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SMITHMAN, John B.,**Oil and Gas Producer and Operator.**

The account here given of a few of the many activities of John B. Smithman, of Oil City, Pennsylvania, enters largely into the history of that town, and into the history of the petroleum business in its early stirring stages, which makes it of special interest to the historian of petroleum, a mineral crudely utilized in Asia and elsewhere for countless ages, the great economic importance of which was first discovered by Professor Benjamin Silliman, of Yale College in 1855, when he made a fractional distillation of oil collected from a dug pit upon the lands of George H. Bissell near Titusville, Pennsylvania, which had been purchased by Mr. Bissell in 1854 for its oil prospects. This test having shown that the several products of oil were of immense commercial value caused Mr. Bissell to take the next step in its development, when, in the summer of 1856, finding that for many years salt wells had been drilled four hundred feet deep with substantial drilling tools by trained drillers at Tarentum, Pennsylvania, where quantities of the same oil were present in the same rock that contained the salt water, he decided to drill for oil in the same manner on his Titusville land. After many blunders and delays on the part of E. L. Drake, agent in charge, the first well there was, on August 27, 1859,

punched by Billy Smith and his two sons, salt well drillers from Tarentum, to the depth of sixty-nine feet, where a porous rock was struck that produced thirty barrels of oil per day and gave further striking impetus to the business that in sixty years has grown to a stupendous magnitude and changed the economic life of every nation on the globe.

John B. Smithman was born December 31, 1844, at Shippensville, Pennsylvania, then a town of some importance and surrounded by iron ore smelting furnaces, notably Fetzner's Furnace, Mary Ann Furnace, and Black's Furnace. His father, Henry Smithman, was born in Hanover, in 1816, and in 1826, in accordance with the death bed advice of his father, embarked with friends for America. From A. D. 1714 to 1837 the Kings of the House of Brunswick, Hanover, were concurrently the kings of both England and Hanover; therefore, Wilhelm Smithman, grandfather of the subject of the foregoing sketch, being in the military service of Hanover, was with the Hanoverian troops in the army of the Duke of Wellington, who with Field Marshal Blücher commanding the Prussian Army, fought and routed the army of Napoleon in the battle of Waterloo, Belgium, June 18, 1815. Wilhelm Smithman was among the wounded, and being crippled, drew a pension until his death in 1826. His mother, Agnes (Wagner) Smithman, with her father, John Bernhardt Wagner, removed from Philadelphia, Pennsylvania, to Foxburg, Pennsylvania, in 1830, where Mr. Wagner had charge of the Fox Estate. In 1835 they removed to Shippensville, aforesaid.

In 1851, the parents of John B. Smithman purchased a farm near Knox, Pennsylvania, where three months in each winter he attended a country district school

in which, up to 1854, both German and English were taught, he being a student of both. Not being physically robust, he, in 1860, was sent to a high school in Shippensville, where Professor Haight personally conducted a school of some fifty students in advanced studies. During that term the professor was called away on urgent business for a time and, on account of Mr. Smithman's perfect record in all the studies, the professor selected him to conduct the school during his absence, during which time he endeared himself to the parents of some half a dozen backward students by thoroughly grounding them in the principles of Algebra, Latin and English grammar. In 1862 he again attended the Shippensville High School; in 1863 he taught school in the Red School House, Cranberry Township, now South Oil City; and early in 1864 he made his home in Oil City.

At this time the theory prevailed that oil existed in vertical crevices, beneath ravines, coves and streams, large or small, and particularly where two or more of these came together. Mr. Smithman engaged in the business of looking up leases and lands having thereon these conditions and getting written options of purchase thereon; in making maps thereof, and turning them over to promoters from eastern cities, who would use them to make attractive prospectus for organizing oil companies with high sounding names, such as "Oil Basin Petroleum Company," "Pouring Rock Oil Company," with large capitalizations, and sell stock therein at fabulous prices. Large sums of money were made and lost in these numerous "bubble" oil companies. In 1865 the crevice theory gave way to the more correct theory that oil exists in horizontal granulated sedimentary formations in belts and pools, which in Pennsylvania and adjoin-

ing districts, run northeast and southwest, parallel with the western folds of the Allegheny Mountains.

In 1865 his parents and family removed from Knox, to Piqua, Ohio, where the parents and four children are buried.

