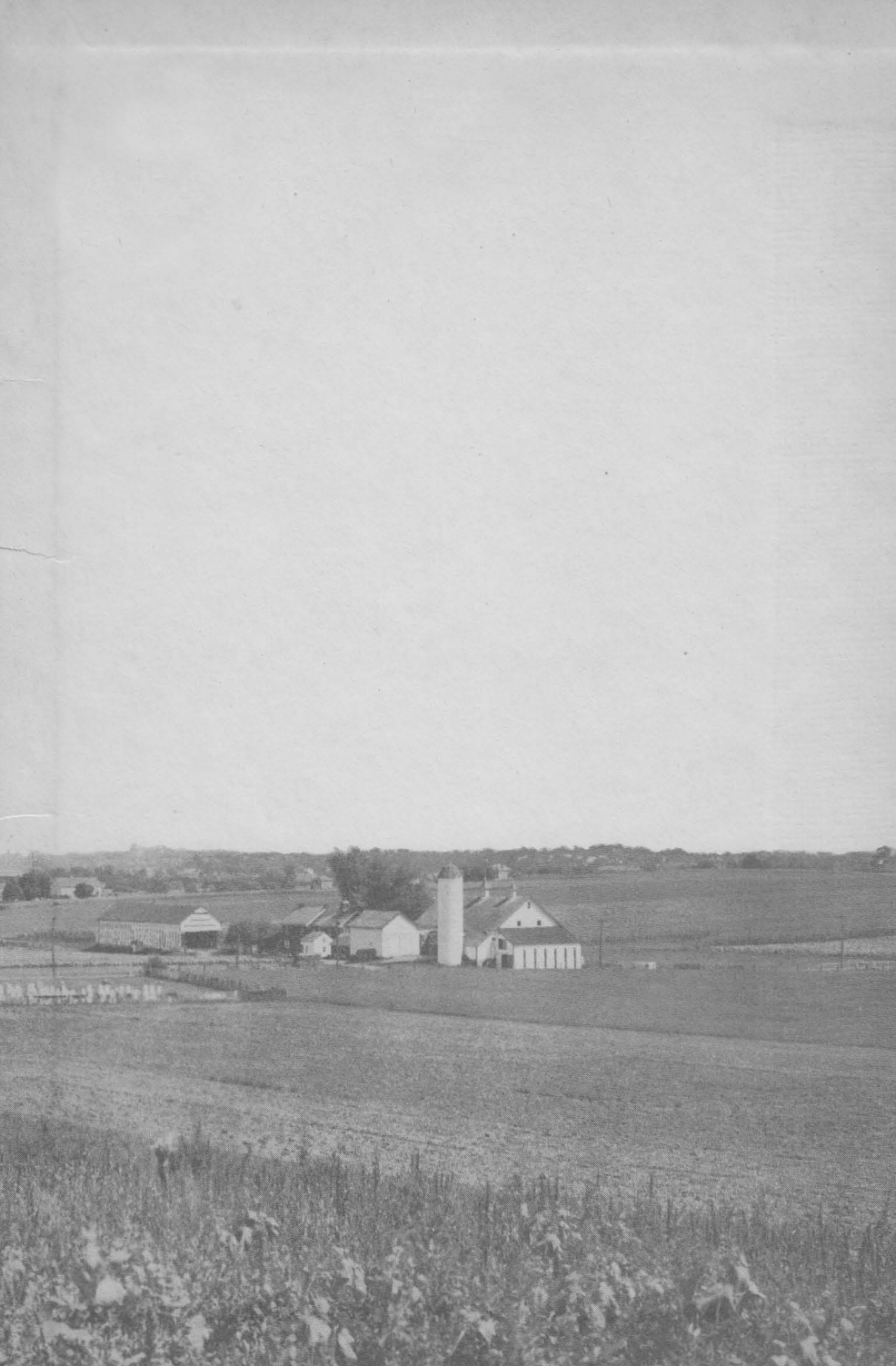
LANCASTER COUNTY



LANCASTER COUNTY

1841–1941

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LANCASTER, PENNSYLVANIA

LANCASTER COUNTY
1841-1941

BY

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THE LANCASTER COUNTY NATIONAL BANK
LANCASTER, PENNSYLVANIA

Illustrated by

LEAH MALICK

In humble gratitude for the many rich blessings that have been bestowed upon our land and upon our people through the years that have gone by, we pause for a moment to do honor to those who preceded us and to marvel at the progress they have wrought. From them we have inherited our proud traditions, our faithful institutions, our way of life.

On the occasion of the one-hundredth anniversary of the founding of our bank, we dedicate to their memory this history of the community they loved and served so well.

THE DIRECTORS AND THE OFFICERS OF
THE LANCASTER COUNTY NATIONAL BANK

August 13, 1941

PREFACE

This volume is a survey of various economic and social developments which have characterized the growth and progress of Lancaster City and Lancaster County during the past hundred years. It has been prepared at the request of the Officers and Directors of the Lancaster County National Bank, and is presented to the community on the occasion of the celebration of the centennial year of this banking institution, which was chartered in the year 1841.

The purpose of the book is to present characteristic scenes associated with the industrial, agricultural and commercial life of the city and county throughout the decades of the past century. The author has not attempted to record a comprehensive catalog of industries, or to mention all of the many firms or individuals that have participated in the economic progress of this community, but rather has described some of the typical incidents associated with the city and county, and has presented some of the varied interests and activities which have helped to make this community a fine example of American industrial and agricultural progress.

The author wishes to acknowledge, with deep appreciation, the assistance of Dr. Philip Shriver Klein, of The Pennsylvania State College, who contributed several chapters of this book dealing with periods which have been his special interest; and the cooperation and assistance provided by the Lancaster Chamber of Commerce, the Lancaster County Historical Society, and Lancaster Newspapers, Inc., in making material available for research. In particular, the ideas and suggestions of Robert C. Zecher,

George S. Mann, and T. Roberts Appel have been of special value throughout the progress of this work.

Lancaster is justifiably proud of a fine American community with a fine historical tradition. It is the author's hope that this book may preserve in permanent form some of the records of the past which may be of interest or value to the citizens of Lancaster City and County in the future.

FREDERIC SHRIVER KLEIN

Franklin and Marshall College
Lancaster, Pennsylvania
October, 1941

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LANCASTER COUNTY

1841–1941

CHAPTER ONE

One Hundred Years Ago

1841–1851

THERE are many differences between the America of today and the America of the Eighteen Forties. At first glance the life of the average community one century ago seems slow, primitive, awkward and inconvenient. The absence of modern speed in transportation and communication, the pitifully small statistical figures which measured their accomplishment and success, the lack of modern luxuries associated with our standard of living seem remote and impossible to the modern citizen of 1941.

But these are material changes, matters of habit rather than essential changes in the national psychology. Research in the records of the Forties shows more surprising similarities than changes. Essentially, forms of government, religious practices and beliefs, social and moral attitudes and actions, are surprisingly basic in American life.

The Roaring Forties, or, as they are sometimes called, the Fabulous Forties, had one characteristic in national life which is definitely evident in the life of Lancaster city and county. This was a buoyant and enthusiastic optimism for the great future of the community and the nation which has never been equalled in a later period of American life. It was a lusty and reckless age, which possessed unbounded confidence in its destiny, and which proudly rushed through local and national problems without doubts or misgivings, untroubled by the ominous forebodings which are so characteristic of our present years. It was an age of tremendous vitality and ingenious invention; a period of vast expansion

and rapid development; of exuberant politics and sentimental sympathy. Above all, it was an age of materialism, of plans for the great economic and industrial destiny of the nation.

In Lancaster County, general farming had been prevalent since the days of the first settlers, and the county was as self-sufficient as it was possible for any section of the United States to be. Wheat, corn, oats and potatoes were staple products on every farm, and other agricultural products included butter, wool, tobacco, barley, buckwheat, peas and beans, orchard products, market produce, flax, beeswax, honey and silk cocoons. The Eighteen Forties marked the beginning of changes in agricultural methods, which for a century in Pennsylvania had been universally the methods of the frontier. Through the early part of the century, horses were used for the wagon and the plow, but almost all other operations, such as planting, reaping, and cultivating, were carried on by hand. The introduction of horse-drawn machinery to carry on these additional tasks took place rapidly, to be succeeded in later years by the steam engine and the gasoline tractor.

Steel took the place of wood and iron in connection with hand tools and machinery. Steel plows, cultivators, rakes and harrows had come into common use by the Forties, and threshers and cornshellers followed in the next decade.

Farmers of Lancaster County were particularly fortunate in their location, for the distribution of farm produce was a serious problem. Philadelphia and Baltimore were the chief markets for the Middle Eastern States, and Lancaster was within easy reach of both, by railroad, turnpike, or canal.

The city of Lancaster in 1841 occupied only a small portion of the area within its boundaries. It must have been a pleasant town, situated on a gentle hill overlooking

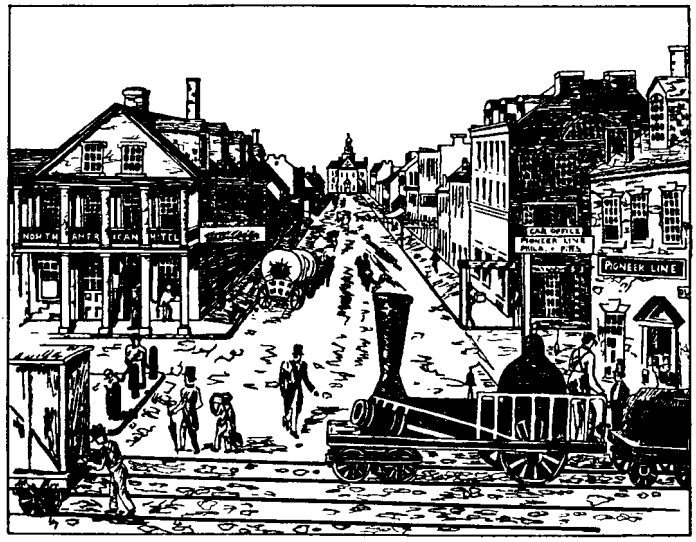
the winding Conestoga. Its red brick houses and occasional gray stone buildings were rarely over two stories in height, and from the distance its conspicuous landmark was the spire of Trinity Church, one of the thirteen churches in the town at that time. From the old court house in the square, buildings extended for two or three blocks along King and Queen Streets and along the principal highways, but beyond these few streets, the open countryside of pastures, farms and woodlands merged into the landscape of the surrounding hills, with occasional dwellings or farmhouses to indicate the general plan of the future city.

The traveller, coming from Philadelphia, found active and busy shops and stores lining King Street for two blocks on either side of the central open square. Going north on Queen Street for two blocks to the railroad at Chestnut Street, and for a square beyond, he found similar bustling activity; beyond these limits were quiet residential sections.

