

# How the Pennsylvania Railroad Came Through Lancaster.

The casual purchase of a basketful of old books at a recent public sale threw into my possession three small manuscript volumes of rare local interest. They relate to an incident in the history of Lancaster city and of the public works of the Commonwealth about which there is frequent inquiry, and mostly inaccurate answer and misinformation. Long before the Pennsylvania Railroad Company constructed what is known as the "cut-off" or "short line" just north of the city, between Conestoga bridge and Diller-ville, the eye of the layman could readily discern that the bow-like detour by which the railroad ran through Lancaster must have been a radical departure from the best engineering device, and a concession to the scheme on which railroads were formerly laid out, viz., to reach towns instead of compelling towns to come to them.

There is a popular tradition that some railroad company was paid a large bonus to bring the Pennsylvania tracks into the city, and that some obligation was thereby imposed upon the present company in control to run its trains through and stop them in Lancaster, and to maintain a passenger station in the centre of the city. Without venturing a legal opinion upon any issue that may be raised, I take advantage of the opportunity, afforded

by these ancient minute books, to state and record some facts not at all inaccessible or obscure, but which have not heretofore been collected—so far as I know—and which have historical value and popular interest, if not commercial significance.

The original acts of Assembly under which was projected and built that portion of the Pennsylvania Railroad most familiar to the people of Lancaster are several in number; and they stand related to each other. Slackwater navigation on the Conestoga had been devised as ~~nearly~~ as 1805, and revived in 1820 by James Hopkins, the most brilliant and successful lawyer of his day, but his scheme became void; it was said with reference to his other profitless venture, to lead to Susquehanna waters around Conewago Falls, that his fortune—like that of most of us lawyers—“came by wind and went by water.” Others, however, carried forward the waterway from Lancaster to Safe Harbor; so that while railroad plans were fomenting, dams and locks on the Conestoga were in course of construction and completion, packet and pleasure boats, “with cabins for ladies and gentlemen, dining room, bar and pantry,” were moving up and down the stream, and cargoes were clearing daily from the port of Lancaster for Baltimore and other distant seaports, carrying flour, corn, whiskey, pork and like native products, while incoming arks, barks and rafts brought coal, shingles, lumber, raw and dressed, and other “importations.”\*

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[\*“The Conestoga is a beautiful and powerful stream, and drains one of the best cultivated and most productive tracts in the United States. A slack-water navigation has been made from Reigart’s landing, within the bounds of the city of Lancaster, to Safe Harbor, on the Susquehanna, a distance of

In the original incorporation of the first Pennsylvania Railroad Company, March 31, 1823 (P. L. 249), the Lancaster countians who figured were Amos Ellmaker, of this city, and John Barber and William Wright, of Columbia.

That was a most laudable, but unsuccessful, attempt to divert from Baltimore to Philadelphia, across this county, the river trade descending the Susquehanna, April 7, 1826 (P. L. 216), the Columbia, Lancaster and Philadelphia Railroad Company was chartered with \$650,000 of capital, and the power to increase it to a million—less than the present value of the trolley lines from Columbia to Gap. Honored local names in that early corporation were those of George B. Porter, James Buchanan, Amos Ellmaker and Samuel Dale, Lancaster, and Jacob Strickler, James Given, John Barber and James Clyde, Columbia. This

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18 miles, by nine dams and locks; the pools varying in length from one to three miles, and preserving a breadth of from 250 to 350 feet, with a depth in the channel of never less than four feet, forming beautiful sheets of water. The towering path is on the left bank of the river. The locks are 100 feet by 22, sufficiently large for arks or boats 90 feet in length, and for rafts of timber, or boards of the same size. The lifts vary from 7 to 9 feet. This valuable work has been executed at an expense of about \$4,000 per mile, by a private company, who have obtained at each dam a water power highly valuable to themselves and to the city and vicinity of Lancaster. When the navigation of the Susquehanna below the mouth of the Conestoga shall be improved, that city will have many of the advantages of a port. The canal serves at present to transport many articles of commerce to and from the river Susquehanna in vessels of from 60 to 100 tons burden. There is a fine stone bridge over this stream on the Lancaster turnpike road, built by Mr. Whitmor, at his private expense, under authority obtained from the State, for which he was remunerated by the tolls."—(Gordon's Gazetteer of Pennsylvania, p. 116). A. D. 1832.]

scheme, however, also proved too much for private undertaking; the Commonwealth was appealed to and the Canal Commissioners were empowered, March 24, 1828 (P. L. 221), to connect their Pennsylvania canal, terminating at Columbia, with the Slack-water waterway at Safe Harbor; and at the same time to examine and determine whether Columbia should be connected, via Lancaster, with Philadelphia, by canal or railroad. They adopted a railroad scheme, with inclined planes descending to the Susquehanna and to the Schuylkill rivers, at the respective termini.

At that time Lancaster city—with the same geographical boundaries it has to-day—had less than eight thousand population. The names I have recalled attest the notable character of its citizenship, and the interest which professional men took in business affairs.

### **The Original P. R. R. Location.**

When Major Wilson, assisted by Joshua Scott, C. E.—who, by the way, published, “far and away,” the best Lancaster county maps ever produced—originally located the Columbia and Philadelphia railroad, it ran outside of Lancaster, on the north, and a lateral railroad was to be constructed from the city, to connect with the main line at a point near what is now known as “Big Bridge,” or Conestoga tower.

There were then, as there are now, and ever will be, “Mossbacks” and “Pullbacks,” who greatly dreaded the invasion of the city by an “iron railway” and a “snorting engine.” The same sentiment which to-day dreads “innovation” and retards progress was prevalent then; it bitterly opposed the construction of the railroad

through the city. The "masses," however, demanded it, and had their way—as they always get it eventually. A "town meeting," held at the Court House, December 19, 1831, declared in favor of Councils moving in the matter and praying for the necessary surveys. Councils were then—as they are not always now—responsive to the best public sentiment and representative of advanced intelligence and business enterprise.

On December 21, 1831, a committee of Councils was ordered to petition the Legislature to alter the route of the railroad, and William Whiteside and John Longenecker were appointed a committee for that purpose. Engineer Scott was engaged in this service and \$100 was appropriated January 3, 1832, to defray the necessary expenses. On January 17, 1832, Benjamin Champneys (then a young lawyer and afterwards one of great prominence, a Judge of the Court and Attorney General of Pennsylvania) was instructed, together with James Buchanan to proceed to Harrisburg "to assist in endeavoring to procure the alterations of the route of the railroad so that the same may pass through the city."