In 1867 Mr. Smithman entered the oil producing business and operated in the numerous fields discovered in Western Pennsylvania, New York and West Virginia, and has drilled more than a thousand wells, some of which were good and others bad, and this experience engendered in him the habit of financial daring which often resulted in serious loss. In 1930 he was operating for oil and gas in Venango County, Pennsylvania, and had interests in companies operating in the Rocky Mountain fields. He also took active part in the speculative oil trade which began in 1873, when the production of crude oil commenced to largely exceed the consumption thereof. The pipe line companies that were engaged in transporting and storing oil, built large iron tanks in which to store it, and in order to induce dealers and speculators to help carry the immense surplus of it, issued negotiable certificates for one thousand barrels to owners of oil being stored in their pipe line system, which certificates could be purchased and resold to anybody—the believer in higher prices for oil being the purchaser and the person holding the opposite opinion, the seller. The number of dealers and speculators in these oil certificates was very large and they organized so-called oil exchanges in the various cities of the oil regions and the cities of the East. These oil exchanges were all affiliated and connected by wire, and had a uniform system of regulations, Mr. Smithman being chairman of the committee that drew up these rules. The surplus oil stocks in the National Transit

Pipe Line Company, a Standard Oil Company concern, gradually increased, and in 1877 there were 37,000,000 barrels; the dealing in its oil certificates in the Oil City Oil Exchange, the leading oil exchange, frequently amounted to over thirty million barrels a day. Many brokers made hundreds of purchases and sales in a day, so that the delivery of all oil certificates and the bank checks therefor, at the close of the delivery hour caused great confusion and sometimes serious loss, because it was necessary that each broker receive the oil he purchased so that he could deliver the oil he sold. Many committees tried to devise ways to remedy the evil but all failed. Then Mr. Smithman, although not a broker, or a dealer, nor a member of these committees, got up a plan by which all these receipts and deliveries were made daily with ease. He described and demonstrated his plan at a meeting of the Oil Exchange held April 8, 1882, and again on October 10, 1882, as is recorded in the minutes of that meeting, which adopted the plan. It provides that each trader each day makes out on one side of a sheet of paper in columns between vertical lines, a list of his purchases, the names of the sellers, the amount of the oil, the price therefor, and the cash amount of each; and at the bottom, the footing of the oil column, and the cash column, and on the other side of the page, in like manner, the list of his sales; and strike a balance between the footings. This will show whether he owes oil or money or both, or whether there is due him oil or money or both. This sheet, with oil certificates attached, if he owes a balance of oil; or a check for money, if oil is due him, is delivered to a clearing house manager. If oil or money is due him, he will receive it after the manager examines all the sheets. In other words, each dealer

settled only the balances shown on his sheet, the manager finding that each day's clearings balance, both oil and money.

The plan proved so simple and efficient that all the oil exchanges adopted it. Later all the stock exchanges and all the bourses throughout the world adopted it, substituting only shares of stock for barrels of oil. Since the successful operation of this plan many persons have bobbed up in many places claiming to have invented it, but the records of the minutes of the Oil City Oil Exchange disprove all such claims.

In 1883 the oil exchanges selected Mr. Smithman to make a gauge of the amount of oil that the National Transit Pipe Line Company held, and to find the amount of its outstanding certificates, and credit balances. The gauge was successfully made on September 1, 1883, over a wide area of territory, when 36,000,000 barrels of oil were gauged, which showed a surplus of half a million barrels, which restored confidence and increased the trading in the oil exchanges.

The extensive dealings in oil certificates in the exchanges made the market price for oil and its products everywhere. This eventually did not suit the purposes of the Standard Oil Company interests, as it was necessary for them to buy these certificates at the market price so made, to supply their oil refineries and their foreign trade. So, in 1893, they stopped buying these certificates, except at a prohibitory discount, the issues of their own pipe line company, and bought only at prices made by themselves, direct from producers of oil, the amounts of oil owned by the producers as shown by the Pipe Line Company books called "credit balances." This stopped any more oil going into oil certificates, and soon stopped trading therein,

which at one fatal blow killed the oil exchanges.