Taverns, with their colorful tavern signs, were numerous. Lancaster had long been accustomed to the passage of wagoners, travellers, soldiers, farmers, and business men as they moved along the busy turnpike to the west and south, and the taverns were usually filled and active. Many of their signs had a medieval character. Among the signs were the Sign of the Red Lion, the Sign of the Swan, the Lamb, the Black Horse, the Bull's Head, the Leopard, the Bear, the Fountain, the Cluster of Grapes, the Horse, the Eagle, Napoleon Crossing the Alps. Others were more American in significance, such as the Sign of General Washington, of Thomas Jefferson, of Franklin, of the Steamboat, the Farmers' Hotel, the Pennsylvania Farmer, the Western Hotel, the North American, the Temperance House.

If the traveller chose to stay at the Sign of the Swan on the southeast corner of Penn Square, and strolled from there down the streets, he found a wide variety of activity.

In the square were a tinsmith and a coppersmith, a tailor, several saddlers and half-a-dozen general merchants. John Zuber, the watchmaker, and baker Williams conducted their trades here. Here also was the office of the mayor, who received $300.00 per year for his duties. The Lancaster



NORTH QUEEN STREET IN 1841

Bank and the Lancaster Savings Institution were located on the southwest corner.

Along North Queen Street were printers, bookstores, druggists, gunsmiths, coachmakers and cabinetmakers, confectioners and physicians, watchmakers and oystermen, taverns, tobacconists and merchants. Near the railroad, Michael McGrann's White Horse Hotel, with its large stable, offered rest and refreshment. Bear's Grocery and Liquor Store willingly accepted country produce in ex-

change for goods. Sturgis' Boot and Shoe Store sold children's boots from 37½ cents to $1.12½. George Mayer's hardware store displayed nine-plate stoves for wood and coal, single and double barrelled shotguns, and very superior Eastern window glass. Jacob Bear's cabinet and window blind manufactory could supply sideboards, marble-top and plain washstands, hat and umbrella stands, and coffins.

Near the railroad and the Museum at North Queen and Chestnut Streets was Kirkpatrick's manufactory of threshing machines, powered by one, two, three, or four horses; Royal's Book Store, which carried English and German dictionaries, and hymnbooks for every religious denomination; Spering's Umbrella and Parasol factory, which also manufactured whips and corset bones. Andrew Gumpf, the gunsmith, John Hubley, brushmaker, Fred Kline, butcher, John Wind, musician, and John Bear, printer, were among the many busy citizens along these two squares to the north.

Returning to the square and walking east on King Street, the visitor would pass the office of Senator James Buchanan and that of State Senator Champneys; the drug and dental establishment of Drs. Ely and James Parry, who could provide horse and cattle powder, perform all operations on artificial teeth, or insert artificial eyes; J. F. Heinitsh & Sons' Drug Store, which carried as wide a variety as a modern establishment, but emphasized "Horse Embrocation" instead of driving glasses, sperm oil and candles instead of flashlights, and included, as does its modern successor, fishing tackle, perfumes, paints and glass, furniture, and shoe soles. William Locher's Dry Goods and Grocery Store occupied the old Stage House across the street. John Duchman's "Leopard" Tavern, Swope's Tavern, and Markley's Temperance House were nearby. Emanuel Demuth's

tobacco store, the oldest in the United States, was in the same location it occupies at present. The offices of Drs. Washington L. Atlee, Francis Burroughs, and J. K. Neff were along the same street, and Dr. John L. Atlee's office was one block farther north. The confectionery and cake bakery of Mrs. Ann Keffer, near the Court House, offered the curious combination of candies warranted to keep dry and vermifuge warranted to keep fresh. The hardware store of Howett, Kreider, and Diller handled scythes, grain cradles, and farm implements. Opposite the Farmers' Bank of Lancaster was the Shroder and Widmyer's cabinet and chair manufactory, with marble top washstands, French bedsteads, umbrella stands, and rocking chairs.

West from the square on King Street, down the hill to Water Street were the dry goods store of Christopher Hager and the hardware store of Steinman and Son, with its plough plates, iron pots, and skillets, saddlery, scythes and stoves. Printers, gunsmiths, carpenters, brewers, tailors, and ropemakers occupied the street which led past the old jail. Down South Queen Street from the square were the professional offices of attorneys and physicians; Thaddeus Stevens, attorney, limped on his way to the new offices he had just established in Lancaster; John Montgomery, A. Herr Smith, Reah Frazer, and William Whiteside shared the same profession. Doctors Carpenter, Cassidy, Freeman, and Heiss were nearby. Near the Fountain Inn was the chair manufactory of George Rote. Bookstores, printers and publishers were numerous in the city. The *Lancaster Intelligencer and Journal* was published by J. W. Forney, in a printing office at the rear of the market house. Hill's Book Store occupied space beneath the Museum at N. Queen and Chestnut Streets, and carried on binding as well as the sale of religious books, as did William Grant's Bindery nearby. Gish and Fisher's Gen-

eral News and Publication Office on North Queen Street specialized in "the choicest works in every branch of literature made attainable to all," and sold the works of Shakespeare, Cooper and Scott at 25 cents each, as well as the leading foreign reviews and monthlies—the *Lady's Book, Leslie's Magazine, Sears New Monthly,* and the *American Phrenological Journal,* with Wild Cherry Balsam, Stainburns Vegetable Extract and Oakley's Depurative Syrup on the side. J. H. Bryson's job printing establishment produced general printing and legal forms at Philadelphia prices. The *Lancaster Examiner and Herald* was published weekly by Edward Darlington, the *Lancaster Union and Republican Sentinel* by R. White Middleton, and the *Workingmen's Press* by Jacob Myers. Two German papers also appeared weekly: *Der Volksfreund* and *Whare Demokrat.*

Gunsmiths were a prominent part of Lancaster industry at the time. The famous Leman rifle, manufactured at Duke and Walnut Streets, was widely known throughout the country, as were the Leman "northwest Indian Guns," duelling pistols and shotguns. Jacob Fordney, Jr., operated a gun, rifle and pistol manufactory on Prince Street, and a score of gunsmiths were busily occupied at various establishments.

Artists, ropemakers, jackscrew makers, coppersmiths, coachmakers, oystermen, brewers, brickmakers, saddlers and shoemakers, chandlers, machinists, watchmakers, millers, carpenters and tailors were among the many trades and professions represented in the small but busy city.

Thirty-six attorneys practiced at the Lancaster County Bar by 1842, among them James Buchanan, Thaddeus Stevens, John K. Findlay and Amos Ellmaker. Ellis Lewis was President Judge of the Court of Quarter Sessions, at a salary of $1600 per year. County officers were the Direc-

tors of the Poor, and the County Commissioners; the city corporation was controlled by a Select and a Common Council, a Mayor and a Board of Aldermen. Elections for city officers were held annually at the court house in the square.

Five banks provided for the financial welfare of the community. The oldest was the Farmer's Bank of Lancaster, founded in 1810; newest was the Lancaster County Bank, chartered this year of 1841, under the Presidency of John Landes and called by many the "Lancaster County Reform Bank," a pointed commentary upon the troubled banking situation of the period. Others were the Lancaster Bank, the Lancaster Savings Institution, and the Pennsylvania Branch Bank.

The educational system was just in process of readjusting itself to the Common School Law, which had gone into effect in 1838 by a vote of 584 to 1. The new school board consisted of twenty-seven members, twelve appointed by the court, twelve elected by the citizens, and the mayor and city officers. A contemporary commented upon the fact that the former system had treated children as paupers, and that in consequence private schools, sustained by private expense, flourished in every part of the city. "This has all been changed," he stated, "private schools, if there are any, are very poorly attended; and even these are schools devoted either to the teaching of the mere rudiments to very young children, or the higher branches—the classics, and other features of an advanced education. The children of all, rich and poor, high and low, mechanic and lawyer, may now be found in our common schools."

There were twenty-two public schools and about 1,500 pupils. Five male teachers, at an average salary of $38.18 per month, and seventeen female teachers, at $16.50 per month, took charge of about seventy pupils each. Franklin

College was then located on North Lime Street, between Chestnut and Orange Streets, but the college was not large—there were three teachers on its faculty, comprising departments of Mathematics, English, and the Classics.

The decade from 1841 to 1851 marked the most rapid increase in population which had taken place at any time since the founding of Lancaster. The population in 1840 was 8,417, but this was an increase of only 713 persons since 1830. By 1851, the population had grown to 12,369. This was a period marked by the introduction of new business enterprise, cotton mills, farm machinery, soap manufacturing, lock making, and the various effects of the industrial revolution. The optimistic enthusiasm for new developments which characterized national life at the time was equally evident in Lancaster. Most unusual of the various industrial projects was the excitement over plans for a National Foundry which was to be an arsenal for American democracy in 1840. Immediately after the completion of the Conestoga and Susquehanna Navigation Canal, an elaborate plan was developed to have arms and armor, cannon, castings, and military equipment made at a large National Foundry, to be located on the Conestoga River. Public meetings were held during 1840 and 1841, at one of which Mr. Henry Keffer, president of the association, stated: "Should this proposed site be adopted by our government, it is a position comparatively safe from any attack by an enemy. The whole system of modern warfare has undergone a tremendous revolution. Towns on the seaboard are almost helpless. Great Britain has a tremendous navy of fifty-one ships. Let us remember that if it is said that this tremendous force is merely to preserve peace, it may also be said that it is liable to become a tremendous instrument of aggression. What have we to expect if the avarice of England should claim us as her next object to

glut her insatiate desire for supremacy and plunder?" He then pointed out the danger of locating such a project on navigable rivers, and referred to our great water systems, substantial dams, facilities for coal, iron ore, timber and limestone. It was a typical plan of the Roaring Forties, but it was speedily forgotten.

The project of a great cotton factory caused equal excitement. A local columnist, writing with some sarcasm and some gravity, stated that perhaps three or four cotton factories would be erected and that Lancaster, like Lowell, might yet be able to boast of its mile of working girls. "The broom, the scrubbing brush will be abandoned, and instead of being confined from morning to night to the roasting atmosphere of a kitchen, feet bare, face dirty, calico greasy, they will be seen wending their way to and from the factory in neat and tidy dresses, joy in their looks, and with that peculiar elastic wiggle-waggle movement which very young girls will sometimes indulge in when their heads are light and happy and when no clouds of care can even for a moment hover over their sunny brows. They will be able to see their own beaus in their boarding houses and will be addressed as Miss Johnson or Miss Jones." Another newshawk reported that the new cotton factory, if placed on end, would be many feet higher than the steeple of the Lutheran church and that it would have 250 windows. Over one hundred thousand dollars was subscribed.

