

GENEALOGICAL AND
PERSONAL HISTORY

OF THE

ALLEGHENY VALLEY
PENNSYLVANIA

UNDER THE EDITORIAL SUPERVISION OF

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ILLUSTRATED

NEW YORK
LEWIS HISTORICAL PUBLISHING COMPANY
1913

MILLER Major-General Charles Miller will always live in the history of the city of Franklin for his numerous and important contributions to its welfare and prosperity. He is a man remark-

able for strength of body and useful activity of mind. It is a genuine pleasure for him to foster industry and enterprise.

To the particular business with which he is most closely identified, that of the Galena-Signal Oil Company, he has devoted his best efforts since 1869. This company not only supplies at the present time nearly all the steam roads of the United States with lubricating oils, but it counts also the greater part of the electric roads of the country among its customers; nor are its sales and services confined to railroads in North America. There is not a great division of the earth where they have not been used and appreciated. General Miller, knowing by long continued experiments the merits that were in the oils and that they could give superior service at a low cost, originated the idea of guaranteeing net results. The corporation, which General Miller has in all these years so firmly established, has a praiseworthy record for its dealings with its employees. They are paid the best of wages and salaries, they have been kindly looked after during sickness and misfortune, and they are pensioned on arriving at the age of sixty or sixty-five after twenty years of satisfactory service. They do not contribute in any way to the pension fund. It is almost needless to add that there has never been a strike or disagreement in regard to wages, hours of labor or any other feature connected with their employment.

The Galena-Signal Oil Company is only one of perhaps threescore enterprises which General Miller's forcefulness and powers of initiative have called into existence or have materially aided. To name all of them would require too much space, but a few of them, especially those located in the city of Franklin, deserve to be at least briefly mentioned. Noteworthy among these is the Park Hotel, a commodious impressive looking structure, embodying many of the latest improved architectural ideas. Few if any other cities of the population of Franklin have a hotel building to be compared with it in size, convenience or beauty. In fact there are many cities much larger that have nothing its equal.

General Miller built at his own expense a Sunday school room for the Baptist church, that cost him approximately \$40,000. The Odd Fellows Temple, which he financed and which is now completed cost over \$70,000. For many years General Miller has been president of the Young Men's Christian Association

of this city and has assisted it liberally by his means. Between two and three years ago, under his leadership, over \$50,000 was raised by a general subscription for a building fitted to the needs of the work. This building, which is a model of its kind, is at this writing (November 27, 1911) almost ready for occupancy.

When General Miller made up his mind to have a residence park on a hillside lying to the west of what was then the city of Franklin, he purchased an old pasture lot and woodland that was at that time most unpromising in its appearance. If General Miller wants to do anything, he wants to do it in the best manner possible. He, therefore, in connection with this plat of ground, engaged one of the ablest landscape architects of the country, Mr. Charles N. Lowrie, who is now president of the Association of Landscape Architects of America. Cities in the oil regions have not in times past possessed residence sections that would be commended by those who have seen the residence sections adjacent to the big cities of the east. Since Miller Park (the name given this residence plat) was laid out and transformed in accordance with the plans submitted, visitors, no matter where they come from, speak of it in terms of highest praise.

General Miller was instrumental in bringing to Franklin, or took an active part in encouraging to locate here, the following plants: The Venango Manufacturing Company, the Colburn Machine Tool Company, the American Steel Foundries Company, the Chicago Pneumatic Tool Company, the Franklin Manufacturing Company and the General Manifold & Printing Company. These companies give employment to hundreds of people and pay out hundreds of thousands of dollars annually in wages and salaries.

For many years General Miller was connected with the National Guard of Pennsylvania, rising from one grade to another until he attained the honor of being Major-General. This position he held for six consecutive years under two different governors. He then resigned on account of numerous pressing private duties. While at the head of the militia of the state he brought the organization up to a very high standard of efficiency.

During one of the great coal strikes he had the proud distinction of repressing lawlessness and at the same time of dealing very humanely with the strikers, whom he recognized as having real and serious grievances. Through his

knowledge of the situation, his influence and tactfulness he was able to take steps tending to bring about a better understanding between employers and employed. General Miller was in 1900 elected department commander for the state of Pennsylvania of the Grand Army of the Republic. He has been commander of Mays Post, of Franklin, Pennsylvania, for nearly eighteen years. The "boys in blue" rightly entertain for him a most affectionate regard.