On February 3, 1832, the subject again obtained a hearing in both branches of Councils, and the Canal Commissioners were advised that all the expenses of the engineer incident to the survey would be paid by the city. These proceedings and persistent efforts resulted in the adoption by the Legislature of the following resolution "relative to the Philadelphia and Columbia Railroad":

"Resolved, By the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, That the Canal Com-

missioners be, and they are hereby instructed to take immediate measures to have a survey made by an experienced engineer, who has not heretofore been employed on the Philadelphia and Columbia Railroad, of the ground between the Big and Little Conestoga bridges, on the Philadelphia and Columbia railroad, for the purpose of ascertaining the practicability of changing the present location of said railroad, that it may pass through the city of Lancaster, so as to cross North Queen street, as far within the business part of said city as the graduation will admit, and make report thereof to this Legislature, together with an estimate of the cost and amount of damages, which such change would incur, and the time required to make the alteration, provided the corporation of the city of Lancaster shall first engage to pay the expenses of the said resurvey."

(Signed.) John Laporte, Speaker of the House of Representatives. Wm. G. Hawkins, Speaker of the Senate. Approved—The seventh day of February, A. D. one thousand eight hundred and thirty-two. Geo. Wolf, Governor.—(Acts of Assembly, 1831-1832, Page 623.)

On February 14, 1832, Councils were notified by the Governor of the appointment of Moncure Robinson as the engineer to make the necessary survey and a committee was appointed to meet him. Be it noted in passing that the mayor was then elected by Councils and John Mathiot was the only candidate voted for.

It appears from the minutes of March 6, 1832, that the services of Mr. Robinson and his assistants in making the survey were charged at \$284; the bill was ordered to be paid and 200 copies of his report were directed to

be printed—a temporary loan of \$500, however, had to be made to meet the bill.

Forthwith a committee of Councils was appointed to go to Harrisburg and urge Mr. Robinson's recommendations upon the Legislature. Judge Dale, John N. Lane, Maj. Frederick Hambright, Amos Ellmaker and Benjamin Champneys were added to the committee as representative citizens, while Thomas Jefferis, of Select Council, and Martin Shreiner, of Common Council; Joseph Scott and Hugh Maxwell represented the city government. The report of Engineer Robinson and the message of the Governor in transmitting it are documents of abiding local historic interest. They were as follows:

#### **The Engineer's Report.**

To the Assembly With the Report of the Engineer Employed to Ascertain the Practicability of Changing the Line of the Columbia and Philadelphia Railroad so as to Run Through the Business Part of the City of Lancaster.

Gentlemen:

I hasten to lay before you copies of a communication of the president of the Board of Canal Commissioners, and of a report of Moncure Robinson, the engineer employed, in pursuance of a resolution of the Legislature of the seventh of February last, to make a survey on the Columbia and Philadelphia Railroad between the Big and Little Conestoga bridges, for the purpose of ascertaining the practicability of changing the present location of the road, so as to pass through the business part of the city of Lancaster.

GEORGE WOLF,

(Governor.)

Harrisburg, March 9, 1832.

March 8, 1832.

His Excellency George Wolf:

Sir—In obedience to the resolution of the Legislature, dated the 7th February, 1832, directing a survey to be made on the Columbia and Philadelphia Railroad between the big and little Conestoga bridges, for the purpose of ascertaining the practicability of changing the present location of the road, so as to pass through the business part of the city of Lancaster, I have the honor to report.

That in compliance with the said resolution, the board appointed Moncure Robinson, Esq., an experienced and skilful engineer, who had not been employed upon the railroad to make the required survey and estimate. The corporation of the city of Lancaster having engaged to pay the expenses of the same.

The enclosed is the report of the survey and estimate of the engineer, received this day, which I hasten to transmit to your excellency, in order that they may be laid before the Legislature, as directed by the said resolution.

I am yours respectfully,

JAMES CLARK,

President Board Canal Comm'rs.

To the Board of Canal Commissioners  
of the State of Pennsylvania:

Gentlemen—The resolution of your board of the 9th ult., directing further survey in the neighborhood of Lancaster, presents three subjects of inquiry. First, the practicability of changing the present location of the Philadelphia and Columbia Railroad between the Big and Little Conestoga bridges, so that it may pass through the business part of the city of Lancaster. Second, the cost and amount of damages which such change would

incur. And third, the time required to make the alteration.

It might be sufficient in reference to the first point to state, that the object in question is practicable. It is presumed, however, that the resolution of the board had reference to the practicability of effecting the proposed change without material detriment to the line of the Philadelphia and Columbia Railroad. In this view of the subject, it is deemed proper to present to the board such facts in relation to the matter as appear pertinent.

The business part of the city of Lancaster is situated on the southwest slope of an unbroken ridge which crosses the tract of country between the Big and Little Conestoga creeks. It is obvious that to change the railroad between the Big and Little Conestoga bridge in such a manner as to reach the business part of the town, it is necessary to diverge from the line as located, so as to pass this ridge into the city and afterwards to re-cross it in leaving. It will be inferred by the board that such a line could not be traced without encountering a higher summit, expensive excavation in crossing and re-crossing the ridge, as well as an increase of length in the line.

Very full explorations were made in the neighborhood of Lancaster, with the view of ascertaining any facilities or favorable features which the country might present; and afterward, such a line was traced as seemed on the view taken most advantageous. It is possible that this line might in some of its details be improved, but it is not believed that it could be materially so; as traced on the ground it may be described as follows:

Beginning at the Big Conestoga bridge and following the line of railway as executed, as far as Hardwicke

bridge, but rising at a graduation of twenty-nine feet per mile, it attains the western abutment of this bridge at an elevation eight feet and seven-tenths higher. It then deflects to the left and passes behind Mrs. Detrick's and Captain Michaels', within a short distance of the New Holland turnpike, which it crosses between its intersections with Lime and Shippen streets. It afterwards passes through Muhlenberg and Long's orchard, pursuing a direction approaching Chestnut street, and crosses North Queen street, within eighty-six feet of the same. At this point it bends to the right, crossing Prince street, midway between Chestnut and Walnut. Walnut street near its intersection with Water and James street, near the angle formed by this street and one of the city alleys. From this point (after crossing the turnpike), it pursues a course between the turnpike and the located line of the Philadelphia and Columbia Railroad, which it gradually approaches, and with which it connects within thirty-six poles of the Little Conestoga bridge, thence to the bridge the located line of railroad would be raised so as to conform to a graduation of twenty-seven and a half feet per mile.

The length of the line above described would be four miles and forty-seven poles, that of the line as located and graded, three miles and one hundred and seventy-eight poles, making a difference of distance against the line through Lancaster of one hundred and eighty-nine poles.