By far the greatest community enthusiasm in the history of Lancaster during the Forties was the opening of the Conestoga and Susquehanna Navigation Canal. Never had such a torrent of optimistic enthusiasm for an economic project stirred the citizenry of this community. Beside it, Panama and Suez fade into insignificance, if we are to believe the prophecies of the dedication day ceremonies. The occasion was unusual enough to justify some detailed de-

scription from contemporary accounts. A careful account was made "so that we shall know how the opening of that great work was celebrated by those who foresaw its importance in opening this wealthy region to the hand of enterprise." Two packet boats were chartered, beautiful craft filled with gentlemen from Baltimore and Lancaster. James Hepburn, president of the Susquehanna and Tidewater Canal; John Mathiot, mayor of Lancaster, and other guests sailed from Graeff's landing at 8:30 in the morning, with bands playing *The Star-Spangled Banner,* and cannon roaring. The debt of thirst was liquidated at the bar, where exquisite wines were running at command. There were five locks in the river, but the flotilla passed without the loss of a single splinter, or a single tremor in the wine glasses. At Lock No. 3, the balcony of Mr. Huber's mansion was filled with lady friends, whose beauteous scarfs floated in the breeze. At Peter's Mill, Lock No. 4, company again greeted the fleet. Lock No. 5 took them to Safe Harbor, where villagers came flocking to see. Here official ceremonies took place, including the traditional thirteen toasts. Among them were included toasts to "Our Canals and Railroads"; "To Agriculture"; "To Domestic Manufactures: Protected by a judicious tariff and the anvill, the spinning jenny, the loom, our foundries, our forges and the silkworm will speedily close the door against the introduction of foreign iron, foreign stuffs, frippery and geegaws." Music ("I am a Weaver to my trade.") There was a toast to the "City of Lancaster, destined to become the seat of trade, as well as the seat of justice of the great county of which she bears the name. The Chesapeake invites her exertion and Fortune beckons her on." A toast to "The millers and distillers of Lancaster County, the garden of Pennsylvania, intelligent, persevering and industrious." A toast to Oliver Evans and Robert Fulton (Evans had

planned the connection of Pittsburgh with Philadelphia by iron railroad); and a final and undoubtedly sincere toast to "Our esteemed purveyor, Mrs. Rosina Hubley. The superiority of her system of internal improvement is good in theory but admirable in practice. The plot before us illustrates her scientific knowledge of arrangement as refined as it is admirably adapted to the prevailing American taste. We hope to be able to do ample justice to her merits now and hereafter." Music ("Little brown jug").

The principal address of this occasion summarizes in excellent fashion the hopes and plans for Lancaster's future. "The Susquehanna is at our door. The iron hills of Lancaster county are already beginning to glow under the furnace and forge. Our gold and silver is coal and iron; our jewels the industry and enterprise of the farmers and mechanics that have made our great state what it is. Where there is one furnace now, there will be twenty in ten years. This county of ours will be known as she ought to be. Her farmers and iron masters will take the stand that belongs to them of right. These quiet waters may bear upon their glassy breast the evidence of the great discovery of her native son. The city may extend to Graeff's landing and the shores of this romantic river may be studded with the busy town. The farmer may bring to this navigable stream his golden harvest; his flour and his lime; and receive in return the products of other states and other countries, and wherever we look the wand of prosperity will seem to have been at work."

Where the canals and railroads did not touch, transportation was by stage. An omnibus ran every hour between the city and Graeff's Landing. A stage connected Lancaster with Reading for a fare of $1.00, and with New York for the "unprecedented sum" of $3.50. The Western Transportation Company conveyed passengers by stage, river and canal

to Pittsburgh from Columbia for $6.50. More streamlined transportation was possible with John Wise and his balloon, who reported in an aerial log book one day: "Started from Danville at 2 P. M. Saturday, July 5th, crossed Petersburg and Bear Gap, and passed Pottsville at 3, crossed Reading at 4, and landed near Morgantown, head of the Conestoga, at 25 minutes past 4."

Industries within the city were developing rapidly, and reflect the ingenuity and inventive genius more familiarly associated with the Yankee. Locomotives were manufactured at Chestnut and North Duke Streets by Lenher and Pennel, who also produced car wheels, forge hammers, and machine work. One railroad passenger was so impressed that he wrote to the editor of a Lancaster paper describing the ease with which a Lancaster-made locomotive overhauled their train, and, coupling on to it, pulled both trains with amazing speed. The Conestoga Iron Works managed by Kieffer and Breneman, produced a wide variety of stoves, castings, and mill work. Burr's patent portable threshing machine was manufactured near the railroad station, and was reputed to "thresh well from barn to barn, can be drawn by two horses." Several thousand were in use in the United States.

A well meant but not too successful invention was widely advertised by Mr. P. Getz—The Patented Waterproof and Life Preserving Trunk. Mr. Getz pointed out that frequently in marine disasters (of which there were many) the trunks of passengers were cast overboard to prevent the ship from sinking. His trunk would float in roughest waters and carry a dead weight of 250 pounds "should its possessor ever be placed unfortunately in a situation like that of the other accidents which have happened to our steam vessels, by throwing out Getz's patented waterproof and life preserving trunk and attaching himself to it, he

would float with as much security as if he were in a boat, the hope of reaching land not only enhanced by knowing that his money and effects would be as safe day after day as if they had been kept in a stone box." City officials testified that trials in the Conestoga showed that the trunk would float with 253 pounds of pig iron.

Social life within the city was not its most prominent characteristic. The theatre was rare. Occasionally a group of actors and actresses were invited to present a performance in Mechanics' Hall, and favorable comments usually followed, as well as regrets that players from the Atlantic cities were not brought here more frequently. Lectures were frequent, held in the newly decorated Mechanics' Institute, with its paneled salon, decorated with portraits of gods and goddesses, portraits of Washington and Franklin, and decorations of sporting nymphs, plump goddesses, and portraits of the loved and lost, executed by Arthur Armstrong, local artist. This building boasted a library of 1,600 volumes, and proved to be a center of community social and intellectual improvement. Lectures seem to have been well attended, and included such subjects as "The Philosophy of History," "The Romance of American History"; "The Age of Chivalry"; and occasional public meetings on civic problems, such as the introduction of gas into Lancaster. Dr. Washington L. Atlee lectured on this subject, at a time when public meetings were being held to decide whether Lancaster citizens wanted enough light to "steer by, as is done with ships, moving from point to point, or whether they wished enough light to see by." It appeared that the cost of gas would be only one third as great as the cost of oil and candles.

An occasional circus arrived, heralded with its customary grandiloquent exaggeration, sometimes boasting 120 men and horses and a brass band which was powerful and

melodious. The Lancaster museum specialized in novelties, on occasion producing a moving panorama depicting a dreadful storm over the Conestoga, or the siege of Vera Cruz. Of somewhat doubtful cultural value was the exhibition of a full-length statue of "Venus, the God of Love, 25 cents." Healthful amusement was provide by the Lancaster bathing rooms at Duke and Vine Streets, where Peter Suydan assured the public that "the luxury of bathing, promoting health and comfort, is recommended by the most eminent physicians," and that ladies could enter from a private entrance.

Taverns vied with each other in attractions for their trade, the Eastern Hotel at East King and Lime streets providing "an organ of the finest tone and of most extraordinary powers, rendering it one of the greatest curiosities that has ever been seen, as well as a number of beautiful views to be shown through glasses, represented as large as life, all of which may be seen gratis": there was also a fine tenpin alley.

Fashions were London fashions, rather than Paris fashions, and the announcement of styles just arrived from the steamer British Queen were certain to create interest. London barbers and London lecturers were equally frequent. One columnist presents a brief picture of Lancaster life by writing: "A few weeks ago we had lecturers, concertizers, negro minstrels, dwarfs, giants, and a theatrical company whose members were equally inspired by gin and Shakespeare. Now we must content ourselves with a long-haired and red-haired abolition lecturer.

"Our young ladies promenade the streets every evening, from the outside of a horse or the inside of a carriage, take a peep at the lovely environs of Lancaster, visit the ice cream saloons regularly, and gentlemen drive to Mellinger's where the fishing is excellent."

Military interest was represented by the Lancaster Fencibles, who drilled regularly in their light blue uniforms, and paraded with their thirteen-piece band on patriotic occasions. A city band was being planned, but musical interest was best represented by singing societies and quartets.

Lititz was the exception, because numerous accounts of holiday celebrations refer to the excellent band music under the lead of Mr. Samuel Beck, and comment that "music is made a science in the village of Lititz, and it is only necessary to hear a single performance of musicians in that vicinity to form a correct estimate of their merits."

The records of the Eighteen Forties present a picture of a pleasant and picturesque town, untroubled by fears of vast national or international complications, and tremendously confident and enthusiastic about the great future which lay ahead. Every citizen of Lancaster had a clear vision of the destiny which industry, agriculture and commerce would achieve. Much of this destiny was to be attained, and some was to be lost, but there is little doubt that the wholesome and courageous enthusiasm of the Fabulous Forties had much to do with the greater America which was to develop in the following century.

CHAPTER TWO

The Busy Age
1851–1861

AT the turn of mid-century patriotic speakers all over the country poured forth hours of oratory about the spirit of "Manifest Destiny." But more crisply expressive of that spirit than all their rhetoric was the impudent boast of a ragged urchin along Boston's water front one morning in 1850. "We air a great people, by thunder, the greatest on airth, and can do all things double first rate, from blowing up a universe and a half to blowing up half a soap bubble. Now, we'll put the Atlantic and the Pacific in our side pocket any day, and reduce all Europe to no-whar and a grease spot!"

If there was any portion of the Union where people seemed determined to do things "double first rate" it was in Lancaster, for the 1850 decade proved to be one of the periods of swiftest growth in the history of the county. Local wits commented that farmers were using so much "Peruvian guano"—a new-fangled fertilizer—that not only their crops but the entire community was being affected. Be that as it may, the Red Rose of Lancaster was in full bloom. Politicians let it be known that they would be satisfied with nothing less than a local son as president of the United States. Private citizens and public men launched a building program which altered the very aspect of the county seat; a new court house, a new county jail, a new market house, a new city reservoir, an opera house, a college, a variety of smaller private schools, new lodge halls, vast new industrial enterprises. Yet, how many of

us, familiar as we are with these developments, realize that the most far-reaching of all the changes took place in the field of agriculture?

In three distinct ways the Lancaster County farmers of 1860 differed markedly from those of 1850. By the end of the decade they had become mechanized, organized, and specialized; mechanized through newly invented tools; organized through agricultural societies, and specialized by the rapid introduction of tobacco culture.

Let us look at the progress of invention. From the early days until 1851, grain had been cut with a cradle. In the latter year the first McCormick reaper was introduced into the county by John B. Eby, of Clay township, original agent for this revolutionary machine. In 1852, Samuel Pelton, Jr., of Lancaster, invented a threshing machine powered by a horse mill, which could put out from 300 to 500 bushels of wheat per day with six to eight horse power. The horse power mill sold for $75.00, the thresher for $40.00 and a special wagon for the latter at $40.00. Meanwhile Samuel Keeler had invented and put into production a grain fan which won prizes at the Columbia, Harrisburg, York County, Delaware County, and New Jersey State fairs between 1854 and 1857. Keeler lived on South Duke Street about two blocks below the new court house, and offered for sale not only his new fan, but also seed drills and other equipment of his own invention. On the north side of East King Street, just above Esbenshade's Hotel, S. B. Haines was selling threshing machines and other farm implements of his own make. In addition to these, a number of small shops made less complicated equipment, spike and shovel harrows, "Hoka" plows, corn planters and so forth. In the county were the Root Plow Works and the Marsh Reaper Works, both at Mount Joy, and the Brunnerville Reaper Works. By 1860 over a

million and a half dollars worth of farm machinery was in use in Lancaster County—a fifty per cent increase over 1850 figures. When we consider that the capital invested in all the manufacturing enterprises of city and county in 1860 was only a little over five and a half million dollars, we can see the extremely significant part agricultural implements played in the economy of the region.

