

Rafting on the Susquehanna.

By D. F. MAGEE, ESQ.

Rafting on the Susquehanna began as a steady business within the first decade of our existence as a nation, and gradually grew to very large proportions for 60 to 70 years and then gradually slackened for a decade or more and finally ceased altogether in about 1890, after which the sight of a raft or ark passing below Marietta was a great rarity.

The period of its great prosperity was from 1790 to 1870 and it lasted entirely just about 100 years.

The story of it is interesting and rather a romantic one. Its pursuit called into action a class of rugged, hardy daring men, who, like the old pioneers in the early days in Pennsylvania, these men were also pioneers into the entry into the forests primeval that clad the hills of the Susquehanna along both the east and west branches and reached northward even to and across the southern border line of the state of New York.

These hills were then a wilderness and limitless forests of white pine grew thereon. This was a species and kind of pine that was unsurpassed in the quality of timber it furnished to the industries of our country. In strength, lightness, straightness, and endurance in weather exposure, whether used in the masts and spars of our fleets of sailing ships of that day; or as building lumber in millions of our houses, barns, bridges, mills and factories, the quality of the Pennsylvania white pine at that day has never been equalled since by any lumber grown in the east.

This wood seemed to defy the inroads of decay and the writer hereof knows of several houses in our county and a number of our covered bridges that have stood for 100 years, and in several instances the houses for considerably greater periods. Yet the timber in them of white pine is perfectly sound today, and would last many years longer yet, than any new kind that we can buy.

Therefore, the lumber was a necessity for the building up and growth of our country and during many years of that time there was no other possible way to transport it to the sections of our country where it was most urgently needed than by rafting it in the log form from the wild sections in which it grew.

The Susquehanna River was the only river available for that purpose. It reached in its long and winding courses from the edge of New York State to tide water at the head of the Chesapeake Bay. For more than half of the period covered by this business, railroads and canals were practically unknown and even after their development were totally inadequate to handle this kind of traffic.

As Lancaster County then included in its territory all of the land in the

Susquehanna Valley for some miles above Harris' Ferry and Clark's Ferry to the Maryland line with the exception of the County of York, which had recently been created, it naturally fell to Lancaster County to supply the men from her comparatively thicker population to fill the ranks of the rivermen of the early day, and well did she respond to the call. They came almost exclusively from the English-speaking section; Little Britain, Fulton, the Drumores, Martic and the Donegals, including the present boroughs of Washington, Columbia, Marietta and Middletown.

Pilot Town and Port Deposit, just over the Maryland line, likewise furnished a fair quota of the raft men.

There were three distinct branches of this work carried on during three different periods of the year—the one being the cutting and hauling of the trees from the forest and placing the same by the banks of the Susquehanna or some one of its tributaries ready for the rafting to begin. This was called the "logging" and the season for this began in August and continued through fall and winter until early spring. The felling of the trees was the first process and took the early fall season, which time all lumbermen know is the best to fell timber trees, beginning in August. The next step was dragging it on skids or sleds, or often sending down the steep hills and mountains by long chutes from high up on hill tops to the creek or river bottom. This was the winter's work, performed best and easiest in the winter's snows, which always covered those high altitudes throughout the winter. Then as spring approached and swelling buds foretold the breaking up of the ice-bound streams, skilled and practiced men by various means in various ways gathered and placed the millions of logs in the streams, often floating them singly, one after another, in the smaller streams, usually called "log drives," down to the larger streams and into small lakes or ponds, especially arranged for that purpose, where men trained in this line bound and built them into rafts.

This process, though apparently crude and simple, resulted in very strong and effective binding and was done as follows:

The logs for one raft were all lined up side by side in the water, or on ice frozen over the pond or stream where the raft was to start on its journey. The craftsman then laid across each end of his raft about 3 feet back from the front of the logs and from the rear in the same manner and at right angles thereto a row of green saplings, some 4 or 5 inches in diameter. Next, close to each side of the saplings, which were called "lashing sticks," he bored an auger hole several inches deep in each and every log. He then placed astride of his lashing stick a bow or yoke made of green white oak, flat, some 5 inches wide, with the end turned down to go into the auger holes of each log, he having prepared a number ahead. After inserting them in the auger holes, wedges made of white oak also were driven in beside them, which secured the ends of the bows strongly into the log. Thus these "lashings," as the whole outfit, pole, yoke and wedge was called, bound every log tight and firmly into the raft, as closely beside one another as it was practical to place them. These rafts usually when made up in the smaller streams were narrow in width, say 10 or 12 feet, and were called "puppy" rafts. After bringing them down into the waters of the Susquehanna they were

doubled up by lashing two or more together in the same manner, side by side, and were then made to a width not to exceed 30 feet and two or three of these rafts were coupled together one behind the other by a skillful means of breaking joints by moving a certain number of the logs forward or backwards, so as to lap into and secure the raft following it. When thus made up the raft was 30 feet wide by from 200 to 300 feet long.

