window surrounds, wide cornices, and cornice returns. Narrow gables cover one window per floor.

28 Peters/Graham House. (ca. 1859) This single-pen log house includes a late 19th century single-pen timber frame addition constructed on the south gable end. Associated with the Underground Railroad.

29 Greensboro Public School. (1904) This seven-bay, two-and-a-half story stone building is symmetrical with transomed windows and hipped roof of Richardsonian Romanesque style. The focal point is a three-story frame bell tower that projects three feet beyond the facade.

30 Pennington House. (ca. 1870s) A two-story, red brick building that featured two entrances. Later subdivided into two apartments. No longer standing.

31 Monongahela House Hotel. (1874) A three-story, seven-bay brick structure. The overhanging roof and decorative knee braces are Italianate style. The entrance was formerly enclosed by a porch with a hipped roof. Later changes included three additional chimneys. No longer standing.

32 Greensboro Presbyterian Church. (1823) A one-story red brick structure built a top a stone foundation. The windows are topped with arched lintels. The entrance and steeple are sheathed in white vinyl.

The mountain ranges curving across Southwestern Pennsylvania impacted the course of both land and water routes; the cargo being transported and the time allotted for travel affected the pathways selected. Early access to the Greensboro area was limited to a combination of Indian paths (such as the Warrior's Trail branch of the Catawba Path), which partially followed tributaries of the Monongahela River or had junctions with them, followed by water travel upriver. The ultimate destination for early surveyors, traders, and settlers, was the Forks of the Ohio.

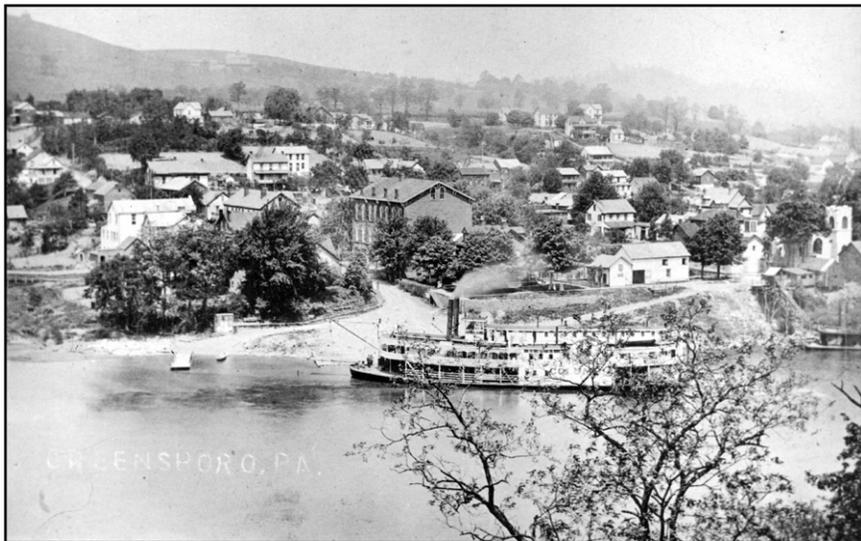
In the years prior to the creation of the system of locks and dams, low water levels often prohibited use of the lower Monongahela for transit. Nevertheless, boat building occurred on the river as early as 1778 during the Revolu-

tionary War when Col. George Rogers Clark put future Mapletown settler, Col. John Minor, in charge of constructing a flotilla at the mouth of Dunkard Creek, near Greensboro, for an expedition against British outposts in the Ohio Valley.

Albert Gallatin recognized the strategic value of the New Geneva-Greensboro site at the end of a portage linking the Potomac and the western waters and started his first venture to sell supplies to settlers passing through. In later years, the growth of the glass and pottery industries solidified Greensboro as a river town.

In 1790, Pennsylvania began a statewide survey for roads and canals, but early projects focused on east-west routes between Pittsburgh and Philadelphia. Gallatin, then Thomas Jefferson's Treasury Secretary, advocated federal in-





volvement in establishing a road to facilitate travel and commerce, and to unite various communities of interest. By 1818, the National Pike Road passed through Brownsville, Pa., on the Monongahela, enabling goods from Greensboro to be off-loaded and shipped overland east to Baltimore or west to Wheeling.

Surveys of the Monongahela led to a series of locks and dams that facilitated slackwater navigation from Pittsburgh to Greensboro by 1856, and upriver to Morgantown in 1883 after the construction of Lock and Dam 7. Keel-boats, which plied the region from the 1790s to the 1840s, were replaced by steamboats and packet ships. Ferry service between New Geneva and Greensboro began in 1888 and would continue into the 1950s.

Additional transit improvements came to the region in the late 1800s with the arrival of rail after

the Pennsylvania Railroad and Baltimore & Ohio Railroad extended the lines just north of Greensboro to Fairchance and Smithfield, respectively.