It is difficult to determine whether the agricultural societies actively functioning during the 1850's were a continuation of earlier organizations or whether they were new ones. There was a "Lancaster County Agricultural Society," enrolling among its members Thomas H. Burrowes, James Evans and Abraham Kauffman, in existence in 1852. It was of sufficient importance to secure, in January of that year, the services of James Gowen, Esq., of Philadelphia, to lecture on new scientific developments in the feeding of land, and promptly to publish his address. In October it was host to the Pennsylvania State Agricultural Society which held its annual exhibition in the eastern part of the city. The writer discovered nothing more of this society until 1857 when the newspapers refer to meetings of the Lancaster Agricultural and Mechanical Society. This group held annual farm exhibits from 1857 through 1860 on the grounds west of the city that were used as a military camp during the Civil War. The most famous of local societies, and one which later became very nearly the oldest, from the standpoint of continuous existence, in the state, was the Octoraro Farmers' Club, organized on May 18, 1856, by farmers living along the Octoraro Creek.

One of the main purposes of the societies was to keep the farmers informed of new methods, crops, plant and animal diseases, and the like. The most important among the methods related to fertilizers. Guano was admittedly the best, and became the source of a host of jokes and tall

stories. It was reported, for example, that a small boy, falling asleep upon a field covered by this magic material, was found several hours later by his father changed to a gawky gentleman of eight feet, bearing a strong resemblance to a Patagonian walking stick. Farmers had to warn their hired hands not to lay down their forks or hoes during lunch hour lest the wooden handles begin to sprout. The trouble with guano was, it cost $54 per ton—entirely too much for general use. As a result of considerable experimental work, bone dust and ground phosphate rock had come into increasingly wide use. It was just beginning to be realized that lime was not properly a fertilizer, but simply an alkaline element which might, under certain circumstances, do more harm than good to the soil. While not much was yet heard of commercial fertilizers, many articles were being written on poudrette, a de-odorized, powdered sewage of which great things were expected. It was of this in particular that Mr. Gowen spoke to the Lancaster Society in 1852. Little by little the information was being gained that would permit what we today call "intensive farming."

As to crops, it was tobacco that revolutionized the farm production picture in the county. Between 1849 and 1859 the cultivation of tobacco increased 186 per cent. Statistics of production, in pounds, show strikingly the significance of the decade:

1839	48,860
1849	387,050
1859	2,001,547
1869	2,692,548

In 1859 Lancaster county was producing 62.9% of all the tobacco grown in the commonwealth. And this percentage

was to rise still higher, although the rate of increase in the county itself was never again to be so rapid.

Competition was keen in other lines of farming. The newspapers were constantly publishing accounts of record breaking crops or animals. In 1857, for example, Major Abraham McConnell, of Colerain Township, proudly displayed an ear of corn he had raised bearing 2,652 perfect grains. Calling it "Buchanan Corn" because "it can't be beat," he planned to experiment with it as seed. Quite a lengthly contest developed over prize porkers, resulting in the following playful squib in *The Daily Evening Express:* "Mr. A. Kennedy, butcher in this city, last week slaughtered a hog for Mr. John B. Mellinger, of Strasburg township, which weighed, when dressed, 824 pounds. This is decidedly the most hog in one animal we have heard from this season. Strasburg Boro and Lampeter Township in the fall were considered quite hoggish; Adamstown soon gave evidence, however, that it was more hoggish than either of its competitors, but it appears from the above specimen, that Strasburg township is beyond doubt the hoggishest place yet discovered in this county. It is an acknowledged fact that the Lancaster County farmers are no where excelled in the production of fine pork and fat beef, and each year gives additional evidence."

This last sentence was no more than the sober truth. The census of 1850 shows Lancaster County led all others of the commonwealth in the value of slaughtered animals, and in the number of swine, horses and mules. It was first by half a million bushels in wheat production, and by a large margin in the raising of Indian corn and oats.

A few figures will demonstrate how completely the economy of the county, and the city as well, was dominated by agricultural pursuits. By the census of 1860 the cash value of farms was $52,500,000; the value of farm machinery,

$1,500,000, and the value of livestock almost $4,000,000, a grand total of about $58,000,000. At the same time the total investment in industrial enterprises for city and county was less than $6,000,000 and the value of manufactured products just a little over $4,000,000. Agricultural production was proceeding at the rate of 2,000,000 bushels each of wheat and oats per year, 2,500,000 bushels of Indian corn, 2,000,000 pounds of tobacco and 2,500,000 pounds of butter. There were about 500,000 acres of land under cultivation, which were valued at an average of $68.37 per acre.

From the foregoing, the reader will scarcely be surprised to learn that almost a third of the income from manufactured goods came from the milling of flour and meal. It would be useless to attempt any detailed picture of the milling industry, for practically every stream in the county had its series of grist mills, and so many of them are still standing and doing active duty that everyone is familiar with their appearance and function. Two facts, however, will be of interest. There were 172 grist mills in operation in 1859, which in that year turned out $2,740,000 worth of business.

The only enterprise that came anywhere near to approaching this figure was the iron and steel industry, which, with all its ramifications, including the mining of ore, brought in a little over two million dollars during the same year.

By 1850 the traditional small forge method of iron production had largely disappeared. Pool Forge had for some years been inactive. Windsor Forge, after the death of Robert Jenkins in 1848, was worked intermittently for twenty years more, then permanently ceased operations. In place of the host of small forges there had now grown up a smaller number of anthracite furnaces along the

Susquehanna, which greatly increased the county's output of metal. Some had already been erected during the preceding decade. In 1853 the Chestnut Hill Ore Company added a new furnace to its Shawnee group and the following year C. B. Grubb built the St. Charles Furnace, with an annual capacity of 5,500 tons, at Columbia. In Marietta H. M. Watts and Sons in 1850 and S. F. Eagle and Son in 1854 set up new furnaces with 5,000 ton capacities. Ore was supplied largely by open pit mining in various portions of the Chestnut Hill range.

The metal thus produced was worked into railroad iron or merchant iron by new rolling mills at Columbia, Marietta, Safe Harbor, and Rohrerstown. The approximate proportions of the various phases of the iron and steel industry may be seen from the following statistics from the census of 1860:

Type	*Plants*	*Value*
Pig Iron	10	$971,000
Railroad Iron	3	867,000
Ore	7	121,000
Blooms (small forge)	5	100,000

The transition of iron making from the small forge to the anthracite furnace method greatly increased production and had an effect on metal working in the city. Foundries and machine shops grew in number and size. The Henry E. Leman Rifle Works, on Walnut Street at Duke, during the latter part of the decade was working to capacity on government contracts and adding weekly to its force. The Lancaster Locomotive Engine and Machine Manufacturing Company became one of Lancaster's most thriving industries until the Panic of '57, producing locomotives, steam engines, saw mills, and all sorts of copper, solder, brass and babbitt metal castings. Started in 1853 under the superintendence of Mr. John Brandt, Sr., it turned out

twenty-seven locomotives for the State Railroad alone by 1857. Among them was the "Wheatland," which carried the Prince of Wales, Albert Edward, when he travelled through Pennsylvania on his trip to this country in 1860. The Prince actually rode in the cab of the locomotive in order to see the famous Horseshoe Curve to best advantage. Also there were the "John C. Breckinridge," "John Gilpin," "Tam O'Shanter," "Uncle Toby," "Fingal's Baby," "Hiawatha," "Shanghai," "Attila," "Falstaff," and many others whose names were as familiar and personal to the boys of that day as the favorite movie stars are now. Engines were sent to the West Coast and to dozens of lines in the East and the Mississippi Basin.

Other metal working shops were Kieffer's Foundry, on West Chestnut Street between Queen and Prince, which turned out boilers, steam engines, car wheels, gears, shafting, etc.; John Best's Engine Works at Plum and Fulton Streets; the Eagle Iron Foundry and Machine Shop on Chestnut Street, making water wheels, machine tools, pipe, nuts and bolts, architectural iron, and steam engine parts; the Conestoga Foundry, specializing in stoves and rough castings; the Blickenderfer Foundry, the earliest ancestor of the modern Lancaster Iron Works; and the Lancaster Axle Manufacturing Company on Water Street which made also drilling machines and structural iron bridge parts. William Kirkpatrick's foundry on East Orange Street made patterns and castings particularly for agricultural machinery.

But with all the development in "factories," the lowly blacksmith still did an aggregate business larger than all the machine shops. One hundred and five blacksmiths in the city and county made $109,000 worth of products in 1859. In the foundries, $64,000 in castings and $42,000 in machinery were the leading items for the same period.

One wonders whether the same relationship that prevailed between smith and machine shop existed between domestic weaver and commercial textile manufacturer. County figures on the production of homespun cloth are not obtainable, but the Appendix of the census of 1850 contains suggestive information regarding the status of domestic weaving in the state as a whole: "Weavers, 23,340." This item appeared so large that a second examination was made. This proved the correctness of the figures and showed that, in addition to those employed in the factories, a large number of the inhabitants of the rural districts followed this occupation, evidently manufacturing cloths, etc. for domestic use. It is probable that a large part of the cloth produced in Lancaster county still came from domestic looms in 1850, but it is almost sure that by 1860 this condition had changed and that the spinning wheels were rapidly finding their way into smoke-house and attic, not to emerge again until rooted out by antique dealers.

As an outgrowth of the enterprise of John F. Steinman and David Longenecker in the 1840's, several textile mills had been erected outside the city which were locally known as the "Conestoga Mills." Three separate factories, which passed through various hands in the course of the next decade, were running 24,000 spindles and 768 power looms by 1855. These three mills, plus another much smaller, were annually producing cotton goods worth $800,000 by the beginning of the Civil War.

Many other industries flourished, but none could compare in economic importance with the grist mills, iron works and textile factories. New paper mills were set up along the Conestoga at Eden and Slackwater. In the city, marble cutters, potters, Venetian blind makers, rope-walkers, matchmakers, and a host of others pursued their crafts.