In that size and shape they were floated down the Susquehanna River to Port Deposit into tide water, being carried along solely by the current of the swiftly flowing river. After reaching Port Deposit they were again very much doubled up, by placing one on top of another, sometimes 3 and 4 deep, which process of piling up was accomplished by forcing the one down into the water and floating it underneath the pile instead of lifting it up and placing it on top, which, of course, would have been impossible. They were then called "floats," and were ready for their long journey by tidewater out into the Chesapeake or Delaware Bay by way of canals and went either to Baltimore, Philadelphia or New York and were drawn by tugs. This, of course, was after the building of the Chesapeake and Delaware Canal, prior to which time Baltimore was the market for all rafts, as I shall hereinafter show.

At this point I will return to the earlier history of the navigation of the Susquehanna River, with the dream, the plans, the probabilities, and the actual accomplished facts in the process of making it a navigable stream; and I may here remark that these dreams and plans have by no means been abandoned if we are to judge by writings, surveys, estimates and popular meetings to that end, which even now are in process of development under the direction of the national government, in part.

We must bear in mind the fact, now well known, but in the earlier days not so well understood, that the Susquehanna River is a very long and large river, drawing on an immense basin, but is very rapid flowing, with a heavy percentage of fall from its source to its mouth, and flowing throughout its length, with a few notable exceptions, over a shallow, rocky bed, hemmed in on both sides by hills, often rising to great height, and a great part of it coming from the foothills of the Alleghenies.

While there are many rapids and some places rising to the dignity of falls, yet there is none impassable in coming down, though very many of impossible passage in going up stream, under the smallest boat, even when under the highest possible power.

The earliest mention I find in history on this point is from an extract from John Penn's Journal in 1750 reciting the events of a trip made by him from Philadelphia by way of Reading and Harrisburg to Carlisle, in which he says: "From this vast forest and the expansive bed of the river, navigable to its source for craft, carrying two tons and under," Of course, Penn had never gone over the river bed into this vast forest, nor had he ever negotiated Conewago Falls, Cully's Falls, Horse Gap, Hollow Rock, or the Falls of Bald Friar, even down stream in a canoe.

Nevertheless we find from the beginning of the early settlements both in Pennsylvania and Maryland a high estimate was placed on this river as a means of transportation and communication for commercial purposes and

each state put forth strong efforts to gain control of the stream, and its advantages, breaking out at times into open hostilities, as note: "Cresops' War" and other similar military diversion and marauding parties.

Some years later, after our independence, we find the city of Baltimore bending its energies strongly to the same end, which movement became especially strong about 1795. At this time Baltimore was practically getting all of the trade which came down the river, which was growing quite heavy, and in 1799 the business men of Baltimore, aided by an appropriation of \$30,000, made by the state, expended some \$70,000 in clearing and improving the rafting channel from Columbia to Port Deposit. With part of this money they built later a short canal, starting above Bald Friar Falls, which was a dangerous point to pass over, and ending some 4 miles below at tidewater.

In 1800 note is made of the fact that the first ark came down the river safely from Columbia and on to Baltimore, carrying a load of wheat, which incident was a matter of great rejoicing in Baltimore, as showing the possibilities of their city reaping the benefit of Susquehanna Valley business.

From that time on this trade increased very largely, until in 1812 we find in a Baltimore paper the following statement: "Many large rafts are coming down the Susquehanna to Baltimore. One large float (four rafts on top of one another) said to contain 2,500,000 feet of lumber arrived." And again we find this: "The lumber which composed this raft came mostly from Chenango and Broome counties, in New York, a distance of over 400 miles from Baltimore, where seven-eighths of the lumber that comes to Baltimore is collected.

"It is sold mainly to foreign buyers, and brings prices ranging from \$9, \$17, and \$23 per thousand."