The increased cost of executing a line of railroad on the tract above described, would embrace the following items:

Embankment between Big Conestoga and Hardwicke bridges and at Hardwicke

Run, 27,191 cubic yards, at 14 cents,.....	\$3,806.74
Culvert at Hardwicke Run, 820 perches of masonry, at \$170 per perch. Founda- tion, including materials, \$300 .....	1,694.00
Embankment west of Hard- wicke Run, 20,656 cubic yards, at 14 cents.....	2,891.84
Excavation of ridge behind Mrs. Detrick's and Captain Michael', 4,688 cubic yards, at 12 cents.....	468.80
Embankment beyond Mrs. Detricks' and Captain Michael', 3,614 cubic yards, at 12 cents.....	443.68
<b>Deep Cut Ending at Queen Street.</b>	
Earth excavation, 83,773 cubic yards, at 16 cents..	13,403.68
Rock excavation, 38,792 cubic yards, at 75 cents,.	29,094.00

**Remaining Excavation Between Queen  
Stret and Little Conestoga  
Bridge.**

43,592 cubic yards of earth, at 10 cents,.....	4,359.20
1,550 cubic yards of rock, at 50 cents,.....	775.00
Embankment, 39,660 cubic yards, at 12 cents,.....	4,759.20
10 dry stone drains, at \$50 each .....	500.00
Bridges and causeways at crossing of streets and alleys .....	11,750.00
Removal of material of superstructure delivered on grade line of railroad.	1,400.00
Cost of laying superstruc- ture of 189 poles of double track railroad (being dif- ference between graded road and line through	

Lancaster), at \$17,380 per mile .....	10,265.06
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	\$85,601.20
Add for superintendence and contingencies 8 per cent. ....	6,848.09
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<u>Total expenses of change,</u>	<u>\$92,449.29</u>

It may be proper to remark that in the above estimate an allowance is made in the roadway formation for an extra width of 13 feet in the railroad surface in the city of Lancaster, between Lime street and James street. This extra width is required for an additional track which will be indispensable for the accommodation of the city and to avoid the necessity of inserting turning platforms or swivels in the regular line of railroad, in order to connect with any branches which may be laid down in streets, an addition of 2 feet has also been made in the deep cut between station No. 37 and North Queen street, in order to admit of some increased width of drains in this distance.

The prices of the above estimate are believed to be sufficient for the execution of the work, and some of them, those of the rock cutting and excavation in the cut ending at Queen street, will probably appear high. It is to be recollected that a large part of the materials excavated on this portion of the roadway must be transported a considerable distance in order to avoid the erection of spoil banks on valuable adjacent property, and though the rock of Lancaster is not generally expensive, that every hard rock becomes so which is to be quarried in a cut of considerable depth, and when the rock, as must be the case in a portion of the deep cutting, is disadvantageously encountered. In regard

to the amount of damages which might be incurred by changing the line of the railroad, I can form, of course, only a very loose conjecture. It is due, however, to the board to state, that it would, in my opinion, be very considerable. The buildings to be removed, although twelve or fourteen in number, would not be of much value, but the road would necessarily cut most of the lots through which it would pass by either a diagonal or curved line, and the depth of the cut between New Holland turnpike and Lime street (at one point 35 feet), would make it necessary, unless it were faced with walls on each side, to occupy a considerable space of ground in this distance.

It remains to add on the third point referred to me by the board, that the work of grading the proposed railroad might be accomplished during the ensuing spring and summer, with the exception of the thorough cut above mentioned, through Lancaster. This must necessarily be tedious if worked economically, and could scarcely, I should think, be accomplished in less than ten or twelve months.

All which is respectfully submitted.

MONCURE ROBINSON, C. E  
Harrisburg, March 8th, 1832.

### The Municipal Memorial.

This presentation by the executive and engineering expert was supplemented by a memorial of the Municipal Committee, printed "broadside" after the fashion of that day—a copy of which I have the privilege to now present to this society, on behalf of Augustus Jefferis, son of the chairman of that committee. It is well worth permanent preservation from many points of view, but I can now make only brief extracts.

The committee at the outset refuted the assertions of individuals who were "industriously employed in abusing the public ear, by circulating reports," that the citizens of Lancaster did not want the railroad to pass through the city. They antagonized Major Wilson's recommendations of 1828 that "a branch line" should be run into Lancaster, and strongly urged the adoption of Engineer Robinson's line "passing through the center of population of the city, crossing North Queen, Walnut, Prince and Lemon streets, upon the surface of the ground." They indulged in apprehensions that if Major Wilson's project were realized, and "a new town spring up upon some neighboring farm to which the business of the present city would be gradually transferred," a million and a half dollars' worth of property would sink into decay, and, if the postoffice was removed from the city to the railroad, business would leave Lancaster and go out into Manheim township, "for it is unreasonable to suppose that railroad mail cars, running at the rate of 12 or 15 miles per hour, can be detained until another vehicle can travel upwards of two miles to obtain an exchange—this would occasion a loss of time that will not be permitted by the General Postoffice Department." Moreover, the people of Lancaster, they represented, if the contemplated railroad, instead of passing through the present town, would only pass within sight of it, would not patronize the new mode of conveyance, but would prefer traveling to and fro by stage coach or on horseback, rather than to be "left in a swamp, upwards of a mile from the place of their destination." They further show that the city and county of Lancaster then contributed for the year 1832, to the revenues of the Com-

monwealth, \$45,069.91—nearly a tenth of the whole revenue of the State from every source. In addition to that the city and county had, in three years, expended \$40,000 in building and re-building bridges and “freeing from toll the stone bridge over the Conestoga, on the great Western thoroughfare from Philadelphia to Lancaster. This bridge alone cost \$26,000, the toll collected averaging \$4,000 per annum, imposed upon all who traveled this great line from the farthest East to the distant West.”\*

“Towards all this expenditure not one cent was ever advanced by the State, except the gift of a bad debt can be called so, transferred to the county in the year 1811, on condition that it should be appropriated towards redeeming Witmer’s bridge from toll.

“It is believed that the depreciation of property in the city of Lancaster, should the railroad be diverted from the route contemplated by the law, cannot be less than thirty per cent. In fact, such is the feeling at present, and such the fears of the inhabitants, that property has already considerably declined in value.

“In this situation Lancaster is willing to save herself from greater evils by making any reasonable sacrifice.