Producing substantially over $100,000 per year each were the makers of boots and shoes; carriages; leather, saddles and harness; sawed lumber; distilled and malt liquor; and lime. It is interesting to notice, however, that these industries were still small units. There were, for example, 36 carriage shops, 66 leather shops, 35 breweries and distilleries, 40 lumber mills, 51 lime kilns. Here was in truth *manu*-facturing—the making of goods by hand. The machine age, which was putting the charcoal forges and spinning wheels out of business, had not yet full possession of the field, for in the blacksmith shops, grist mills, and hundreds of other little "establishments" an owner and half a dozen skilled workmen labored shoulder to shoulder making articles, one at a time, to suit the individual taste of each purchaser.

Since the main clue to the trade of the era lies in newspaper advertisements, it is obvious that advertising practise must to a limited extent be included in our survey of retail business. During the 1850's advertising was in what we might call its "middle period." Originally it was merely an announcement—"Mr. John Weinhold has just received a shipment of Ceylon Tea," or "L. Ellmaker, coal dealer. Prince and Lemon Streets. Orders left at Dr. T. Ellmaker's Drug Store, W. King Street, will be promptly attended to."

By 1850 it was beginning to use all sorts of persuasive devices to create consumer interest—the most flamboyant language, ludicrously exaggerated claims, typographical tricks—an outgrowth of new inventions in printing technique, and direct sarcastic reference to competitors. A good deal of the advertising during this middle period would today come under the heading of false representation or even libel.

There were 106 licensed retail establishments in Lancaster city in 1850. Columbia had 55, Marietta 34, and the remainder of the county, 247.

OLD LANCASTER COURT HOUSE

The mercantile trade was specialized most highly in the city of Lancaster. It has been a favorite habit of European travelers in America to judge the character of our cities by the number of bookstores in them. On that basis Lancaster would have ranked high in this period, for it had at least five. The People's Book Store, run by Spangler and Brothers, engaged in typical advertising practise. It noted, for example, that whilst there were several "cheapest" bookstores mentioned in the papers, Spangler's alone sold cheap. The rest only looked and felt cheap. Spangler's had a large stock of stationery, as compared with the large *stationary* stock of a nearby competitor. Spangler's, too, resorted to sex appeal. In a long parody of "The Night before Christmas" the store not too subtly called the attention of the public to one of its clerks—"a maid who was lovely to soul and to eye, who would blush when we praised her and weep when we blamed." Later advertising copy announced a struggling mob at the front door.

John Gish and Brother's, at North Queen and Orange Streets, somewhat tempered its bookish atmosphere by carrying on its shelves "Heyl's Embrocation for Horses, Dr. William Stelling's Pulmonary or Cough Syrup, and Storr's Chemical Hair Invigorator (at 25 cents the large bottle)."

Judd and Murray, opposite the Post Office on North Queen Street gave slightly better evidence of local taste in reading. Its headline titles for January, 1850, were:

Family Bibles
The Book of Pearls
The Moss Rose
Forget Me Not Annual
Gilt Leaves of American Poetry
The Poems of Amelia
Rose of Sharon
Sacred Poets of England and America
Sigourney's Poetical Works.

In the spring of 1858, editorial columns of the local press welcomed into the bookselling fraternity "the indefatigable Barr, well-known newsman of this city" who had just opened the Elias Barr and Company book store at 31 East King Street.

Drug stores seem to have changed little in the course of years. Even before the Civil War one could buy there anything from guitars and mandolins to the famous "Pyroligneous Acid" for making smoked hams without smoke. Some of the most thoroughly advertised commodities may be of interest to the present generation, though we must realize that the columns of high-pressure publicity on these articles may just as well indicate their failure to sell as their local popularity. Thus, on the shelves at Charles A. Heinitsh's, George A. Miller's, Dr. Ellmaker's, James Smith's, or Daniel H. Heitshu's one might have expected to see Hunnewell's Celebrated Tolu Anodyne, Dr. Markley's Great Dyspepsia Remedy or Blood Searcher, Swayne's Compound Syrup of Wild Cherry, Prof. O. J. Wood's Restorative Cordial and Blood Renovator, or Helmbold's Extract Buchu. The latter promised to cure diseases of the bladder and kidney, gravel, dropsy, nervous or debilitated sufferers, loss of memory, loss of power, horror of diseases, consumption, insanity, epileptic fits, St. Vitus' dance, difficult breathing, general weakness, weak nerves, trembling, hot hands, wakefulness, dryness of the skin, flushing of the body, night sweat, cold feet, dim vision, languor, universal lassitude of the muscular system, pallid countenance, eruptions, pains in the back, headaches, sick stomach, and all diseases of the blood and skin! Think what your forefathers were saved in not being forced to listen to that over the radio during dinner hour.

On another shelf would be the cosmetic favorites of the day—perfumes, bear oil and grease, beef and ox marrow,

Barry's Tricopherous Teaberry Toothwash, sunflower oil soap, powders, Eau Lustral, and Philocome Stick Pomatum. Scattered about the counter would be jars of Anderson's Celebrated and Unrivalled Tar, Wild Cherry and Hoarhound Candy, and the Celebrated London Butterscotch, for coughs, colds, sore throat and tightness of the chest, and perhaps varnish for carriages, harness and boots, or American Oil for sore throat, ringworm and scalded heads.

Dry goods and clothing stores tried to draw a precarious line between the height of fashion and the requirements of the country trade. The Lancaster Tower Hall Clothing Store on North Queen Street opposite the Franklin Hotel was running a special in 1850 on "the new style Kossuth Woolen Plaid Vest." The Lancaster Hall of Fashion, nearby, appealed to thrift more than pride by assuring its customers, in extensive verse, that it did not carry stale and moth-eaten goods as did some of its neighbors.

North Queen street seems to have been the main clothing and dry goods area. There were Wentz' Bee Hive Store, Hirsh and Brothers, Charles M. Erben's, Rothermel and Beates Ladies Furnishing Store, Kramph's Oak Hall Clothing Store and others. Kramph's advertisement catches enough of the spirit of the time and the typical use of verse in advertising to be worth quoting:

> "Hail Lancaster, progressive city, Hail!"
> How rapid is thy growth! Each passing day
> Brings new improvements forth in bright array.
> Where once bleak lots and stagnant pools were seen,
> And 'Desolation saddened all the green,'
> Three giant *Cotton Mills* may now be found
> And handsome buildings ranged in order round.
> Within the compass of a single year,
> We see a splendid *County Jail* appear.
> The reign of candles now is o'er.
> Bright burning *Gas* illumines every store.

And 'ere the waning of another year,
We'll have a splendid *College* here.
And last, not least, 'fore 1851
(If that is finished which is now begun)
Three *Churches* more, whose morning bells thru time
Will ring a merry Christmas time.
Much has been done, but much remains to do.
A *Court House* soon we'll have, and *Market* new.
But after you have ta'en your wonted round
And all the sights of this vast city found,
To F. J. Kramph's Cheap Clothing Store repair
And view the vast *Improvements* centred there."

Many of the clothing and dry goods stores seem to have been small, and not a few of them of the "fly-by-night" variety. The department stores were more stable in character and more conservative in advertising. The Hager Store was in its present location and conducting a growing business. T. and H. Baumgardner's, at North Queen and Centre Square, had just opened in 1850, and offered for sale dry goods, carpets, glass, groceries, coach trimmings, coal, lamps, paper-hanging service, etc. Others were Pinkerton and Smeltz at 80 North Queen Street, "under the Museum," Thomas J. Wentz's New Golden Eagle on East King and Centre Square, Charles Beates' Farmers and Mechanics Store on East King Street, which advertised "all kinds of country produce taken in exchange for goods," William E. Heinitsh's, on East King three doors east of the Lancaster County Bank, Christian Widmeyer's, who had to move to the southeast corner of Duke and King to make room for the court house on his former location, and Jacob Herzog's, north of McGrann's Hotel, who had a sign out inviting peddlers to stop in order to keep him up to date on his stock of "fancy goods."

To proceed further along this line would be a mere cataloguing of names and addresses. We ought, however, to

mention a few of the varieties of stores. Miller Fraim had two confection, fruit and segar stores, one on North Queen and one on East King Street. John Kuhns' Lancaster Tobacco and Segar Store adjoined Gish's Book Store. P. G. Eberman's Cigar and Tobacco Store, at 11 West King Street, proclaimed itself the "Oldest Tobacco Shop in Lancaster." On East King was DeMuth's Snuff Manufactory, and just across the street, J. Rothermel's brush store. Peter McConomy was selling shoes "at his old stand, one door west of the Market House." In the same business were Christian Gast and Philip Deichler, both on North Queen Street. George Flick had a Venetian Blind Store back of Van Kanan's Hotel on North Queen Street; George Meeser a Looking Glass Store just west of Hager's.

The Lancaster Gas Company had created several new business houses like Getz and Harbarger, West King Street, who sold and installed gas fittings for home, church or factory.

The George M. Steinman Hardware Store was at its present location on West King Street, providing equipment for cabinetmakers, coach makers, saddlers, smiths, machinists, farmers, merchants, contractors and gunsmiths. On East King Street, George D. Sprecher and Reuben S. Rohrer did a like business, announcing their willingness to accept "old metal and flaxseed in exchange for goods." A little further east E. Scheaffer and Son conducted one of the main harness and saddle stores in town.

Then as now there was a large turnover among the retailers. Stores opened, moved, or failed with frequency. A careful study of newspaper advertisements during a few years reveals a chronic restlessness among the city's retail merchants—a constant trek from one location to another. Even now those firms which have "stayed put" for fifty years could be counted on the fingers.

There was considerable fear in the few years after the conclusion of the Mexican War that the nation would suffer heavily from the tax burden of $80,000,000 which the war had imposed. People claimed that what we had mainly achieved by the struggle was not Texas, but Taxes. However, the discovery of gold, the peaceful settlement of the political crisis of 1850, and the announcement of the Federal Government that it planned to pay off its obligations in full and have a surplus in the Treasury by July, 1853, all contributed to develop a period of intensely active banking.

The largest banking house in city or county at this time was the Columbia Bank, capitalized at half a million dollars. Next in order were the Farmers Bank and the Lancaster County Bank. The latter two were the only chartered banking houses in the city. In 1852 the Farmers Bank was rechartered for a further fifteen years. The 1841 charter of the Lancaster County Bank still had some time to run.

Several private banking houses came into existence during the decade. Reed, McGrann and Company was formed in 1850 and A. S. Henderson in 1855, but fortunately no more banks were set up before 1857, when an acute national money shortage occurred.

It is necessary to point out here that no national paper currency existed at this time. Ever since the fall of the United States Bank fifteen years earlier, the nation had been doing business on state bank notes, and certificates issued by stores and private companies. The result was confusion in the conduct of trade and an invitation to counterfeiters. Several periodicals were issued listing the comparative value of all banknotes in circulation and all counterfeits known to have been passed. Thus, Mr. Windolph, a Marietta storekeeper in the 1850's, when raftsmen

descended upon him with pockets full of money from northern towns, would carefully scan his currency bulletin to determine what banks had recently suspended, what counterfeit notes were afloat, and how much Williamsport or Northumberland paper was worth, before he dispensed tobacco or knives.