Mail and passengers still had to be transported to these points by packet boat until the Monongahela Railroad linked New Geneva in 1912 and regular service started two years later, forcing the packet boats out of operation in the 1920s.

Road improvements continued into the twentieth century. Greensboro's roads, typically muddy, were finally paved by the state in 1929. State Route 266 linked Smithfield to New Geneva in 1930 and south to Point Marion. Bus service to Uniontown began in 1931. By 1950, however, State Route 88 by-passed Greensboro, taking a more southern course.

Geography, settlement, and industry had played their roles in evolving local transportation. 🏠

Old No. 7

In 1836, the Pennsylvania Legislature authorized the incorporation of the Monongahela Navigation Company, directing it to improve slackwater navigation from Pittsburgh to the Virginia line with a minimum pool depth of four feet. An engineering study determined that seven locks and dams would be necessary to meet the requirement. The first four locks and dams, timber and stone structures, opened between Pittsburgh and Brownsville by 1844, with No. 5 and No. 6 by 1856. Construction on Lock and Dam No. 7 was delayed until after the Civil War.

Federal involvement on the Monongahela began in 1871 when Congress mandated a survey from New Geneva, Pa., to Morgantown, W.Va. Upon the recommendation of the surveyor and the Chief of Engineers to construct three additional locks and dams, Congress

authorized the construction of No. 9 in 1879, followed by No. 8 in 1889 with the stipulation that the Monongahela Navigation Company first complete No. 7, thereby linking the federal and commercial locks and dams; the last element of a privately-owned system was built and opened for operation at river mile 82.7 in 1883. Slackwater navigation between Pittsburgh and Morgantown, a distance of 102 miles, was now a reality.

All structures on the Monongahela system featured one 50-foot-wide lock chamber, but higher traffic volumes necessitated the addition of second 56-foot-wide chambers at Locks and Dams 1 through 4. To defray the expenses, the Monongahela Navigation Company levied tolls on their structures (Nos. 1 through 7), but the federal locks and dams were exempt from tolls or operating expenses due to provisions in the River and Harbor Act of 1884.

Meanwhile, coal operators lobbied Congress to buy out the



LOCK AND DAM NO. 7. MONONGAHELA RIVER.
September 16, 1908.
This photograph shows a practically dry dam on above date.

Monongahela Navigation Company, thereby opening the river to free navigation. At length, the Congress responded with an act in 1888 which directed the Secretary of War to negotiate the purchase of Lock and Dam 7, employing condemnation procedures, if necessary. Subsequent acts in 1890 and 1896 directed the purchase through condemnation of Locks and Dams 1 through 6. A concurrent lawsuit reached the U.S. Supreme Court, which ultimately ruled in 1897 in favor of the government's acquisition of the entire system.

In the following years, the Army Corps of Engineers instituted a modernization program through adding wider lock chambers and replacing stone and timber structures altogether with concrete and steel. In 1922, Congress authorized the construction of new Locks and Dams 7 and 8 to replace the original Locks and Dams 7 through 9. Construction

was completed during 1923-25 and the old structures were removed in 1926.

The new Lock and Dam 7 was constructed near Greensboro at river mile 85, 2.3 miles upriver from the original structure. It resembled the locks and dams on the upper river, having a fixed crest dam and a single lock chamber of 56 by 360 feet. Its design would remain unaltered for 63 years.

No. 7 operated into the late 1980s, but maintenance requirements and modern navigation demands led to the construction of the replacement Gray's Landing Lock and Dam three miles down river. Work began in 1988 and finished in 1993.

Today, the Monongahela Navigation System continues to provide significant regional benefits through transport of coal that now feeds the electric power generation industry, through provision of more dependable water levels, and through recreation. 🏞️



Coal

Since the late eighteenth century, the Klondike coal seam fueled the furnaces and kilns of the thriving glassworks and pottery factories along the Monongahela Valley in the eighteenth and nineteenth centuries.