In 1885 Mr. Smithman was a pioneer in the Speechley gas field, ten miles southeast of Oil City, securing lands, and leases on a large area of gas territory. He made an agreement with the Standard Oil Company to supply its oil refinery above Oil City with gas for fuel, at three-fourths of the cost of coal used thereat. And, for the purpose of guaranteeing his ability to fulfill his agreement, he turned over to them one thousand acres of his lease. The company ignored its agreement and used the leases to freeze out the Oil City Fuel Supply Company, a small gas company that was supplying gas for domestic purposes in Oil City. They drilled gas wells provided for in Mr. Smithman's leases and entered upon the business of supplying gas to Oil City, Titusville, Meadville, and to other towns and cities, it being their first entry into the gas business. In retaliation for this treatment, Mr. Smithman organized the Manufacturers' Gas Company and secretly secured contracts from three-fourths of the population of Oil City and vicinity to supply it with gas at one-half the prices charged by the Standard gas company, and he put into Oil City and vicinity a complete, well-constructed, superior, gas plant upon all its streets. He also helped to organize the Columbia Gas Company, and sold to it nine hundred acres of prime gas territory with a large gas well thereon. This company laid gas lines to Meadville, Pennsylvania, Youngstown, Ohio, and intermediate towns, thereby also coming into competition with the Standard's company. After three years' war of cheap gas, during which gas sold as low as one cent per thousand cubic feet, the three gas companies above named were merged

into the United Natural Gas Company, which is doing an extensive business.

In 1886 Mr. Smithman became the owner of an oil pipe line, a relic of the Keystone Oil Company, which had been thrown into the hands of a pliant receiver by the notorious Charles E. Taylor, judge of the Common Pleas Court of Venango County, and ruined without a hearing. This judge resigned shortly thereafter when impeachment proceedings were instituted against him. The oil pipe line extended from Cogley oil field in Clarion County, Pennsylvania, where Mr. Smithman owned over a hundred oil wells, to the independent refineries on Oil Creek above Oil City. In 1888 Standard Oil Company interests brought suit against Mr. Smithman for \$81,000, accrued penalties for alleged violation of the Pennsylvania Pipe Line Act, which requires all pipe line companies to publish monthly statements showing how much oil they have on hand and how much oil they owe to others. He claimed that the oil transported by him through his pipe line was oil that he purchased from oil producers and, being his own oil, it therefore did not come under the Pipe Line act. After a strenuous legal contest, lasting a week in the Butler County Court, to which the case had been removed, the court sustained Mr. Smithman's views, and the State Supreme Court sustained the lower court.

In 1886 two years before the General Electric Company brought out Mr. Sprague's first electric street car motor, Mr. Smithman conceived the idea that street cars should be successfully operated by electric motors, and in that year organized a company to run such cars in Oil City, and applied for a city ordinance to run them. This ordinance was finally passed in July, 1887, but in a

worthless form. Meanwhile the then existing act for chartering street car companies was, by the courts, decided to apply only to cities of the first and second classes; so in May, 1889, an act was passed to provide for street car charters for cities of the third class to which Oil City belonged. Mr. Smithman then in June, 1889, obtained a new charter from the State, and applied to the owners of the upper toll bridge, commonly called the Hasson and Beers Bridge, connecting Seneca Street and State Street, for terms for crossing their bridge. The terms were that he strengthen the bridge to carry his electric cars and pay two and one-half cents toll for each person carried over it. These being prohibitive terms he decided to build a highway bridge of his own, but discovered that William Hasson, an owner in the upper toll bridge, while he was a member of the lower house, in 1876, had secured the passage of an act prohibiting the building of any highway bridge within three thousand feet of any existing toll bridge. Mr. Smithman then, in the closing days of the Legislature of 1891, secured the passage of an act by unanimous votes of both houses, empowering street railway companies to build bridges of their own, to carry their cars over the streams of the State after securing consent thereto of the local and national authorities. He wondered why no one representing the Hasson-Beers Bridge was there to oppose the legislation, but ceased to wonder when Robert E. Pattison, Democratic governor, vetoed the bill after the close of the legislative session, on the ground that street railways should use highway bridges already erected.

Mr. Smithman then investigated all legislation and court decisions upon the subject of highway bridges, and by com-

bining the effect of three separate decisions of the State Supreme Court, rendered at different times, concluded that the Hasson three thousand feet limit was void, and applied for a State Charter to build a highway bridge over the Allegheny River to connect Main Street and Central Avenue about five hundred feet below the Hasson-Beers Bridge and the same distance above the Suspension Bridge.