The notes of the Lancaster banks were in high repute in the financial world at this time and were often at a premium. C. H. Martin writes that "Some Lancaster people were interested in an anthracite development prior to the Civil War and took Lancaster Bank notes to the coal regions in payment of bills, due to the small amount of discount to be stood on exchange between the coal region and this city."

But nationally discounts had been increasing. Loans to finance railway projects proceeded far more rapidly than a reasonable hope of liquidation should have permitted. The nation overstepped the bounds, loaning $700,000,000 to railway companies to build into regions where often there was not yet any population to supply traffic. On August 24, 1857, the Ohio Life and Trust Company of Cincinnati failed, after a "run" on it by depositors. Within a month the whole country was in panic, borrowing ceased, specie payments were generally suspended, and many large mercantile houses failed.

The Philadelphia banks suspended payment in specie on September 25, 1857, and on the following day Lancaster city banks decided to do likewise. When it was all over, the Farmers Bank and the Lancaster County Bank were the only surviving Lancaster institutions. They resumed specie payments in February, 1858, and gold became comparatively plentiful in that year. Wrote the editor of *The Lancaster Intelligencer* on February 9, just before resumption: "The Lancaster County Bank is one of the best

managed moneyed institutions in the State. Indeed, both the Banks of this city are now relatively stronger . . . than probably ever before. This fact shows them abundantly able to resume and maintain specie payments."

The most visible evidence of the panic was not in the deserted boiler room of the Lancaster Locomotive Works, but on the streets, where unemployed workingmen made their needs uncomfortably plain. The problem of poor relief became temporarily the chief concern of citizens and the press. Calls upon local banks to join in the state Poor Relief Loan met with prompt acceptance. The Lancaster County Bank was the first to take up its share on December 3, 1857, followed by the Farmers Bank on the 4th and the Columbia Bank on the 5th.

Private efforts to ease conditions started on November 28th with a meeting of citizens in the City Hall at which four men from each ward were appointed to collect funds, and three more from each ward to see the money properly distributed. Within the week the "Union Dorcas Society" placed boxes in stores throughout the city for poor relief. A "Poor Ball" was held in the new Fulton Opera House during the first week in December, which netted $150 for the needy, and on New Year's Eve a "party of young men of the city, amateur ethiopian performers," gave a black-face show for charity.

The main effort, however, was conducted by the Howard Association, a national group originally intended "for the relief of the sick and distressed, afflicted with virulent and chronic diseases, and especially diseases of the sexual organs." An organization was effected during the first week of December, 1857, with Thomas H. Burrowes as president. Mr. Hager promptly donated a store-room on Market Street for the deposit of supplies, and Mr. Carpenter McCleery was appointed steward. At subsequent meetings

an elaborate organization of block captains and visiting committees was set up, and clothing, food, fuel and money began to pour in. Shortly afterward, the Association sponsored regular lecture programs, the proceeds of which were to go into permanent maintenance of the relief work. The Association was so successful that it continued as an important part of the community poor relief service for years after the panic.

Transportation facilities in the county were well developed by 1850, but the great spree of railroad building which was in progress particularly in the Mississippi Basin was not duplicated in the Lancaster area for a number of reasons. In the first place, the state-owned Philadelphia and Columbia Railroad had been operating through Lancaster ever since 1834, and a few years later the privately owned Harrisburg, Portsmouth, Mount Joy and Lancaster Railroad Company (whose first president was James Buchanan) made connection between Lancaster and the State Capital. Also, there were the Pennsylvania Canal, from Columbia north, the Tidewater Canal, from Wrightsville south, and the Slackwater Canal, from Graeff's landing in Lancaster to Safe Harbor, all doing a steady business. Finally, numerous turnpikes and privately owned stage lines tied up the county seat with almost every boro and village. A good deal of capital was invested in these enterprises, and local financiers apparently were not anxious to add to the existing competition between them.

One main addition to railroad facilities during the decade was the building of a branch line of the Harrisburg, Portsmouth, Mount Joy and Lancaster road from Middletown to Columbia, where it met the Philadelphia and Columbia line. This was completed on August 14, 1850. In 1851 or 1852 another new line, the Strasburg Branch Railway, was completed, running from the main line at Leaman

Place to Strasburg. This project had been under way for almost twenty years before the construction work finally was finished. Its active life just spanned the 1850 decade, for by the summer of 1861 it was put on the auction block by the sheriff.

In 1857 the Pennsylvania Railroad Company bought the Pennsylvania State Works, giving it complete control of the old Philadelphia and Columbia line, and also of the Pennsylvania Canal. That winter, due to the uncertainty of the water supply from the Columbia Water Company, the Pennsylvania Railroad bought property and rights to build a reservoir along the Susquehanna. The following spring the city councils of Lancaster decided to grant the new road the property at North Queen and Chestnut Streets for a passenger station, and construction work started shortly afterward. It was in 1857, too, that the Columbia and Reading Railroad Company was chartered, though the right of way was not completed for some years.

The railroads, canals, and stage lines were doing a normal business. But the Susquehanna River was the scene of distinctly abnormal commercial activity. With the tapping of forests in central Pennsylvania, rafting days were at their peak. Williamsport absorbed practically all of the small lumber, but Marietta became the main market for spar rafts and big timber, and in spring was crowded with buyers or their agents who came from New York and Camden to purchase shipyard supplies. Flory's Hotel at the corner of First and Getz Streets was the general headquarters, entertaining as many as a hundred visiting agents at a time. B. F. Hiestand and Son, of Marietta, and David Baird and Gillingham and Cushman, of Camden, were regular buyers of big rafts. As soon as a raft was sold, every stick was stamped with an iron brand and sent again on its way.

Both private rivermen and chartered firms were available to deliver rafts at tidewater. Marietta and Peach Bottom were centers for this dangerous business. After navigating their rafts through the treacherous rapids, the rivermen generally walked back to the starting point, though a few of the more self-confident ones carried a mule along on board and, in the event of a safe passage, rode him back. Two favorite routes north to Marietta were via the Susquehanna and Tidewater Canal to Wrightsville, or by stage to Lancaster, and thence to Marietta. As the rafting season was short—confined to the weeks of high water—time was money for a riverman and easily justified a paid trip back to the center of activity. By the beginning of the Civil War the lumber trade had much decreased. The greater facilities of railroads, the rise of the iron-clad steamship, and the exhaustion of easily available lumber in the interior reduced the traffic to only the largest items of ship-building timber, which could not readily be transported except by water.

The insurance business was well developed in the county. The Lancaster County Mutual, or Northern Mutual company had been selling fire insurance for years. In 1850 Henry F. Slaymaker was handling most of the details of its business, as secretary of the company. In 1854 the Inland Insurance and Deposit Company was chartered. The Southern Mutual Insurance Company of Lancaster County, George W. Hensel, secretary, was regularly noticed in the papers. Most of the national life insurance companies had agents in the city.

The lawyers handled most of the real estate business of city and county, but several individuals advertised offices exclusively for that purpose, such as D. W. Patterson, on West King Street, and George B. Hambright, on North Queen Street.

An interesting community project in home-building was started in 1850. The Fraternal Homestead Association had just been organized. The first article of its Constitution read: "The object of this Association shall be the erection of a comfortable two-story house for each membership, upon an eligible and healthy plot of ground, keeping in view its profitable future advancement of value." Members were to pay $2.50 per month for ten years. The trustees were John Carr, president, J. J. Keller, J. H. Kurtz, E. H. Ranck, Martin Harnish, George Ford, W. S. Gamber, T. H. Miller, and John Wise. The Association was appealing for more members in the last advertisement of it discovered by the writer, but whether it was able eventually to fulfill its laudable objective we do not know.

Lancaster has throughout its history been noted for its professional men. We need think only of James Buchanan, Thaddeus Stevens, Simon Cameron, John W. Forney, and others to be aware of the calibre of its politicians. In law, medicine, the ministry and scholarship, names as outstanding could be mentioned. That would be, however, to go outside the scope of our subject. Among all the professions, the most important developments took place in the academic field. The two largest institutions of higher learning in the county today both were set up during the 1850's. Franklin and Marshall College was established and built its halls west of the city between 1853 and 1856. The Lancaster County Normal Institute at Millersville came into being in November, 1855, and on December 2, 1859, became the first State Normal School in the commonwealth. On August 23, 1852, a charter was granted for the Chestnut Level Academy and a building was erected. The Yeates School, just east of the city, began its career in 1857. The Lancaster Mercantile College, founded in 1855, was reported in a "flourishing condition" in 1857 and was

broadening its activities by the introduction of new courses in mercantile law.

There were those who felt that the citizens of Lancaster were too much absorbed in professional work. A visitor to the city in 1852 wrote: "The city has made much improvement. It is now nearly 14,000 whereas, only a few years ago it was but 8,000. Like many another county seat, Lancaster has labored under the paralyzing influence of a superfluous population—a population which, whatever its social merits, does nothing but *consume* without contributing to the real production or substantial wealth of a community. The place is literally overrun with professional men . . . Lancaster has produced some of the most skillful practitioners in the political arena . . . The learned professions, too, embrace some of the brightest ornaments in the country. Some of its citizens are very rich and could safely invest their capital in objects conceived in the spirit of taste and liberality; and with half the talent and energy wasted in political struggles, the town might readily become one of the principal workshops in Pennsylvania."

There may have been some truth in the above when it was written, but if the author had returned eight years later he would have had to concede that despite the "paralyzing influence of a superfluous population," the city had taken one of the most astounding forward leaps of its life.

CHAPTER THREE

The War Years

1861–1871

THE American people did not plunge suddenly into the War between the States. They reluctantly, fearfully waded into it. So unwilling were they to face the unpleasant fact that every forward step into the breakers was taken in the peculiar hope that it would lead back to dry land. Until the very announcement of the election of Lincoln, hundreds of thousands pinned their hopes on his defeat; until Southern States actually seceded, they claimed it could never happen; until Sumpter was fired on, they talked nothing but compromise plans; until the war had run a year with no signs of quick victory for either side, they promised a speedy peace.

It was really not until the fall of 1862 that the people of the North generally, and of Lancaster county in particular, finally resigned themselves to the cold, grim fact that war is hell, and lasts a long time. An invasion of Pennsylvania drove that unpleasant truth firmly home. With the Confederates marching on Hanover and threatening Harrisburg, Lancaster ceased thinking of the conflict as a far-off skirmish. With editorials like the following in the local papers, they laid aside the glamour and took up the hatred that is the backbone of successful war. Wrote the *Daily Evening Express* on September 12, 1862: "The rebel hordes have invaded and are desecrating the soil of Pennsylvania. They come not to occupy our fair country according to the usages of civilized warfare, but to pillage, burn, and desolate. They come with the bitterest

hate rankling in their hearts . . . If they once fairly penetrate our State, the charred walls of Hell itself, could they be made to speak, could reveal no such horrors as these Southern hordes will perpetrate upon our soil. Their program has already been published to the world. They say in plain words they come to destroy; to let us taste the bitter fruits of the horrible war which they themselves inaugurated. This, then, is their design without concealment. Have we courage enough to meet the issue? Shall we go boldly forward and meet them at the threshold, or shall we, craven like, stand still to be eventually driven from our homes by the advancing tide? It is for you, citizens of Lancaster county, to decide."