After it was found the arks could safely navigate the river clear through (they having been coming only to Middletown and Marietta prior to that date) this trade increased very materially and we find the following statement of shipping entering Baltimore in 1820 from the Susquehanna River:

200	Arks	Carrying 11,000 tons of coal
1170	Arks	Carrying 41,718 tons of general Mdse
300	Keel Boats	Carrying 500,000 bushels of wheat
1638	rafts	containing 25,000,000 feet of lumber

It would seem to be in order just here to give the reader who may not understand just what the term "ark" meant," also what was a "Keel Boat," a description of each. The ark was simply a flat-bottom boat, roughly decked and enclosed, covered with a roof on top not unlike a square-built canal boat, though not so well or expensively built, but rather roughly thrown together and fastened mainly with wooden pins to stand the stress of but one trip down the river. They were, however, built of good lumber, but so put together that at the end of their journey at Baltimore or Philadelphia, they were dismantled or knocked apart and the lumber in them sold for building purposes. As they never could be taken back up the river, this was the best method of solving the problem of navigating the river, as no doubt the lumber in Baltimore when marketed, being new and without nails, was worth more than it cost to build the ark in the lumber country.

But Pennsylvania did not intend or agree that all this business which

they easily saw would increase in years to vast proportions should pass through the ports of another state and Philadelphia especially took steps to get her share of it if possible.

Along early in 1800 the matter of internal improvements became a great question among the people of Pennsylvania. The Commonwealth was growing strong in population and wealth, and the main thing required to achieve their greatest success was a better means of transportation and commercial relations between the seaboard cities and the outlying colonies of central and northwestern Pennsylvania. New York, Philadelphia and Baltimore were all bidding for this business. Railroads were then unknown, therefore navigation by river route and canals took the attention of all as the only thing available. Public roads and wagon teams were totally inadequate to carrying the trade.

Starting at the suggestion and urged by Governor Mifflin some years prior to 1800 Pennsylvania got busy through its legislature. Committees were appointed, surveys made and routes sought that offered possibilities of water routes. Companies were organized and incorporated and enthusiasm grew apace until the country became canal crazy. Fifteen companies were incorporated in Pennsylvania, before 1825, and a great system was planned to connect together the Delaware and the Schuylkill, and thence the valley of the Susquehanna, Juniata, and then by way of the Allegheny and Monongahela to the Great Lakes and on to the Ohio and the Mississippi Valley. Many of them were built, but nearly all excepting four or five proved financial failures. The state government became well nigh bankrupt with the failures of these canals to earn any income or pay interest, and finally when the railroads got to running and got the business of the section they were forced out of business or bought out at a sacrifice by the railroad companies to get rid of dangerous competition. None of them was built much before 1825 excepting the Schuylkill, and the Delaware and Raritan, which made money hauling anthracite coal to the cities along their lines.

The ones with which I have to treat are three, which vitally affected the in fact finally killed all navigation of the Susquehanna, at least the lower 50 miles of it from Marietta to Port Deposit. These three were the Chesapeake and Delaware, running from the Sassafras, on the Chesapeake side of Delaware Bay, at Fort Delaware; the canal or series of canals from Middletown to Lebanon, thence by way of Myerstown to Reading, connecting the Schuylkill Canal to Philadelphia and the anthracite coal mines; and the third was the Susquehanna and Tidewater, running from Middletown and Columbia and thence across the river and down the western shore to Havre-de-Grace.

The operation of these canals diverted pretty much all the ark and keel boat business from the river, from Marietta down. A great deal of it went from the river at Middletown, through what was called the Union Canal, by way of Reading to Philadelphia, and Baltimore's dream of gaining this trade vanished.

How hard Baltimore fought for this trade is shown by the fact that they afterwards chartered in their own state a railroad company to run a line from Baltimore to what is now called York Haven, to tap the river at a point above Conewago Falls in order to catch the trade that went from Mid-

dletown to Philadelphia. This move was blocked, however, by the Pennsylvania Legislature flatly refusing to grant a charter across York county, on Pennsylvania soil. This proposition died for the time at least, but finally culminated in building the Pennsylvania Northern, which runs from Baltimore by way of York Haven to Harrisburg, and is now a part of the Pennsylvania system. Baltimore was hard hit again when the Chesapeake and Delaware bays were connected, as above noted, by the Delaware and Chesapeake Canal, for thereafter very much of all rafting timbers that came down the Susquehanna after being piled up into floats at Port Deposit were taken through that canal and up the Delaware River to shipbuilding yards at Camden, and a very large part of the very best of it reached New York City by way of the Delaware and Raritan Canal. This shipbuilding timber was often of a length of 75 or 80 feet, and a few reached 100 feet, and there is record of one being 120 feet long.