Governor Pattison and his Secretary of State showed surprise when Mr. Smithman in pursuance of public notice presented his application for a charter for the Relief Bridge Company, with Supreme Court references. The Secretary of State granted sixty days' time to the attorneys of the Hasson-Beers Bridge and the attorneys of the Erie and Pennsylvania Railroad companies for a hearing of pleas against granting the charter. In April, 1892, a short time after this hearing, Secretary of State W. H. Harrity, a good lawyer, granted the charter.

On June 5, 1892, occurred a great flood in Oil Creek which runs through the center of Oil City. The flood undermined a 15,000 barrel iron tank filled with naphtha, which stood on the west bank of Oil Creek two miles above Oil City. The naphtha, mixed with slush oil, floated on top of the water which covered upper Seneca Street and surrounding flats to a height of eight feet, and boats were engaged in taking people out of their houses through the second-story windows. Mr. Smithman started walking up the railroad track to view the flood, and when opposite the railroad round house, saw a flash of fire at an oil well west of Standard Street, which spread with explosive speed in all directions, accompanied by a terrific roaring sound and trembling of the earth, followed by masses of flame

and smoke rolling sky high, eastward, toward him, and down Oil Creek into the Allegheny River. The flood, which was caused by a cloud burst below Corry, Pennsylvania, reached Titusville early June 5, 1892, and there destroyed a large amount of property and also sixty-two lives. The flood reached Oil City at 9:00 A. M., the flash that caused the fire occurring at 11:40 A. M., spreading and enveloping boats that were filled with people who were fleeing from their inundated homes, and burning more than seventy buildings as well as a large amount of other properties, including street railway timber and ties; fifty-eight lives being blotted out, and many others maimed.

The migration to the immense new oil fields of Butler, Allegheny, and Washington counties, and West Virginia, was now increased to thousands; hundreds more were walking the streets of Oil City, idle; and the price of oil, the mainstay of the population, had been below sixty cents per barrel for two years. Great apprehension existed as to the future of Oil City, at best but an oil town, where people came to make a fortune quickly and then leave their rented homes for pastures new.

Mr. Smithman now called on capitalists who might be induced to take stock in his street railway enterprise, but no one would invest, and they advised him to abandon it. But he concluded that the building of a highway bridge across the river to be free from tolls, the building of a new county steel bridge over Oil Creek at Center Street to replace the condemned old county bridge disabled by the recent fire, of which new bridge he was unjustly assessed with three-eighths of its cost; the elevating and paving of Main Street at his expense, the opera-

tion of the Electric Light and Power Company, in which he had \$40,000; the construction of a street railway and the running of electric cars; the erection of the necessary buildings connected therewith; and the consequent employment of idle laborers, might engender confidence in the future of the city; stop the migration therefrom; encourage people to buy or build homes and locate in the city permanently; and, ignoring the continued and vicious personal attacks upon him and his enterprises, that were published daily by the Oil City "Press," Standard Oil newspapers, which seriously delayed and highly increased the cost of his work, he went ahead with his enterprises, he himself furnishing all of the money therefor.

By June 1, 1893, he had borrowed over \$200,000, some of it from Oil City banks in call loans. At this time the United States Treasury, as required by acts of Congress, passed at the behest of the silver producing states, had purchased large quantities of silver metal and had issued silver certificates therefor at the sixteen silver to one gold coinage rate, amounting now to \$650,000,000. This large amount of silver certificates had gone into the United States monetary circulation, while the commercial value of silver had gone from \$1.29 par to sixty cents, and was still falling. President Cleveland was making heroic efforts to maintain the gold standard value for all descriptions of United States money, and for this purpose he sold \$150,000,000 United States bonds in three separate lots to Europe for gold; but Wall Street speculators bought these bonds and to get the gold to pay for them, presented silver certificates to the United States Treasury and demanded gold in payment. At this juncture Secretary of the Treas-