[\*It is also interesting, and not without relevancy, to note that Lancaster county paid into the State treasury in 1831 for

Dividends on turnpike stock.	\$	550	00
Dividend Columbia bridge stock		2,250	00
Tax on bank dividends		1,904	40
Tax on offices		2,909	46
Tax on writs		703	26
Tavern licenses		3,202	16
Duties on dealers in foreign merchandise		1,044	22
Collateral inheritances		257	57
Pamphlet laws		6	18
Militia and exempt fines		60	00
Tin and clock pedlar’s licenses		285	00
Hawkers’ and pedlars’ licenses		229	90

Total .....\$13,402 15]

Should the Legislature be unwilling to authorize the change, to which the undersigned beg attention, the city authorities of Lancaster propose, through them, to undertake the work themselves, relieving the Commonwealth from any damages that might accrue to private property, within the building lots of the city, and even accepting of a less sum to complete the grading of the proposed line between the two Conestoga bridges, and through the city of Lancaster, near the intersection of Queen and Chestnut streets, than estimated by Mr. Robinson."

Prior to any action of the Legislature the expense of the proposed alteration of the railroad route engaged the almost constant attention of Councils; indeed, the proceedings of that body—still admirably preserved—indicate that no other subject so largely interested the municipal legislative body for several months—after which the General Assembly passed the resolution "Authorizing the Canal Commissioners to change the location of the Philadelphia and Columbia Railroad between the Little and Big Conestoga bridges." Its full text is as follows:

#### **THE ACT OF 1832.**

"Resolved By the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met,

"That the Canal Commissioners be, and they are hereby authorized and required to allow the corporation of the city of Lancaster to change the location of the Philadelphia and Columbia Railroad, between the Little and Big Conestoga bridges, so that the same shall pass through the city of Lancaster, at or near the intersection of North Queen and Chestnut streets,

and to grade and form the same for a double track of railway; for the performance of which work the said Commissioners shall pay to the said corporation a sum not exceeding sixty thousand dollars out of any money appropriated for completing said road:

“Provided, That the Commonwealth shall not be liable to pay for any damages to private property, caused by the location of said road between said bridges::

“And provided also, That said road shall be graded and formed for a double track of railway on or before the first day of April, one thousand eight hundred and thirty-three, and that no money shall be paid for the same until the said road shall be completed as directed, and shall be approved by the said Commissioners:

“And provided further, That this resolution shall not take effect or be in force unless, at public meetings in their respective wards, the consent in writing of at least two-thirds of the taxable inhabitants of the city of Lancaster be certified and presented to the Governor, within one month after the passing of this resolution, and that before this resolution goes into effect the corporation of the city of Lancaster shall, by an ordinance thereof, consent thereto, and obligate themselves to pay all damages caused both by the change of the location of said road hereby authorized, and by the original location thereof, which damages shall be appraised and assessed, in the same manner as upon the other sections of said railroad, and also all sums over the said sixty thousand dollars necessary to effect said change, and complete as aforesaid that part of the said road between the said bridges, and that such ordinance shall be submitted to and approved of by the Governor:

“Provided further, That the corporation of Lancaster finish and complete with rails, in like manner and at their expense, the additional length occasioned by said change.”

“And be it further resolved by the authority aforesaid, That the Canal Commissioners shall not destroy or in any way injure the present road bed formation between the said bridges, but shall keep the same in a state of preservation until the road hereby authorized to be made shall have been completed and approved of by them.

(Signed.) John Laporte, Speaker of the House of Representatives. Wm. G. Hawkins, Speaker of the Senate. Approved—The twenty-fourth day of April, Anno Domini, eighteen hundred and thirty-two. Geo. Wolf, (Governor.)

(Act of Assembly, 1831-1832, Page 640.)

### “Up To” Lancaster City.

It was then “up to” the people of Lancaster and their city government to adjust the damages to private property caused by re-locating the road; to keep down the expenses of completing the railway within the city to \$60,000, and to finish the work by April 1, 1833—all this to be approved “in writing” by two-thirds of the taxable inhabitants “at public meetings.”

The municipal project thus imposed upon and undertaken by our forbears was to them not a light one. Apart from a certain popular prejudice against the invasion of the town’s quietude with iron rails and iron horses, it was foreseen that a considerable amount of valuable private property must be taken—back yards entered, a distillery destroyed, stables ruined, kitchens disturbed, potato patches traversed, orchards shivered into fragments, “an unparalleled rock cut” made between Duke street and

Plum, "the highest bridge in the world" was to be thrown across the Big Conestoga, and a "stupendous enterprise" on the "Burr plan" must be executed "to span the Little Conestoga."

But our forefathers were equal to it. How the whole scheme was ultimately completed—how, on March 31, 1834, the horse cars ran from Columbia to Lancaster, and on April 2, of the same year, a locomotive first drew three passenger coaches over the same route—and how, on April 16, the Governor, legislators and Canal Commissions were greeted by Lancaster county's yeomanry on the occasion of the "grand opening" do not belong to this narrative.

### **The City Acts Promptly.**

The popular and corporate assent to the conditions imposed by the Legislature was promptly obtained and duly transmitted to Harrisburg.

Joshua Scott agreed, May 8, 1832, to act as engineer on behalf of the city in the proposed change for the sum of \$1,000, and he was employed by resolutions of both branches of councils. Arrangements were made to have the appropriation of \$60,000 paid as the work progressed and a joint committee of the two branches of Councils was appointed to take up and take charge of the whole subject. Thomas Jefferis, a carpenter and contractor of note—father of Augustus and Thomas B. Jefferis, who are still with us—was the chairman of the committee, and William Whiteside its secretary. By reference to the proceedings of Select Council on Tuesday, June 5, 1832, it appears they had imposed upon them what were then regarded as most responsible duties. Claimants for damages then, as now, threatened appeals to the Supreme Court, and the whole proceeding seemed

to be prolific of protracted litigation, not unaccompanied by a considerable amount of personal feeling. The entire committee, besides Jefferis and Whiteside, consisted of Godfried Zahm, Jacob Dorwart, Ingham Wood, Martin Shreiner and Timothy Rogers. Their first report, which appears in the proceedings of Select Council for Tuesday, June 5, 1832, from pages 131 to 135, is a most interesting historical document. They confess themselves "fully sensible of the responsibility of the trust delegated to them and anxious to satisfy the expectations of the public on this interesting and important subject." They and the engineer had been in daily association and the committee commended, in eminent degree, Mr. Scott's qualifications, his great consideration for "the least damage to private property" and his devotion to the interests of the city. They presented a route approved by them and expressed confidence that the work could be done with the appropriation made by the Legislature.

They seem to have enjoyed the confidence, not only of their constituents, but of their colleagues as well—attributes which nowadays are not inseparable.