With the diversion of the boating and arks from the river below Middletown, which occurred about 1840, rafting had sole sway on the river and was in full swing from that period until the close of the war of the Rebellion, and up into the 70's. Conditions changed considerably and supply was diminished very materially by the rapid growth of the saw mill business further up the river, centering about Williamsport and Lock Haven. The Williamsport boom was built in 1849, but did not prove strong enough to hold timber safely until 1855. A large boom was built at Linden in 1860. After their construction the number of rafts coming down from above these points was not so numerous, as the logs were floated down the river in what were called "drives" and were caught and collected in the booms. From there the timber intended to be taken down the river was rafted together. This was mainly the best qualities of white pine intended for spars and masts and to go to Camden and New York shipbuilders. Numerous mills were erected about Williamsport and throughout that section in the 70's and 80's and many of them began cutting the poorer grades of white pine, and as this was exhausted the immense hemlock forests, heretofore a despised wood, which never had been rafted down the river, began to come on the market, whither it was shipped by rail and sold under the general name of "bill stuff." At times some of the big floods did great damage, notably in 1889 and 1894, broke the booms and millions of feet of logs escaped and were carried clear down the river. A great many reached the Chesapeake Bay. These were mostly hemlock round logs, were cut very much shorter, being generally 16 or 32 feet in length.

The business methods and mechanical processes used to get these rafts into the hands of the ultimate consumer generally were about as follows:

The owners or lessees of the timber lands, consisting of millions of acres, engaged men to do the cutting of the trees and logging, these men being hired at about \$1.50 per day and boarded in lumbermen's shacks. The same men who went into the forests in August to cut and fell trees continued at the work throughout the winter by aiding in the logging, which lasted until the breaking up of hard freezing early in March. Thereafter many of the same men became raftsmen and manned the rafts with crews. A crew consisted of a pilot, a steersman, and from 4 to 8 additional men, according to the

size of the raft. The steering was done by means of two large, long oars, which were altogether some 40 feet in length each, and it took the entire crew to handle them. One of these was placed at each end of the raft, "fore and aft," as the waterman would say; firmly pivoted in the middle of the raft and balanced in the middle of the oar so as to make it handle and swing as easily as possible. The pilot was the all-important man. He had to know every fall, every rock and sand bar and the dangerous eddies and currents that lie in the rafting course, and steer his craft clear of them all. It was marvelous the knowledge of these places that he gained.

There were many pilots engaged in the business and the rule was for a pilot to take the raft from a certain point to another certain point along the river, called "stations." The longest one run was from Williamsport to Middletown, but this was often divided into two, thence from Middletown to Peach Bottom, or Fite's Eddy, and thence to Port Deposit. This rule was not always closely observed and the men sometimes changed at other points. The pilot was paid so much per raft to take the raft over his portion of the course, and out of this he paid so much per trip to each of his men, and generally leaving for himself about \$20 for the trip. The wages paid the men varied greatly at different times, though they ruled higher than the ordinary day laborer on shore. I have note of one man making \$50, for making the trip the entire length that the raft came from the mouth of Chess' Creek, which is many miles above Williamsport, to Port Deposit. Marietta became the market place for most of the spar rafts, and in rafting time it was a busy place and crowded by men in all lines of the rafting game. Purchasers came or sent their agents there to secure ship timber, especially those of the New York and Camden shipyards. Flory's hotel, in Marietta, at the corner of First and Getz streets, a rather large brick building, still standing, and now occupied as a home and a small grocery store by Morris Nagle,¹ was the headquarters for these men and often 100 or more were entertained at this hotel alone. A very large frame building once stood as an addition to the brick hotel as it stands today. Morris Nagle, now over 83 years of age, was a noted pilot and boat captain and owner pretty much all his life. Mr. Nagle began boating on the canal in 1859 and stayed with it until the end and is still hale and hearty and able to attend to business. I gained much information from him covering the period of his service. As early as 1800 Benjamin Hiestand was engaged in the lumber business at Marietta and incidentally in the rafting. His firm did a large wholesale and retail business, and are still in business there, being now known as B. F. Hiestand & Son. David Baird represented a Camden firm and was a very active and capable man in the business in the 50's and 60's. Gillingham & Cushman, of Camden, were heavy buyers of ship timber also. George Barnett & Co., was a New York firm who were regular and big buyers of rafts, and several others whose names cannot now be learned. As soon as a raft was sold every stick in it was stamped by a brand iron in several places, showing the name and brand of the purchaser. After the sale they were taken on the way to their destination, the place of business of the buyers. There was a number of men and firms along the river whose business it was to take charge of the rafts and contract to