From the very start of the struggle volunteer organizations of men, women and children sprang up like mushrooms. The Dorcas Society for local poor relief devoted its energies to collecting soldiers' supplies. The Patriot Daughters of Lancaster was organized and gathered thousands of dollars' worth of commodities, from pickles to mattresses. There were the Stocking Knitting Association of Enterprise, the Samaria Association of Martic Township, the Ladies of New Holland, of Leacock Township, and of Intercourse, the Soldiers' Aid Organization of Fulton Township, the Columbia Ladies' Aid, the Ladies Social Knitting Society of Marietta and many others. In Lancaster city, the Female High School Fair, run by children during October, 1862, netted almost $300 for the wounded soldiers.

Immediately, also, volunteer army units were set up. The newspapers teemed with advertisements for men: "Wickersham Guards!!! Recruits wanted in a Company now forming at the State Normal School. This Company will be recruited for the new Lancaster County Regiment. Capt. A. R. Byerly." The Schaeffer Zouaves, W. F. Duncan, captain, offered bounties of $50 from the county, $25

from the federal government, $2 premium, and one month's pay ($13) in advance to every recruit. J. Miller Ranck's Company, early in August, 1862, offered $88 in bounties for each volunteer.

As recruits did not come in fast enough, bounties were raised. By the middle of August, Marietta Borough was offering $102 for a recruit. "What other town in the county can show so fair a record of patriotism?" queried the local press. By August 20, B. Frank Brenneman's company advertised a bounty of $165, and publicly appealed for volunteers "to save our county from the ignominy of the draft." On the same date Philadelphia companies were advertising in the Lancaster papers, promising an inducement of $175.

But the general failure of volunteering had forced upon the government the passage of a draft law. At ten o'clock of a Thursday morning, October 16, 1862, the moment "so long talked of, so long dreaded, so long postponed," had arrived. Commissioner James L. Reynolds, the sheriff, and a large number of citizens met solemnly in the Orphans' Court room, the numbers were shaken, and a blindfolded citizen drew from the box the first draft number ever to be called in Lancaster's history.

Immediately a new type of advertisement made its appearance in the papers. The new law allowed a draftee to be excused by providing a substitute. The results were as follows: "A Chance: Any person wanting a person, not subject to the draft, as a substitute, will please enquire at the *Express* Office. Price, $900." And again, "Men desirous of going into the Army as substitutes, for which they will receive a large bounty, inquire George K. Reed." Substitute brokers were soon in bad odor among the soldiers. On November 10, 1862, some of the Lancaster Regiment caught two of them and rode them out of town

on a rail. In the summer of 1863, the following appeared in the *Examiner, Herald and Union,* relative to the above: "We understand that persons who figured extensively in the substitute business last fall are again on hand . . . It is said that these worthies have imported from Philadelphia and elsewhere a lot of pick-pockets and loafers and deserters whom they are anxious to put in as substitutes for drafted citizens. The game however, does not promise to win, as Captain Bolenius is cautious who he accepts as substitutes."

The 1862 draft law was not inclusive enough. In March, 1863, another was passed, calling out many more men, and providing for exemption by the payment of $300. This draft, which went into effect on July 15, 1863, caused serious bloodshed and rioting in New York City, and not a little trouble in Lancaster. An "unruly mob of the lowest class and prostitutes" came to the Court House, advanced on it and successfully prevented the selection from proceeding. A posse of one hundred armed men lowered bayonets and charged, dispersing the mob without fatalities but not without considerable scuffling. The affray originated, according to the papers, among a group of "German outlaws," but no names are given. On July 18, 1863, the local papers presented an appearance then new, now familiar—their pages were devoted to lists of names of draftees. By July 25 the *Examiner, Herald and Union* reported that 50% of local draftees were claiming exemption on the grounds of physical disability. By August 15 an article noted that 475 Lancastrians had within the month paid the government $142,500 under the $300 exemption rule.

But all the while Lancaster's Volunteer Regiment was in service and thousands of draftees were off to camp. That the military situation was critical is indicated by the announcement, in 1863, that still more men were wanted in an Invalid Corps. In this there were to be

three classes. Those least wounded were to be given guns and sent out on active duty again. Those who had lost an arm or a hand were to act as provost guards and as garrisons for captured cities. Those who had lost a foot or a leg were to be clerks, orderlies in hospitals, or guards in public buildings. Such men were assigned at Captain Bolenius' office at 12 North Duke street.

The impact of the war shows all too plainly, also, in the advertisement of local lawyers, offering to present and collect, gratis, all claims for "bounties, arrearages of pay and pensions for all widows and orphans of soldiers of Lancaster County." Signing this notice were R. W. Shenk, Andrew J. Steinman, Benjamin F. Bear, Thaddeus Stevens, James K. Alexander, Roland Kinzer, Abram Shenk, and J. R. Sypher.

From a strictly military standpoint, the county had two terrible shocks. The first came in September, 1862. The *Daily Evening Express* of August 9, 1862, announced: "The foes of liberty, the foes of the Union . . . have at length set foot upon and are desecrating the soil of Pennsylvania. The reports in our news columns say that the rebels have crossed the border and are marching upon Hanover, York and the State Capitol. What are we doing here to prevent them from invading our beautiful county? Almost nothing. Our business is going on as usual. Our farmers are busy at their plows. Our people, in brief, seem to have folded their arms and contemplate the rebel approach with stolid indifference. It would appear as if it were impossible for the press to make the people comprehend the imminence of the danger . . . We should not have specified hours for suspending business and going to the drill place, but we should drill constantly, day and night."

Three days before, Mayor Sanderson's proclamation had ordered all places of business closed at three o'clock in order

that the citizens could drill at various designated places. As the rebels continued eastward, symptoms of panic began to appear. "Drill! Drill! Citizens of the Northeast ward over 45 years of age or otherwise exempt from military duty, who wish to be drilled, will please meet at Lechler's Hotel, East King street, at 7½ o'clock this evening" (Sept. 9). On September 10th a proclamation of Governor Ritner commanded "all able-bodied men" to be "ready for marching orders on one hour's notice." Here was war indeed, at the very back door. Rumors of the wildest kind were flying about, "going almost so far as to place the rebel pickets on the opposite side of the Conestoga." There was a scrambling search for rifles, shotguns, revolvers, bowie knives—anything to arm the newly mobilized citizenry.

But the invasion was stayed by the bloody battle at Antietam. Scarcely a week later, as soon as the immediate danger had passed, the *Express* remonstrated editorially: "We notice that many (indeed most) of the stores are beginning to be open in the afternoon during the hours set apart for drill; this evidence of a better feeling for their pocket book than their country is by no means creditable."

The second shock came in the summer of 1863 when the Confederate advance guard came as far east as Wrightsville while the main body was fighting at Gettysburg. Every able-bodied man was called out with orders to supply himself with gun and ammunition, three days' rations and trench tools—axe, pick or shovel. Rifle pits and breast works were thrown up along the whole length of the county facing the Susquehanna River. Every straggler along the river bank was stopped and forced to give account of himself or be imprisoned. If the Confederates had tried to force a passage, they would have met a warm reception, as anyone familiar with the east bank of our Susquehanna can readily imagine. The hills fairly bristled with men.

The bitter reality of war soon awoke the witch-hunters to activity. Being a member of the Democratic party was held next thing to being a rebel. As Lancaster city had for forty years been a stronghold of Democracy, and continued to vote majorities for that ticket, against a tremendous Republican majority in the county, terrible animosity de-

"WHEATLAND," HOME OF JAMES BUCHANAN

veloped. Buchanan was one of its focal points. Local Republican papers, for example, recorded the following incident with glee. A five dollar bill on the Pottsville Bank contained in one corner a vignette of James Buchanan. "Some loyal persons" obtained one of these, bunged the eyes with red ink, drew a gallows above his head from which a rope was suspended that went around his neck, and then branded his forehead with the word "Judas." So great was the popular indignation with Buchanan that this note issue had to be withdrawn.

Equally senseless was the persecution of U. S. Newcomer, proprietor of the Ephrata Springs Hotel. Reading newspapers in the autumn of 1862 set up a howl that guests from Baltimore had torn down the American flag outside the hotel, which so exasperated the servants that a hanging party almost took place on the lawn. Toasts to Jeff Davis were regularly drunk at the bar with the full knowledge and sympathy of the host. In short, the hotel was nothing less than a nest of copperheads. A thorough investigation was launched which proved the whole story to have been trumped up; there was not a word of truth in it. One little unfounded rumor, in the space of hours, had aroused the populace to shouting "traitor" at one of the most sincere patriots in the county.

At about the same time, Brigadier General Wadsworth and two privates visited Harrisburg to arrest Montgomery Foster and O. Barrett, editors of the *Patriot* and the *Union,* and took them to Washington charged with "treasonable and inflammatory publications." Wrote the editors of the Lancaster *Daily Evening Express:* "It is a great pity that while Provost Marshall Wadsworth was so near Lancaster he did not extend his investigations to this city. The examination of the last number of a certain sham-Democratic paper, printed not far from the Court House, might have induced the Marshall to increase the number of his passengers to Washington."

These are clear instances of war hysteria. In none of the cases cited were the charges justified by the facts. But there did exist in the county a fifth column clearly treasonable in its intent and action. On October 8, 1862, the following advertisement appeared in the local papers: "One Hundred Dollars Reward: Information having been made of the existence of a disloyal and treasonable league or association in the city and county of Lancaster, having for its

purpose the embarrassment of the Government in the prosecution and conduct of the war, the members being bound together by secret oaths or obligations for mutual aid and assistance and charged to be connected with the so-called 'Knights of the Golden Circle'— . . . I will pay one hundred dollars to such persons . . . as will enable the national authorities to arrest and bring to trial . . . such parties implicated. Signed, O. J. Dickey." This organization did exist and caused not a little trouble until its leaders were hunted down and incarcerated.

One of the most visible impacts of the war was upon labor conditions. The "Help Wanted" columns of the papers grew ever longer. Carpenters, machinists, boiler makers, grocery clerks, journeymen shoemakers and laborers of every sort were in demand. A number of stores began employing women as clerks. B. Yecker, of 28 North Queen Street wanted 25 good harness hands to make cavalry equipment; A. A. Hauke and Co., 20 East King, advertised for 200 women to work on army clothing; Killian and Erisman wanted 200 tailors for army coats; J. K. Hiester, John A. Erben and S. W. Raub wanted several hundred more for the same purpose. Leman's Rifle Works needed 250 iron workers and polishers. Calls for help from Philadelphia vied with local demands. The scarcity of men is well illustrated by the thinned-out condition of the volunteer fire companies, some of which went out of existence entirely.