### **An Industrious Committee.**

This committee, with slight changes in its personal composition, continued its labors during 1832, 1833 and 1834. It had a faithful secretary, who wrote a most legible hand, to which circumstances and the survival of vols. 2, 3 and 4 of its minutes, we are indebted for much of this narrative. It reported regularly and with circumspection and formality to Councils; and, although its work generally met with and formality to Councils; and, almost invariably, were re-inforced by due municipal authority, great dignity

and punctilious ceremony were observed in all dealings with contractors, Commonwealth and city.

In these later days, when city property assessments run into the tens of millions and tax levies annually yield hundreds of thousands of dollars, and a single mile of railroad construction, cuts, tunnels, embankments and bridges often make a hundred thousand dollars a mere bagatelle, it may seem trifling that the expenditure of \$60,000 cost our forefathers so much concern. But "things were different then"; and it is not without comparative interest at least to note that when, under direction of this committee, plans were prepared and proposals asked for "grading and forming" the railroad between the Little and Big Conestoga bridges, "by the route crossing North Queen street just above Chestnut," as recommended by this committee, the work involved the letting of thirteen different sections:

Nos. 1, 2, 3, and 4 to Williams & Riley; 5 to Donnelly & Phelan; 6, 9 and 10 to Daniel Dougherty & Co.; 7 and 8 to Wm. Russel & Co.; 11 to Edward H. Fielding, and 13 to Overholtzer & Hambright.

Difficulties soon arose with the contractors over what were alleged to be changes in the route from that contemplated in their bids. 12½ cents per cubic yard for clay excavations, and 54 cents per yard for solid rock were agreed upon as fair prices; and the work of construction went on.

### **Wrangling Over Land Damages.**

Meantime the committee whose duty it was to hear the claims for land damages on behalf of persons who alleged they were injured, directly or indirectly, had their hands—and laps—full of serious business. So little has human nature changed in seventy

years that the record of these transactions reads strangely like a modern attempt to adjust rights of way for a steam railroad, trolley or pipe line. When Dr. Muhlenberg, Jacob Hensel, Michael Eberman, Wm. Demuth, Lancelot Fairer, and others, were called before the committee, to ascertain what damages they would ask or take, it soon developed that there was an unbridgeable gulf between their ideas and those of the committee. It was easily determined that \$1.25 should be allowed for each 16½ foot panel of fence, but widely varying ideas prevailed as to the damages for land, crops and buildings taken or supposed to be injured.

Daniel and William Dougherty contracted to take down the Harwicke bridge for \$170, but "threw up" the job, and somebody else had to be employed at an advance.

During the progress of the work Michael Metzger was called on to shift the location of his barn; the Stage Company's buildings, which stood on what is now the east side of the Duke street bridge, had to be removed, as well as Jacob Hensel's barn, James Nugent's and Dr. Muhlenberg's kitchens, John Cosgrove's house, Peter Hoover's slaughter house, J. J. Martin's still house, the frame houses of Susan Bud, Wm. Musser, John Brown, Jacob Gintner and Andrew B. Kauffman, and various other edifices of high and low degree.

Hambright & Overholtzer were given the contract for the Shippen street bridge. Joshua W. Jack was frequently employed to remove, repair and restore buildings standing in the right of way. Many meetings of the committee were perplexed over the questions of damage and appraisers chosen from time to time to adjust and arbitrate these differences embraced

such fine old names as Christian Bachman, Wm. Cooper, John Michael, Anthony Hook, Jacob Rathfon, Benj. Ober, George Kuntz, Christopher Brenner, James Smith, Judge Dale.

John Cosgrove seems to have been a belligerent person, and the committee had to formally complain "before the mayor" of his threats of personal violence against them; but, like many another belligerent, he thundered so loudly "in the index" as to carry his point, and, after several ineffectual lower bids to buy him off, he was settled with for \$400.

An even more troublesome customer to deal with was John Justice Martin, whose distillery blocked the way. \$400 was fixed as the outside price for its removal. He demanded \$1,500 and consented to leave it to appraisers; but "unless they made him \$1,500 he would not stand it." Negotiations progressed slowly. May 22, 1833, 8 a. m., the minutes record: "The committee proceeded to John Justice Martin's with the intention of compromising with him, but finding him in a state of intoxication and totally unfit to transact business, the committee, not being able to effect an arrangement at this time, agreed to meet again to-morrow morning at the same hour with the view of coming to some arrangement with Mr. Martin." It was manifestly "an early and late" committee, for next evening, at 8 p. m., they met, and, assuming the claimant must have had time to sober up, they resolved to tackle John Justice before breakfast the next day. Bright and early, it is noted, "the committee proceeded to Mr. Martin's, but found him so much intoxicated as to be totally unfit to transact business." In desperation it was "resolved to have John Justice Martin's still house removed further from off the

bed of the railroad." His claim, however, would not down. A year later he was offered \$500; as he persisted in his obdurance this offer was rescinded and \$250 was the maximum proposed.

### Claims and Awards.

Finally his and all other claims were merged into a general budget, which was taken up item by item and fully considered by the committee. A large proportion of them were dismissed with the stereotyped judgment that the claim "be not allowed, because in the opinion of the committee the advantages derived from the railroad are a sufficient compensation for any injury sustained." The work of the committee on this branch of its duties may be thus summarized:

Name.	Claim.	Damages Awarded
William Coleman....	\$ 200 00	\$ 00 00
Edward Coleman....	1,500 00	200 00
Philip Eberman....	700 00	
Jacob Rathfon.....	43 50	00 00
J. P. and H. G. Long.	100 00	00 00
	(per acre)	
John H. Duchman...	558 14	25 00
John Baker .....	1,225 00	400 00
Jacob Long.....	1,300 00	200 00
Abraham Bitner.....	125 00	00 00
Peter Hoover.....	220 00	50 00
F. Howard's estate, left to the committee .....		00 00
Michael Metzger....	200 00	00 00
Henry Keiler .....	40 00	00 00
George Trissler....	114 00	00 00
Peter Brunner.....	50 00	00 00
John Justice Martin..	1,220 00	250 00
Mrs. Conn, left to the committee....		00 00
Jacob Johnstone's estate .....	154 00	75 00
Mathias Moyer.....	200 00	40 00
William Gorich.....	78 75	25 00
Michael Deitrich....	30 00	00 00
Susan Hornberger, left to the committee .....		00 00
Gilmore's estate....	35 00	00 00
Ann Hamilton, alias McDonald .....	350 00	00 00
John Keller.....	50 00	00 00
John Brown.....	175 00	25 00
Michael McGrand....	100 00	00 00
Dennis McMannus...	88 00	00 00