ury John G. Carlisle, for the purpose of feeling the public pulse, got himself interviewed, and made the historic suggestion "That conditions might arise under which the United States would redeem its silver certificates in silver coin, instead of gold." A tremendous financial panic was the immediate result. Mr. Smithman saw the published interview, and feeling that a panic in his pocketbook was coming, sold all his saleable securities around three-fourths of their value. In a short time all of the banks in the large cities settled their monetary affairs in Clearing House certificates and stopped remitting currency to interior banks. The Oil City banks stopped paying out currency in payment of depositor's checks; the depositors therefore became afraid of the banks. Three banks in Oil City called the loans they had made to Mr. Smithman, aggregating over \$40,000, and demanded payment in currency. So he went to the uneasy depositors of each bank that had called on him to pay his loan, and gave the uneasy depositors his personal note, payable in one year, receiving in exchange therefor the check of the uneasy depositor. He took these checks to the banks on which they were drawn and tendered them in payment of his loan at the said banks. The banks refused to take these checks in payment of his loans, but were forced to accept them, rather than go to court. President Cleveland, on June 30, 1893, called a special session of Congress to convene August 7, 1893, to repeal the Act of July 14, 1890, which required the government to purchase 4,000,000 ounces of silver per month and issue silver certificates therefor. The act was repealed in November, after which the panic moderated.

Mr. Smithman continued to work throughout the panic, employing a large

number of men without lowering wages. He finished the bridge; laid three miles of track; purchased six electric cars, and began running cars on November 30, 1893, permitting the public to travel over his bridge free from tolls for six months, and then, to avoid threatened forfeiture of the bridge charter, collected a low nominal toll until September 1, 1900, when he sold the bridge to Venango County for \$37,000, one-third of its cost, to be made a free bridge; the first free river bridge in Oil City, and, as a consequence, the other two toll bridges were soon thereafter sold to the county at a low valuation and made free.

In 1894 Mr. Smithman extended his railway up Seneca Street, to the West End Borough; to the East End, and up Cottage Hill to Carroll Avenue, near the Oil City Hospital. Before the end of 1895 the value of real estate in Oil City, especially on the south side, had more than doubled over what it was three years before, and Mr. Smithman was duly berated by the newspapers of Oil City "for not having done more."

In 1896, in line with these newspaper attacks, old forgotten blue laws were resurrected and Mr. Smithman's motormen and conductors were arrested, and each fined four dollars and costs, each Sunday, for running street cars on Sundays on the streets of Oil City. The fines were paid, but the cars were kept running.

In 1884 Mr. Smithman became the owner of valuable mineral springs at the confluence of Van Buren and Three Lick runs, half way between Oil City and Franklin, Pennsylvania, and in 1894 proceeded to clear the dense underbrush from the graceful slopes of these streams, in order to make a public park. How well he succeeded can only be told by a personal visit to Smithman Park, which was its

name for a long time. In 1896 he extended his street railway to it and erected buildings, notably a Casino, which has a perfect dancing floor and a stage for theatricals. He thoroughly sewered the park and fresh water is on tap continually in the buildings, all of which are provided with all modern conveniences. Many large reunions, picnics, and other assemblies are held there; and the place is a public asset to the surrounding country. In 1899 he was extending his railway from the Park to Franklin. But in 1899 the Citizens' Traction Company, a rival street railway company, headed by Standard Oil men and the Oil City newspapers, secured an ordinance from the Oil City Council to construct a street railway in Oil City with the right to run upon Mr. Smithman's tracks through the center of the city. He offered to sell his street railway and park at cost, plus six per cent. interest, but the new company refusing the offer, at a great cost built a railway from Franklin by way of Rocky Grove to Two Mile Run and along the high bluff along the Allegheny River, through Reno, thence over a long cantilever bridge across the river to West End Borough, and was aiming for West Third Street, Oil City. Mr. Smithman contested the right of the new company to use his tracks, and while this question was pending in the Venango County courts the new company ended the three years' bitter fight on January 14, 1901, by purchasing his railways and park at their cost up to date, plus six per cent. interest, and \$10,000 additional for the surface of sixty acres, including the springs. The new company finished the railway from the park to Franklin, and soon thereafter abandoned its costly railway between Reno and Franklin.