It was while he was at the head of the National Guard of Pennsylvania that General Miller saw the necessity for a short line railroad connecting the northwestern part of the state with the large cities in the southeast. He studied the map and was so convinced of the feasibility of the plan that he engaged a corps of engineers to make the requisite surveys and procured nearly all the necessary rights of way. Recognizing from the outset that the road would be more serviceable to the general public and more easily financed if it were handled by one of the existing lines, he offered the surveys to two or three leading railway corporations. The company, however, which finally built the Franklin & Clearfield Railway, which is the portion of the road that is of most commercial importance to Franklin, was the New York Central. The number of miles at present constructed is sixty-five, and it was built at an average cost of \$100,000 a mile. Everything in connection with the roadbed is of the best quality. Already for two years or more it has been operated as a freight road and it is expected that passenger service will be inaugurated in the near future. When arrangements are all completed it will make practically a new trunk line between Chicago and New York, and it will cut off approximately seventy miles between Franklin and Philadelphia over any existing route, thus proving a great convenience to all the residents of this section of the country. As it passes through a region rich in coal deposits it will insure cheap fuel for Franklin and vicinity for many generations to come. The consolidated Jamestown, Franklin & Clearfield Railway, of which General Miller is president, has a total trackage of one hundred and sixty-five miles.

For two terms General Miller was mayor of Franklin; for six years he was a member of the State Board of Charities. He has served for many years as a trustee of several universities. General Miller is uncompromisingly op-

posed to the liquor traffic. For several years, as long as he believed there was any chance of making headway against the foe through the Prohibition party, he gave it the benefit of his support and influence. He was at one time chosen to be its nominee for governor of Pennsylvania. A combination of circumstances, however, made it necessary for him to decline to be the candidate at the polls.

General Miller's honors are not confined to this country. His services to commerce and industry were recognized by the French government which conferred upon him the highly prized distinction of chevalier of the Legion of Honor.

For twenty years or more General Miller and his partner, Hon. Joseph C. Sibley, conducted a stock farm near Franklin, which was regarded as one of the foremost of its kind in the world. Jersey cattle were bred or owned that broke all previous records for yield of milk and butter. The firm once refused \$15,000 for one bull. Their herd won two hundred and twenty-four first prizes and sweepstakes at twenty-two state fairs or greater expositions. Their trotting horses were of the best and most popular strains and certain ones had as much speed as had been developed up to that period. Fifty thousand dollars was once offered and refused for their noted horse St. Bel.

General Miller has generously helped numerous struggling churches, but as was fitting has given most liberally to the Baptist church, of which he is a member and deacon. His Sunday school, now numbering one thousand nine hundred and ninety-two members, is his special pride. He has been its superintendent since 1874. This bare statement without comment is an eloquent eulogy of his efficiency. His bible class, consisting of over seven hundred men and two hundred and fifty ladies, is believed to be larger than any other of the kind in the world. If it is anywhere surpassed in numbers, it is in some city of several times the population of Franklin. To the Franklin hospital, to the public library, and to many other organizations working for social betterment, General Miller has proved himself a most able and generous friend.

One of the deeds of General Miller that the people of Franklin will always recall with special gratitude is the Miller Night School, which he has maintained at his own expense since 1890. It has helped hundreds of young men

and women to earn a livelihood and to become valuable members of the community in which they reside. Two hundred scholars attend the night school annually.

This sketch, though necessarily brief and inadequate, is nevertheless sufficient to show that General Miller has reared in Franklin many memorialists to his genius, enterprise and public spirit.

General Miller married (first) Anne Adelaide Sibley. Their children were: Adelaide, married Samuel Addison Megeath, president of the Galena-Signal Oil Company; Charles Joseph Sibley, president of the Franklin Manufacturing Company, married Mary Prentice; LeRoy G. Miller, general manager of the street railway department, Galena-Signal Oil Company, married Patty Plumer; Julius French, president of the Keystone Carbon Paper Manufacturing Company, and secretary of the Galena-Signal Oil Company; Metta Sibley, married John C. Rochester, president of the Topia Mining Company; and Clarence A.

General Miller married (second) Emma Bullen. There were no children.

(Ancestral Narrative).