James Nugent.....	314 50	50 00
Peter McDonough...	100 00	25 00
Mary Finefrock (for- merly Shute).....	100 00	25 00
Charles Shaeffer....	50 00	00 00
Jacob Sherer.....	300 00	00 00
Adam Miller.....	1,057 00	50 00
Casper Nauman.....	40 00	25 00
Christian Brubaker's estate .....		25 00
Samuel DuFresne...	20 00	20 00
John Swarr.....	2,300 00	00 00
Mrs. Muhlenberg....	390 77	100 00
Elizabeth Melton....	125 00	00 00
George Louis Mayer, left to the com- mittee .....		00 00
Mrs. Deitrich, left to the committee..		00 00
Col. George Mayer, left to the com- mittee .....		00 00
Stage Company, left to the committee..		50 00
S. R. Slaymaker, left to the committee..		00 00
Jacob McCully, left to the committee..		00 00
George Keller, left to the committee..		00 00
John Metzger, left to the committee..		00 00
John R. Montgomery, left to the com- mittee .....		00 00
Michael Michael, left to the committee..		00 00
Christian Carpenter, left to the com- mittee .....		00 00
Rebecca Lauder- baugh, John Kel- ler, same property	29 00	00 00
William Michael.....		00 00
Susan Eberman.....		125 00
Mrs. Rupp.....		00 00

### Within the Limit.

Toward the close of the year, 1833 the committee counted up the cost of the work done under its supervision between Hardwicke and Dillerville, and congratulated itself on the "singularly correct" estimates of its engineer. Work, material, land damages, fencing engineering and contingencies aggregated a cost of \$53,155.77, besides \$1,681.95 for the Hardwicke culvert and some fifteen per cent. forfeitures by delinquent contractors. The estimate to complete the work was \$6,780—keeping the total

near to the original limitations of \$60,000.

"Line upon line," these quaint minutes are redolent with interesting reminiscences of the Lancaster of two generations ago, of which day the boys are now old men. Time and space will not permit the copious extracts that might be made; but to the record of many prosaic business transactions lapse of years has given a sentimental flavor, and many side lights are thrown on the life of Lancaster at a time when its people numbered scarcely a sixth of the present population.

For example, the sale of the materials of Andrew B. Kauffman's demolished brick house was "cried out on Wednesday and Saturday morning during market hours and on Saturday afternoon and again in the evening at the time of sale." The auctioneer charged \$3 for his services. Mr. Ferrier, who was on the right of way, was permitted "to have the handle of the south side of the pump cut off—at his own expense." Then the character of the men who participated in public affairs—none stood so high in professional life nor any so busy in trade as to shirk this responsibility—the decorum of their proceedings, the dignity of their minutes, and, oh! art divine, the legibility of their manuscripts.

With the fourth volume of these minutes the records in my possession come to a close, but the proceedings of Councils during this period abound with reference to the railroad work and the relations of the municipality to it. The transactions of the special committee were from time to time reported to Councils, and, as a rule, approved by that body, and questions of land damages, the conflicts with the contractors, the obligations to the

Commonwealth and the like vexed our City Fathers not slightly.

Incidentally, but as related to the city's interests in transportation schemes, it is to be noted that a meeting of Councils, held on May 31, 1833, had to consider the impending sheriff's sale of the rights of the Conestoga Navigation Company, and quite a discussion ensued as to the constitutionality of the proposed act to purchase on the part of Councils and of "sending good money after bad" by making further investment in a scheme to preserve to the city "uninterrupted navigation of the Conestoga." It was the opinion of a committee headed by the late Dr. John L. Atlee that the "heavy taxation now imposed upon the citizens of Lancaster and the danger incident to works of that nature from unavoidable causes" made it unadvisable for the city to make any further investment in such works.

### **Nearing the End.**

On January 7, 1834, the Railroad Committee met and reported to Councils apologizing for the delay in completing their work, by reason of the slow progress on the thirteenth section. They were much disappointed to find that the city had to build a bridge at Diller's lane—which was the little old bridge that formerly carried the thoroughfare across the railroad at Dillerville—but it was confidently promised that this work, being prosecuted with energy, would be "the last link in the chain of this great work which completes the whole line of railroad between the bridges of the Big and Little Conestoga, and the present Councils will have the satisfaction of seeing this stupendous undertaking begun, carried on and completed during their term of service." The

committee in this report feelingly refer to the very unpleasant task they have had in being obliged to decide upon the claims of their fellow citizens for damages. "The ground upon which they tread is sacred, the rights and properties of their fellow citizens were in some degree in their hands," but they had given careful examination to each case and had done strict and equal justice to claimants and corporations. Notwithstanding the performance of this duty had brought upon the committee "a torrent of denunciation and abuse from many of the claimants who find themselves disappointed in their attempt to enrich themselves at the expense of the city," its members console themselves in having conscientiously done what they believed to be right.

When the work of preparing the roadbed was completed it was found, on a review of the Act of 1832, that in assenting to the change of route the Legislature had imposed upon the corporation of Lancaster the cost of laying the additional length of rails occasioned by the change and any damages caused on the original location. It was found that this had laid a burden upon the city for which no provision had been made, and Hugh Maxwell was selected to draft a memorial to the Senate and House praying for relief. He submitted it to the special railroad committee, who adopted it, had one hundred and seventy-five copies printed. Councils adopted it, and one of the original copies I now, on behalf of Mr. Jeffries, present to the Historical Society. The names of the chief executive and legislative branch of the city government will, I am sure, be noted with interest. They were:

John Mathiot, Mayor.

Emanuel Sheaffer, Abraham Carpen-

ter, Henry Longenecker, Jacob Kuhns, Godfried Zahm, Thomas Jeffers, William Whiteside, J. Michael, Jr., Henry Pinkerton, Select Council.

George H. Bomberger, John Baker, Charles Gillespie, Timothy Rogers, Whiteman Benner, Jacob Snyder, Francis Russel, George Krause, Wm. B. Fordney, Dayton Ball, Martin Shreiner, Ingham Wood, Peter Bier, Bernhart Haag, C. Freeman, Jr., Common Council.

### **An Appeal to the Legislature.**

The memorial sets forth that "a locomotive engine with a train of passenger cars has, to the manifest delight of our citizens, for several days been employed, running from the intersection of North Queen and Chestnut street, about two squares north of the Court House, to Rohrerstown, about three and one-half miles west of Lancaster," a consummation which is pointed to as "not only a triumph over prejudice and scepticism," but an evidence of Lancaster's good faith to the Commonwealth, and of economy in construction. A special plea to save the city from the ruin into which it would be plunged by having to bear the expense of laying the rails is based upon the consideration that it had only recently sustained "a total loss by the partial destruction and subsequent sale of the property of the Conestoga Navigation Company, in which she had embarked ten thousand dollars."