In March, 1901, a short time after the immense gusher oil pool near Beaumont,

Texas, was opened up, Mr. Smithman was invited to go to Houston, Texas, to help organize the King Oil Company, a \$3,000,000 corporation. He having been president of many corporations in Pennsylvania, first examined the charter of the corporation, which was like other charters then being granted in Texas. He convinced the two lawyers on the board of directors and the Attorney-General of Texas that such charters were invalid, because they express the purpose of the corporation to be "the leasing, buying and selling of oil lands, drilling oil wells, buying and selling oil, laying pipe lines for the transportation of oil, and condemning land for a right of way therefor." He claimed that the last is a public service business, distinct from the former, and not germane therewith, as required by Texas law. No more such charters were granted. Some of the stockholders were Pennsylvania oil men, and familiar with the theory that in their State oil pools, belts, and anticlines run northeast and southwest, parallel with the Allegheny Mountains, and therefore, in consultation with the Texas State geologist, they had taken the oil leases for the King Oil Company on a southwest line from the Beaumont oil pool and had leased the King cattle ranch of one and a half million acres in Nueces County and the Bennett cattle ranch in Jackson County. Mr. Smithman pointed out to the board and to the Texas State geologist that Texas is not within the domain of the Appalachian Mountain range as is Western Pennsylvania, West Virginia, Eastern Kentucky, and Tennessee; and that pools, domes, and anticlines in Texas are dominated by the Rocky Mountain system and would run northwest. (This theory, given in March, 1901, has since been verified to a surprising extent.) At the request of J. A.

Vick, of Houston, who had been selected for the office of president of the corporation, Mr. Smithman was nominated for that office and unanimously elected by the stockholders. The company had obligated itself to drill one well on the King Ranch and one on the Bennett Ranch. Mr. Smithman requested that leases be also taken to the northwest of the Beaumont pool; the board preferred to defer this leasing until after the two wells were drilled. Both wells were drilled and both were dry. Meanwhile the oil produced at Beaumont proved to be only good for fuel, and went down to five cents per barrel, and the King Oil Company and many others quit the business.

In 1864, Mr. Smithman was a member of the Petroleum Institute, the first organization in Oil City to engage in literary and library work. In 1871 he became its secretary and treasurer. On May 1, 1872, the Institute rented the third floor of the D. L. Trax brick block at the foot of Seneca Street, and numerous literary and musical entertainments were held here, including those of the Oil City Philharmonic Society and the Oil City Terpsichore Club. In 1875, by reason of the great exodus of oil men to the rich oil fields of Butler, Clarion, and other counties, the library lacked support and owed one hundred and thirty-five dollars rent to Mr. Trax, who, in August, 1875, sold out its 1,300 books and bookshelves on a landlord's warrant at public sale. Mr. Smithman was the purchaser of the books, shelves and other fixtures, and loaned them free of rent to the Young Men's Christian Association, which had rooms in the Lamberton Block on Seneca Street. This organization also failed and Mr. Smithman again redeemed his books by paying the back rent, and in 1880 presented the books and shelves to the Oil

City School Board to be placed in the Central Avenue High Schools.

In 1888 the Belles Lettres Club, a society of ladies, was organized for the "studying of literature and maintaining a library" and occupied a room free of rent in the City Hall Building, and by 1900 had accumulated a library of 5,000 volumes, and in that year, by public agitation, had secured a promise from Andrew Carnegie to donate \$44,000 for a public library building on lots at the foot of Central Avenue, the cost of the lots, \$11,500, having been raised by the ladies of Oil City by public subscriptions.

In 1902 Mr. Smithman was made chairman of the building committee to plan and erect this building, and having previously inspected the operating of public libraries in cities of Europe and of the United States, where lists of their books were handed to their patrons from which to select books, thus implying a necessary previous knowledge of books wanted, he concluded that it would be better for both the learned and the unlearned to be able to inspect the inside of books before borrowing them, and therefore decided to build the library so that the readers would have a commodious reading room and free access to the book shelves to inspect the books. He also provided, on the second floor of the building, a separate room for the use of the Belles Lettres Club, and an auditorium with a stage for public educational purposes; and donated a piano for the stage, \$500 for a "renting collection," and \$1,000 for other books, and was president of the library commission for many years. The 5,000 volumes of the Belles Lettres Club became a part of the new library.

Mr. Smithman was married, in Paterson, New Jersey, to Julia Hathaway, of that place, a descendant of General Hath-

away, who served in the War of the Revolution. Since 1883 they have lived in their beautiful home at No. 113 West First Street, Oil City, and have four children: 1. Fred, who is with the Pennsylvania Railroad Company. 2. Howard, who was in the United States Navy during the World War, and who at this writing (1930) is superintendent of the Smithman Oil Company. 3. Mabel, who is a student of art. 4. Carlotta, who is the wife of Charles D. Berry, a member of the Berry Sons Oil Company.