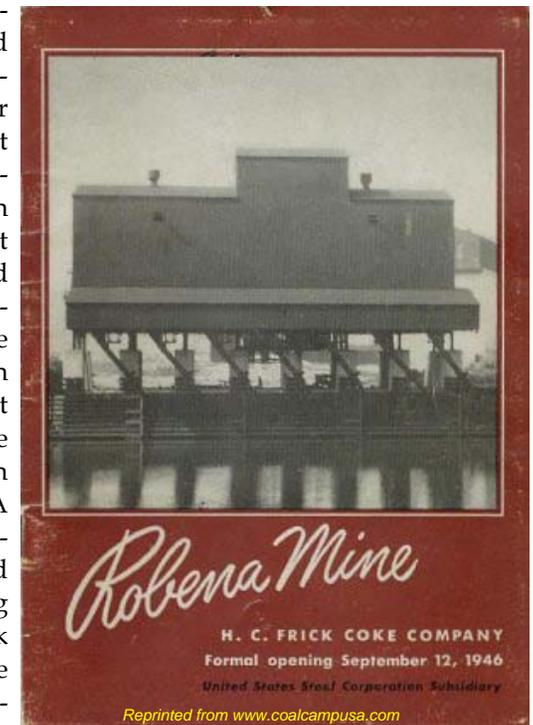
By the beginning of the twentieth century, Greene County was yielding record volumes of bituminous coal to feed the ravenous appetites of the expanding steel mills and coke ovens in and around Pittsburgh. The ever increasing demand for coal spurred the growth of the mining industry.

Greensboro, a river town in the middle of coal country, never evolved into a mining community, having established its own identity as a self-sufficient commercial center and transportation hub. Yet the mining community impacted Greensboro through the arrival of immigrant workers from Southern and Eastern Europe whose cultures would blend into the region's. Numerous patch towns sprang up over night and dotted the countryside such as Penn-Pitt, Seventh Pool, and Poland Mines. A number of Greensboro residents worked in these and other local shafts including Duquesne Light's Warwick Mine, and Robena Mine which was the world's larg-

est at the time of the peak of its production in 1946. Tragically, an explosion in December 1962 in the Robena No. 3 Mine claimed the lives of 37 mine workers.

The mining era, however, was short-lived as the coal seams became tapped out and mining processes became outdated and were replaced with modern technology. The patch towns gradually faded or disappeared altogether as their reason for existence ceased. Today, coal mining accounts for only a tiny percentage of local employment in Greensboro.

Coal defined the Monongahela Valley and the lives of its residents, making not only Greensboro and the region prosperous, but the nation as well. 🏭



Tucked away along a bend of the winding Monongahela sits Greensboro Borough, a time capsule from a by-gone era with its neatly laid out mix of structures representing architectural styles ranging from early nineteenth century rustic log cabins, to elegant houses of brick and stone built in the Queen Anne and Italianate styles, to quaint bungalows of the early twentieth century. The streets are silent: gone is the bustle of dock workers loading cargo, the roar of the glass furnace, the din of the potter's shops. Yet Greensboro is still a vibrant community.

What defines a community? It is not architecture or industry or geography, although these serve as touchstones to shape identity. A community, rather, is a people, the spirit that motivates them, and the shared values passed down through the generations.

Modern Greensboro is descended from a frontier town on the fringes of civilization. Its first residents arrived shortly after the American Revolution, animated by self-determination and self-sufficiency. These ethics continued to guide the community through the highs and lows of economic and cultural changes.

Community spirit was on display after the Monongahela flood of November 1985

wrought havoc on the lower end of town. Residents, borough officials, and civic organizations recognized the need to preserve and document their history, and banded together in the following months and years to save damaged properties from certain loss by making partnerships with various private and public agencies.

In one instance, Greensboro, the Army Corps of Engineers and the Pennsylvania Department of Labor and Industry's Civilian Conservation Corps, saved a log cabin that is today a source of civic pride as a historic asset and an economic resource as a meeting facility.

The efforts bore fruit, leading to the creation of a historic district on the National Register of Historic Places in 1995, establishment of the Nathanael Greene Historical Foundation, and membership in Pennsylvania's Elm Street residential revitalization program.



Potters' Park



Crawford House

Interest grew in preserving oral and documented history. In 1987, Greensboro native Betty Longo began to record, in long-hand, the memories of Mary Black Carr, an elderly resident of the community. These memoirs, along with others since prepared, have saved much of Greensboro's collective memory.

Greensboro has worked collectively to maintain its heritage by using all resources available. In 1987, for instance, residents formed a citizen's advisory planning committee to monitor cultural and environmental changes from dismantling Lock and Dam 7.

While Greene County's economy revolves around coal mining and service industries such as health care, Greensboro has taken a different path to reinvent itself and improve its quality of life, relying upon its historic and natural

resources to promote cultural tourism, agritourism, and the traditional outdoors sports of hiking, boating, and fishing.

Greensboro's vision for 2015 sees the Borough as a beautiful, vibrant, economically viable community that provides a sustainable high quality of life for current and future residents. By capitalizing on its assets, Greensboro evolves into a creative and recreational hub within the region, a pedestrian-oriented historical town with scenic streets and cultural and commercial amenities. It attracts many people including seniors, artisans, and outdoor enthusiasts.

In many ways, Greensboro has come full-circle. The Mingo Indians enjoyed the abundance of the area's fish and game and its scenic beauty, naming it "Delight." To modern residents and visitors, Greensboro still is. 🏡

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