¹ This pilot has died since this paper was first read.

deliver them safely to tidewater at Port Deposit. Among them we have learned the following, who were in business at various times, after 1840 and prior to 1870: Whittaker Webb & Co., Barnett Kennedy & Co., Thomas Kinard & Co., Moore Boyle & Co. They were mainly centered about Peach Bottom. Some noted pilots plied the river during that long period, but I have only been able to learn the names of those after 1840, as given me by several old pilots who are still living at a great age. Those that came into Marietta from up the river were: Christ Nagle, Martin Eisenberger, Morris Nagle, Ike Hipple, Fred. Waller, Lynn Waller, Johnny Appolt. Those plying between Marietta and Port Deposit were: John Kennedy, Isaac Morris, Parker B. Shank, James Barnett, William F. Coleman, Washington Whittaker, Lindsey Lee, Thomas Moore, Wm. R. Griffiths, John Ritchy, Chas. Ritchy, Geo. W. Whitaker, John Moore, and James McCullough.

Morris Nagle and Martin Eisenberger, of Marietta; Wm. F. Coleman and Parker B. Shank, of Peach Bottom, are among those who were pilots prior to 1860, still living and in good health, and all over 80 years of age. They were live, active men; men of red blood, that dared to do, and since passing from the rafting business have all established businesses of their own and are most highly esteemed in their communities.

All still live by the banks of the beautiful Susquehanna, the scene of their earliest work and their best achievement. Washington Whittaker was among the early pilots who later became prominent in the business. He is long since dead, but his son, Geo. W. Whittaker,² took his place in the rank of pilots, immediately after the War of the Rebellion, at the age of 19 years, and followed it to the end. He was the youngest pilot who was allowed to take a raft down the river. He is still living, over 70 years of age, with his good lady, likewise the daughter of a pilot. They are the proud parents of ten children, who are now fighting life's battles for themselves, and making a big success of business in their various lines.

Rafting was more or less of a dangerous business, as many rafts were wrecked by unseen rocks, "stoved," as the rivermen call it, and sometimes the crew were plunged into the icy waters to swim for it. But this "stoving" of a raft did not mean that it was lost, as no part of it would sink. It might be pretty well wrecked. The lashings broke in places, sometimes purposely cut with an axe to free and float it from the rock, but the crew would usually be able to salvage it, recover the severed parts or sections and by floating them into some still water cove or shelter, they would re-lash and re-form it and take it through safely.

Among the most dangerous places in the river from Middletown down were Conewago Falls, which lies at or about the entrance of Conewago Creek. It is now utilized to great advantage in the building of the York Haven dam, and helps to form a fine natural water power. Other points where there were more or less of risks that took skillful handling by pilot and crew were: Turkey Hill, Frey's, Cully's Falls, just below McCall's Ferry dam; the Horse Gap, at Peach Bottom; Fanny's Gap, about a mile below, was very narrow and swift; it was only 32 feet wide, hence all rafts had to be less than that and were never made wider than 30 feet. Bald Friar Falls, in which was

² This pilot died since this paper was read.

Hollow Rock, was considered very dangerous and rafts and boats alike were often wrecked there and some lives have been lost.

The crew, after delivering their rafts at the end of their run, to the next crew to take them on, immediately returned by foot along the path by the river course, back to the starting point on their run, ready to take out the next raft in turn. Occasionally some of the men would have a horse or mule which they would take down on the raft and then ride him back again to the starting point, but this was exceptional. After the Susquehanna and Tidewater Canal was built, the crews between Fite's Eddy and Marietta would boat across the river and catch canal boats to Marietta going up the west side and save themselves a 15 or 20-mile walk. Prior to that they would follow the plan of having a team meet them at the Eddy or at McCall's Ferry, haul them to Lancaster and thence go by train to Marietta. This, of course, after railroads got in operation.

As civilization progressed and the cities and towns were built along the Susquehanna Valley many saw mills became established in these towns and used up a very large percentage of the lumber in the building trade. White and yellow pine, and later hemlock bill stuff was drawn upon heavily for these purposes. Harrisburg, Williamsport, Lock Haven, Muncie and Shamokin, as well as many smaller towns and the outlying farm settlements were big consumers, and much was shipped by rail from the larger cities to all parts of the state, so that the main lumber that passed down the river after about 1860 was shipbuilding, which had to be of finest quality and in very long sticks.