The committee was authorized to invite the Legislative Committee on final improvements to examine the work done under the direction of the city. Hon. James Buchanan was requested to use his influence in the matter, and Mr. S. R. Slaymaker was requested "to have a car put upon the road to give a ride to the committee from the Senate and House of

Representatives." On Monday, March 24, 1834, that committee, consisting of Messrs. Cunningham, Dickey, Thompson and Heston, arrived in Lancaster, viewed the road under the direction of Mr. Joshua Scott, the engineer in charge, and "after" having examined the work done by the city expressed their entire approbation in the manner in which it had been executed."

For some reason or other, however, the committee did not meet with an altogether hospitable popular reception, for I find that although the local railroad committee resolved "that a public supper be prepared and that the joint committee appointed by the Senate and House of Representatives be notified to attend as guests," and a committee of two was appointed to prepare a subscription paper to be presented to the Select and Common Councilmen and other citizens, and Mr. Jefferis was unanimously requested to prepare the supper, and though the mayor stated that "some of the citizens had undertaken to give the committee a supper at Mr. Parker's," a committee appointed to ascertain and report the facts announced that only eight names were annexed to the subscription, whereupon "after having considered the situation of things, it was, on motion, resolved that the proceedings had by the committee to prepare a supper of the committee of the Senate and House of Representatives be laid over." I cannot, however, believe they left the town supperless. I find they spent Monday and Tuesday here, and returned Wednesday, March 26, 1834.

As hereinbefore set forth the memorial to the Legislature was duly prepared and other services rendered. When the question arose as to what compensation should be paid the committee who had superintended the in-

terests of the city, it was ascertained and determined that they were engaged eleven whole days with the engineer when he made a survey of the road, twenty-seven days in locating it, and one hundred and sixty-seven meetings for the transaction of business. A committee, therefore, of which the late William B. Fordney was chairman, reported that in view of the uncertainty as to what the final result to the city would be of this work, the matter of compensation should be postponed for future consideration—and, as most deliberate bodies are always inclined to adopt any motion to postpone, the whole subject seems to have been put off for the time being.

To the meeting of Councils held on March 4, 1834, the Railroad Committee submitted an elaborate and detailed report of all its work, relating the great difficulties it had encountered, the invaluable services of Engineer Scott, the amazing attempt of Major Wilson, engineer of the State, to locate the road so as to avoid Lancaster, the kindness of Gen. John Mitchell, superintendent, and Mr. Gray, chief engineer, in promoting the change and the successful accomplishment of all their labors within practically the cost to which the Act of the Legislature had limited the Commonwealth.

### **The State Paid.**

Subsequently it is recorded that the committee appointed to confer with the Canal Commissioners on the subject of laying the rails on the increased distance of the road had secured the order from the Commissioners to the superintendent of the road to have the rails laid on that part that had been measured off to the city, and, generally speaking, the city was re-

lieved from the necessity of incurring any further expense than paying the interest on its advances until the Legislature had provided for their return. It does not appear anywhere that the city of Lancaster, or its citizens, eventually were saddled with any greater responsibility for the construction of the work than the State allowed, although undoubtedly careful supervision of an intelligent, industrious and efficient committee reduced the expenses below what they would have been had it been left to State supervision.

Hambright and Overholser, who were the contractors for the thirteenth section, had a long wrangle with the city authorities as to the payment for their work, claiming the retained percentages, all of which resulted in the final agreement to pay them \$1,000 as a compromise. This, however, was adopted against the earnest protest of William Whiteside, a member of Select Council and secretary of the Railroad Committee, who insisted to the last that he would not agree to any allowance.

So self-satisfied, apparently, was the city after the completion of the railroad through it that it is recorded a meeting of citizens was held at the Court House, on Tuesday evening, March 3, 1835, when a committee, consisting of such eminent citizens as George Louis Mayer, Dr. Samuel Humes, John Leonard, William B. Fordney and John F. Steinman were appointed to express to Councils the general opinion that the Legislature should be invited to again make Lancaster the seat of State Government, "and to assure them that a sufficient sum in money can and will be raised by subscription to defray the expense of erecting suitable and commodious buildings for their accommodations."

The invitation was accordingly extended, but it does not seem to have been accepted—else we might be rejoicing to-day in a gorgeous thirteen million dollar Capitol.

It is of interest to note in this connection that after the railroad had been finished there was no bridge on the alley between Duke and Lime streets, leading from Walnut to Chestnut, now known as Cherry alley, which was then called "Hensel" alley, from the fact that Jacob Hensel owned the block of property now extending from that alley eastward to Lime street. He petitioned to Councils, representing the great public necessity for a bridge, and agreeing that he would build one for \$850, loaning the city \$500 of the amount for one year, without interest, and \$350 at four and one-half per cent. The committee recommended that his offer be accepted, and this was adopted by Councils.

### **Other Public Works.**

It was about this period that proposals for the erection of market houses, construction of city water works and many other schemes of our then incipient municipal improvements came to be projected, discussed and adopted. This is, of course, not the occasion to enter into a history of them, but any future contributor to the proceedings who will examine the minutes of Councils about that period can easily dig out quantities of most interesting matter. I pause only to note that when this original Pennsylvania Railroad was completed it ran through the counties of Philadelphia, Montgomery, Delaware, Chester and Lancaster, to Columbia, on the Susquehanna, and there connected with the great central line of canal and approach leading to Pittsburg.

To the people of this community it

was in every respect a "stupendous enterprise." At either end inclined planes carried the cars to mean high tide on the Schuylkill and low water mark on the Susquehanna. The Schuylkill plane was 2,714 feet long, with an elevation of eighteen feet, and the plane at Columbia was 1,914 feet long, with an elevation of ninety feet. The surface of the canal basin at Columbia was  $237\frac{1}{2}$  feet above mean high tide at Philadelphia. What we now call the Gap on the Mine Ridge was the summit, and, though there was originally a cut there of thirty-one and one-half feet, the grade was very heavy. The Canal Commissioners in their report of December, 1830, predicted that locomotive engines, with twenty tons of lading, would travel the whole distance from Columbia to Philadelphia in a day of ten hours, and, in their report of December 15, 1831, estimated the whole cost of the work of about two and one-quarter million dollars. From a recent historical article on the subject I make the appended extracts, which seem to have pertinency here:

#### **The Original P. R. R.**

"As planned, the State was to build the railroads, but furnish neither cars nor motive power. Any citizen might use his own vehicles, paying toll to the State for the use of the rails. The road from Philadelphia to Columbia was a single-track affair, with turn-outs to enable cars going in opposite directions to pass each other. But it often happened, as the curves were many and sharp, that teamsters did not see each other till they came face to face on the track between two turn-outs. Who should go back would then become a question not always settled peaceably. In despair, the Commissioners ordered a second track to be laid from Philadelphia to Columbia.