General Charles Miller was born in Alsace, France, in 1843, coming from an ancient Huguenot family seated in that debatable region which, after being one of the earliest provinces organized into the Frankish empire under Clovis, after the decline of the Roman empire, and subsequently until the 11th century under Charlemagne, was recognized as French territory about 1681, and taken by the Germans at the close of the Franco-Prussian war in 1871.

(I) The christian name of General Miller's great-great-grandfather Miller is not preserved, but it is known that he was a native of Markirch, Upper Alsace. His children were: Nicklose, born 1776; Martin; Michel, born 1780; Christian, of whom further; Elizabeth Ann. Of these Nicklose, Martin and Michel served in Napoleon's army.

(II) Christian, son of ——— Miller, born 1782, married Elizabeth Schuster. Children: Christian (2), of whom further; Nicklose, married Marie Bender; Michel, married Magdalena Heimlich; Elizabeth, married George Schuster; Magdalena, married George Burgraph; Margaret, married Jacob Ketterer; Salomae, married Philip Kline.

(III) Christian (2), son of Christian (1)

and Elizabeth (Schuster) Miller, was the immigrant ancestor of the American family here considered. He landed in America on June 12, 1854. He married Magdalena Voeltzel. Children: 1. Christian, married Salomae Frantz. Children: William, married Carrie Knapp; George Christian, married Nellie Allen; Michel, married Julie Buffum; Louis, married Anna Roth; Fred, married Agnes Riddell; Louisa, married H. K. Kobler. 2. Martin, married Magdalena Kummer. Children: Magdalena, died aged twenty-one years; Christian, married Barbe Smith; William, married Louise Wohlhuther. 3. Frederick, married Magdalena Heinrich. Children: Albert F., married Louise Drake; Magdalena, married Henri Barth; Emma, married M. Kirk. 4. Louis, married Catherine Eggle. Children: Catherine Myers; Elizabeth Trank; John; Frederick, married; a Henrich; Amelia, married William Schoeder; Edward. 5. Michel, married Elizabeth Miller. Children: Emma, married Edward Osburn; Adelia, married Louis Rosenkranze; Lillian, married Bert Barlow. 6. General Charles Miller, who is the subject of the principal preceding narrative. 7. William, married Katherine Shelgele. Children: Carrie M., married August Young; Charles A., married Anita Crandall. 8. George, died on ocean, April 16, 1854, aged six years. 9. Magdalena, married Edward Walasch. Children: Edward and Clara.

LeRoy George Miller, son of MILLER General Charles and Anne Adelaide (Sibley) Miller, was born in Franklin, Pennsylvania, September 22, 1880. He was educated in the public schools and high school of Franklin, Pennsylvania, graduating from the latter in 1889. He then entered the Law Department of Yale University, but did not complete the course. Returning to Franklin he entered the employ of the General Manifold Company, made rapid advancement, and was soon promoted to the position of traveling salesman. This position he did not long hold, as he was offered one more advantageous in his father's company, the Galena-Signal Oil Company. After filling various positions in that company and making good in all, he was made manager of the new Electric Railway Department, which he organized. In this department he has shown great ability, as evinced by the fact that it now lubricates seventy per cent. of the total electric mileage of the United

States. Mr. Miller is active in local Republican politics. He has served as councilman of the city of Franklin, and in 1910 ran for the nomination of mayor, and was only defeated by the small majority of one hundred and nineteen. He is an active member of the Baptist church, having held the office of church clerk for two years, and is second assistant superintendent of the Sunday school. He is lieutenant-colonel on General A. R. Stocker's staff, General Stocker being the commander-in-chief of the Patriarchs Militant, a branch of the Independent Order of Odd Fellows. Mr. Miller also held this commission on General M. A. Raney's staff, who was the preceding commander of this organization. Mr. Miller is a member of the Elks, the Royal Arcanum, the Nursery Club of Franklin, and the Venango Club of Oil City, Pennsylvania.

He married, September 24, 1902, Patty, daughter of Ralph Clapp and Margaret (Dieringer) Plumer. Ralph Clapp Plumer, son of Samuel F. and Sarah (Power) Plumer, was born in Franklin, February 7, 1849. He married, September 3, 1876, Margaret Dieringer, daughter of Joseph and Margaret Dieringer (see Plumer VII).