To feed the canal and furnish power for saw mills and other manufacturing industries, a number of dams were built along the west branch. These dams in their order from Clearfield County down were: West Branch, Queen's Run, Lock Haven, Williamsport, Muncie, Lewisburg and Shamokin, where the east and west branches came together. Below that were Green's Dam, Clark's Ferry and Columbia.

These dams were really an aid to safe rafting. Deep water covered the rocks and bars. The flow was not so swift. Each dam was provided with a chute in the form of a spillway, over which raft and ark could pass safely. Besides this, they formed fairly safe places to tie up over night as well also as temporary booms to hold logs for mills that were built along the river side. Harrisburg became quite important in many ways in the rafting days. It was not at the end of a run, but was the stopping place over night for many raftsmen, and the men made use of accommodations in passing. The City Hotel, Baumgardner's, the Farmers' and White Hall were favorite stopping places. Facilities for tying up the rafts, as also for holding or switching them to the Harrisburg saw mills and lumbermen on both sides of the river were provided and extensively used in the rafting season.

The men of that period usually were what we would today call "hard drinkers"; the harder they worked the more they ate and drank, and their lives were arduous ones. Hotels in abundance were found at the end of each run and from 4 to 6 at each place was the rule. Whiskey cost but 3 cents a drink and it was pure rye, distilled in Lancaster County. They seldom drank to intoxication, as their business required a level head and steady, strong hand, and the evidence is that a large number of the pilots at least have lived to

an extreme old age. Excessively high floods frequently occurred and did much damage and gave great trouble to the rivermen and owners of timber. Booms and dams which were heavily stocked with millions of logs awaiting rafting or to be cut at the saw mills would be swept away. In 1832 there was an exceedingly destructive flood and record high water. In later years, in 1884, 1889, and in May, 1894, were among the last big ones. In 1894, 75,000,000 feet of lumber was swept down the river, and in 1889, better known as the Johnstown Flood, equal damage was done. The writer hereof remembers watching this flood at Peach Bottom and all day long logs ran down the river so thickly as to be in continual touch with one another, and a lumber jack with his spurs might have crossed them by jumping from one to the other. I also saw them afterwards strewn along the east shore of the Chesapeake Bay from Betterton to the Patapsco. It took large forces of men nearly a whole year to gather them into rafts again and finally take them into port. For this the companies doing the work received \$1 per log. It will be remembered each log is stamped with the owner's mark, and every owner's log can thus be secured and grouped together. However, 20 per cent. of all the logs were never recovered. The first saw mill was built in the Lycoming County section in 1794, but saw mills did not come extensively in a commercial way until about 1825 or 1830. The first canals began to be built and used in about 1828 to 1836, and the first boom was finished for use at Williamsport in 1851, but it was soon swept away, being replaced by another in 1856, which was a safe one and would hold 300,000,000 feet of logs. About the time they began the building of canals and before the lines paralleling in the Susquehanna were in use, many new canal boats and lighters were fully built up the river and brought down to Port Deposit and to tidewater through the rafting channels of the river. In fact, the story of rafting on the Susquehanna is closely interwoven with the story of the building and the operation of the early canal. The same men engaged alternately in both occupations, according to the time of year; and the canal boat captain of the summer months was often seen piloting rafts in the early spring; but this paper is already filled, and I can give no space to the interesting story of canals and canal boatmen. At this day all of this is changed, even within the lifetime of some of our old people. The exhaustion of the pine forests, the building of immense saw mills, the construction of railroads everywhere, have all combined to relegate the old-time method to history. The customs, the methods and the men, have all passed away together, after 100 years of wondrous activity, in which millions and perhaps billions of dollars' worth of lumber was added to our commercial and real wealth. Lancaster County will no longer see the picturesque scene of the rivermen and the activities of the riverman's life, all have passed from view and followed the procession of the old frontier's man and the Indian, but they will ever fill a notable niche in the annals of our county's history.

Author: Magee, Daniel F.

Title: Rafting on the Susquehanna / by D. F. Magee, Esq.

Primary Material: Book

Subject(s): Timber--Rafting.
Lumbering.
Canals.
Pilots and pilotage.
Susquehanna River.

Publisher: Lancaster, Pa. : Lancaster County Historical Society, 1920

Description: 193-202 p. ; 23 cm.

Series: Journal of the Lancaster County Historical Society ; v. 24,
no. 9

Call Number: 974.9 L245 v.24

Location: LCHSJL -- Journal Article (reading room)

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