At the close of 1834 this was completed, and then for the first time two locomotives, dragging long trains of little cars, ran over the line from Philadelphia to Lancaster. The next year a third locomotive made its appearance, and from that hour the horse as a motive power was doomed.

Opposition to the use of steam was strong. Locomotives would ruin the farm interests, hens would cease to lay, cows would no longer give milk, rates of insurance on houses and barns would rise, and hundreds of teamsters would be put out of employment. But it was so clear that both horses and steam could not be used at the same time on the road, and the engineer insisted so strongly on the use of steam, that the Commissioners in 1836 excluded the horse, supplied locomotives and charged toll for moving the cars of shipping firms or individuals.

"The ride from Philadelphia to Lancaster took five hours or more, according as the rails were dry or wet. At Columbia the railroad ended and the canal began. The canal wound along the east bank of the Susquehanna to a point opposite the mouth of the Juniata, crossed by an aqueduct to the west shore and went up the valley of the Juniata through the most beautiful scenery to Hollidaysburg, at the foot of the Allegheny mountains. There canal navigation ended; there the traveler spent the night of the second day after leaving Lancaster, and early next morning began a journey which none but the boldest ventured to take, over the Portage Railroad. The cars were drawn by horses from Hollidaysburg four miles to the foot of an inclined plane. An endless chain passed up the middle of the righthand track, around a series of great drums at the top, down the left-

hand track and around other drums to the foot of the right-hand track. Cars two at a time were thus pulled to the top of the incline. There were several repetitions of this process of ascent until the crest of the mountain was passed. The traveler was then 1,400 feet above the level of the canal at Hollidaysburg, and was about to be lowered 1,171 feet by another series of inclined planes and levels to the basin of the Western Canal at Johnstown. Level No. 2 was fourteen miles long, passed through wild and beautiful mountains scenery and the longest tunnel in the country. At Johnstown a change was made from railroad cars to a canal packet boat, which passed down the valleys of the Kiskiminetas and the Allegheny to Pittsburg."

#### **Bustle on North Queen Street.**

Unfortunately the weekly newspapers of that early day gave scant details of local news. Their theory was that by the time they were published home readers were reasonably familiar with all local happenings and that what they wanted was foreign news, the reports of Congressional proceedings and other public and official news. From the files of the old Journal and Intelligencer of that day—still preserved in the Intelligencer office of to-day—many curious items may be gleaned, illustrating the tremendous growth in the matter of transportation hereabouts. For instance, it is recorded with no little pride that in December, 1834, and January, 1835, "two of the worst winter months," the total tolls on the railroad reached the enormous sum of between thirteen and fourteen thousand dollars. In May, 1834, it is noted that the arrival of the evening trains at the corner of North Queen and Chestnut streets, carrying at times from one hundred to one hundred and fifty passengers,

created much stir in that vicinity. The incoming of the railroad had caused property in that neighborhood to increase in value as much as three hundred per cent. in twelve months; at the southeast corner of the intersection of these streets Reitzel and Moderwell were busily engaged in erecting an extensive store and warehouse, and would soon have twenty "burden cars" on the railroad for the transportation of flour and whiskey. Although the time between Philadelphia and Lancaster, when steam power was applied exclusively, was reduced to five hours, in the early days of the railroading it was an all-day journey. After the Legislature adjourned, April 15, 1834, the Eastern members left Harrisburg on Tuesday morning, by canal, via Columbia, arrived in Lancaster the same evening, stayed here over night, and left Lancaster on Wednesday morning for Philadelphia "in a car attached to the locomotive Black Hawk." That they must have put in nearly all of the next day on the road may be gathered from the schedule then advertised of the "People's Daily Line," operated by Osbourn, Davis, Kitch and Scholfield, who announced that their railroad coach left Philadelphia, from the corner of Vine and Broad streets, daily at 8 a. m., arriving at Lancaster at 4 p. m., and Columbia 5:30 p. m., while the trip to the city was made on a schedule leaving Columbia at 6 a. m., arriving at Lancaster for breakfast at 7 a. m., leaving here at 8 a. m., and reaching Philadelphia at 4 p. m. The line, however, apparently did not run entirely through, but connected with the West Chester line at Steamboat Tavern, twenty-five miles this side of Philadelphia, while through passengers to the West were expected to remain at Columbia over night, take a

packet on the canal for Harrisburg at 7 a. m., reaching there at 5 p. m.

Although the population of Lancaster city at that time was scarcely 8,000, it must be remembered that it was the shire town and centre of a very considerable bailiwick, the total population of the county being about 80,000, of whom 15,000 were taxables, and the property had a valuation of \$25,000,000.

Gordon's Gazetteer, published about the time the railroad was building, and the first attempt of its kind in Pennsylvania, records that the exports of Lancaster county "consist of grain of every description, common to the country, vast quantities of flour and whiskey, iron in pigs and other castings; in blooms, and bars, in sheets, hops, and rods, and in nails. There are in the county seven furnaces, fourteen forges, 183 distilleries, forty-five tan yards, thirty-two fulling mills, 164 grist mills, eight hemp mills, eighty-seven saw mills, nine breweries, five oil mills, five clover mills, three cotton manufactories, one at Humeville, near Lancaster, one in Salisbury, and one in Sadsbury township; three potteries, six carding engines, three paper mills, one snuff mill, seven tilt hammers, and six rolling mills, and one or more nail factories. In 1824 there were 333 taverns, and 165 stores, which have increased in number with the improvements of the country since that period."

When it is recalled that there are still with us men who—then boys—were spinning tops and playing marbles on the corner of North Queen and Chestnut streets those bustling evenings more than seventy years ago when the daily train came in, it seems marvelous that three round trips per day can now be made between Lancaster and Philadelphia. Whereas it

was predicted with confidence that one locomotive would haul twenty tons at a load from Columbia to Philadelphia, a single engine is now carrying 1,700 tons of coal, not to speak of forty per cent. additional in weight of cars. The entire cost of the railway through Lancaster city was not as great as a single bridge on the new low-grade road across the Pequea creek; and all the land damages paid between Big ~~and~~ Conestoga bridge and Dillerville, on a line crossing a dozen streets, was scarcely a tenth the amount assessed for cutting a single farm between Christiana and Quarryville a few years ago.

Author: Hensel, W. U. (William Uhler), 1851-1915.

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