The decreased labor supply plus the increased demand for foodstuffs soon sent food prices skyrocketing. Look at the local market quotations on a few standard items during the war:

	Jan. 1862	*Jan. 1863*	*Jan. 1864*	*Jan. 1865*
Wheat flour (bbl.)	5.12	6.75	7.00	11.00
Wheat (bu.)	1.30	1.60	1.65	2.50
Corn (bu.)	.50	.70	1.00	1.60
Oats (32 lb.)	.33	.50	.80	.80
Rye (bu.)	.62	.85	1.25	1.50
Butter (lb.)	.22	.25	.30	.50
Lard (lb.)	.12	.12	.12	.30
Eggs (doz.)	.20	.22	.25	.40

In addition to the operation of the law of supply and demand, government taxes raised prices on some commodities. On tea, for example, was a tariff duty of 20c per pound; on coffee, 5c; on sugar, 3c; on molasses, 6c per gallon.

This led to considerable experimentation, partly in *ersatz,* partly with new crops. We read in the *Daily Evening Express* of December 16, 1861: "Since the price of coffee has so materially advanced, many of the farmers and country people are going back to the custom of their fathers. Rye is again being used as a substitute for coffee, and it is said by taking an equal quantity of rye and coffee, a very pleasant beverage is obtained. Wheat is also used. It is first boiled and dried, then roasted and ground and used as coffee." Numerous local enterprises prepared and marketed such products. Wolfe and Stibgen of Marietta announced they had perfected a new wheat coffee one tablespoonful of which, well boiled, would make two quarts of delicious drink. The editor of the *Express* tried a wheat coffee processed by Mr. Thomas Fairer, of Lancaster, pronouncing it "nearer the genuine article than any other we have tried." John D. Skiles, grocer, offered to the public dandelion coffee, prepared from the freshest and tenderest roots. This drink, he claimed, was "superior to the finest Java, to say nothing of its great and acknowledged medicinal benefits." Still others made malt coffee.

The sugar shortage led to the planting of sugar cane in the county. Fulton Township farmers in the fall of 1862 reported a larger acreage, and a larger production per acre than in 1861. A number of molasses mills were set up which turned out the finished article at a cost of 17c per gallon. Molasses was then selling at 50c per gallon.

The war did not interrupt the advancement of scientific agriculture; rather it stimulated better methods of production. Thaddeus Stevens distributed from his office on South Queen Street each year the agricultural portion of the Report of the Commissioner of Patents, describing the latest inventions in farm machinery. McCormick by 1863 was making a new reaper and mower vastly better than its predecessor. John B. Erb, of Lititz, was distributor for this district. Brinton Walter, of Christiana, however, was offering considerable competition with his Buckeye Mower and Reaper, just patented.

Particularly noticeable are the growing columns of advertisements of new seed varieties and fertilizers. Every drug and hardware store now began to offer "tested" or "trade-marked" seeds. The influence of war is easily discovered in offerings of sugar beet and cane cuttings. The progress of scientific experiment appears in the advertisement of Early Rose potatoes for the first time. Guano was still available, but the interruption of shipping had boosted its price to $60 per ton. Replacing it were Baugh's Raw Bone Super Phosphate of Lime, at "$46 per ton, cash." Allen and Needles could supply Super Phosphate of Lime for $47.50; Tasker and Clarke a phosphate fertilizer for $45, or a meat and bone compost at $27; while A. Peysson had made a reality of the prediction of a decade before by preparing disinfected poudrette at $15.

In the development of Lancaster County agriculture,

farm organizations were playing an increasingly vital part. The Lancaster County Horticultural and Agricultural Society, founded in this decade, was to last for many years and to be a potent factor in farm education. The exact date of its formation is not certain. Frank R. Diffenderffer, in his Historical Sketch of the Society, states it was organized as the Lancaster County Horticultural Society on Monday, September 3, 1866, at the Cooper House on West King Street. The writer, however, has found newspaper accounts of meetings of an organization bearing the same name, and meeting at the same place under the presidency of C. Hiller during the summer of 1863. At any rate, it was not until Levi S. Reist took charge as president, and Alexander Harris as secretary, that the Society began its real work, holding numerous exhibitions in Fulton Hall, establishing a library (the membership fee was $8.00 for life, or $10 worth of good books), and publishing an excellent periodical called *"The Lancaster Farmer"* which made widely available the most recent discoveries in every branch of agriculture.

How effective were these various stimuli is seen nowhere more clearly than in the census of 1870. By that year the county was leading every other in the state in the cash value of its farms, in the cash value of farm machinery, in total wages paid to help, in the total value of all products, and in the value, specifically, of live stock, winter wheat, Indian corn, oats and tobacco. The acreage of improved land had remained about the same since 1860. The value of that land had increased by 20 million dollars, and led every other county by 30 million. The total value of all products was up to 12 million dollars annually—4 million more than the closest competitor.

On this subject, two articles by Mr. Reist in *The Lancaster Farmer* may be referred to. The first, entitled

"Does Farming Pay in Lancaster County?" is a contrast between the Southern States and Lancaster. "Land is now (1869) selling in this county from $200 to $225, and in some instances even above that price, an acre; whilst in Virginia, and the Carolinas, it can be bought at from $2.50 to $20 per acre. One man in this county raised 13,000 pounds of tobacco on six acres, in one season, while another raised 5,000 bushels of corn on sixty-eight acres. . . . I know a farmer who lately sold two Conestoga horses for $700, one bringing $450 and the other $250. These may be exceptional cases, but as they only exhibit the productive powers of a single district, it is safe to infer that every district in the county may be able to furnish a corresponding exhibit. . . . Under any circumstances, it must be evident, that even at the present high prices of land, farming in Lancaster county *will pay.*"

In the second article, also published in 1869, Mr. Reist tells how Lancaster farmers did their work and made their money. What he says would apply today almost as truly as it did seventy years ago.

"Our farms are sub-divided about as they are in other sections of the State and Union, and yet the particular mode of farming which obtains in this county, and which is famed and spoken of far and wide throughout the country, is much less known and understood than is generally supposed.

"Our farms average from twenty to one hundred and fifty acres; eighty acres being about the average size. These farms as a general thing are worked by the owner of the land, or by his tenant; the owner and a hired man, or the owner and his son together; except in harvest time and haymaking, when some additional hired help is needed; and in doing so the farmer and his hired help generally rise at 4 o'clock in the morning, and retire at

8 o'clock in the evening. We could single out many of our principal farmers that are in very easy circumstances, owning two or three large farms, and who work with their hired hands during all the seasons of the year, and at all kinds of work, as though working for stipulated wages. We may safely venture the assertion that farmers in this county, as a general rule, work harder than they do perhaps in any other section of the whole Union. This is indeed the great secret of their success in this line of industry.

"The West can boast of its large cattle and corn farms; the South of its large cotton and corn farms; they can show their farms of one thousand acres, worth $30 per acre, $30,000; or their farms of two thousand acres, worth $40 per acre, amounting to $80,000. We can, however, in Lancaster county, point them out many whose dimensions, as to numbers of acres, by no means run into the thousands, yet whose wealth and annual increase fully equal those of the South and West. I would, in this connection, call special attention to J. L. Erb, of West Earl Township, Lancaster county, a farmer who resides near Brownstown, and who owns six farms, three of which average about 40 acres each, and three of which average about 140 acres each; besides about 60 acres of timber land that he owns in the vicinity. Mr. Erb, although the independent owner of these fine properties, yet superintends, manages, and farms them himself. He raises yearly over 3,000 bushels of wheat, over 3,000 bushels of corn, more than 3,000 bushels of oats, about 800 bushels of barley, and about 200 tons of hay; besides a large quantity of clover and timothy seeds. This farmer keeps in his employ a considerable number of hired hands. He mostly keeps mules to do his work, instead of horses, and he feeds and grazes from sixty to eighty head of cattle. His land would command

now, if not quite $200 per acre on an average all around, and would, therefore, be worth $120,000. All of this extensive domain this industrious farmer, who has not yet passed the meridian of life, manages and farms himself, and is even now looking around him to purchase another farm, and to add additional acres to his already ample estate; and which, when acquired, he would, no doubt, farm in the same manner in which he is now doing that already in his possession. We might, in like manner, make reference to many other farmers in Lancaster county who thus manage and superintend their extensive plantations."

The war gave a new lease of life to mining operations in Lancaster County. When it was learned in December, 1861, that the Navy Department had determined to sheath its war vessels with iron armor fastened to the timber, the *Daily Evening Express* editorialized: "There is no section of the country more interested in the consumption of iron than our own immediate vicinity, and no doubt our iron manufacturers will secure a large share of this work for the bone and sinew of our working men." In the Chestnut Hill range "holes large enough to bury a city" were made in removing the brown hematite without any signs of an end to the deposit. The Chestnut Hill mines, in addition to producing ore of 80% richness, were full of curious geological formations which attracted naturalists and travelers from all over the world.

In Little Britain Township, the Wood mine, operated by Isaac Tyson, for many years had had the distinction of being the largest source of chromium in the world. It was worked during the war, producing about 500 tons of chromium per month, but in 1868 the mine was flooded and the project had to be suspended. Although the mine was pumped out in 1875, production never again came up to the Civil War level.

To the east the Gap mines were re-opened. The Gap Mining Company, formed in 1849, had originally been interested in copper, but within a few years it was learned that nickel was present in sufficient quantity to be commercially profitable, and after this the company devoted itself exclusively to the mining of nickel. In 1860, operations, both mining and smelting, were suspended; two years later the company sold out to Mr. Joseph Wharton, of Philadelphia, who pumped out the mine, repaired the machinery, and in 1863 again began nickel production. Under Mr. Wharton's management the output was tremendously increased and the mine was worked continuously until 1893.

The main products of manufacture remained the same as in the previous decade. Flour milling still brought in the greatest income—three million dollars per year by 1870; the iron and textile manufactures came next, with two million dollars annually. The facilities for iron production were not much increased after 1860. In textiles, the Conestoga Mills passed into the hands of John Farnum, of Philadelphia, and another plant was constructed by William Wiley and Company at the corner of North Duke and Lemon Streets.

We have already seen what a boom there was in the production of army clothing and harness. In addition, gun and carriage works in Lancaster were at an all-time peak of production. The Henry E. Leman Company was employing more than twice the normal quota of men and was repairing 1,000 rifles per week. The activity in gunmaking is indicated by the announcement of the First Annual Ball of the Lancaster Gunmakers, called for December 24, 1861: "Price, 50 cents, *Positively* no lady will be admitted without a circular from the Board of Managers."

Cox's Carriage Works held much the same sort of inter-

est then as plants manufacturing mechanized equipment do now. The *Daily Evening Express* of December 17, 1861, remarks upon the great excitement in town upon the arrival of fifty teams of six mules each which were to haul away a large convoy of army wagons made by Cox. A huge crowd jammed the area of Graeff's Landing to watch the departure, but was sorely disappointed because the greasing of the wagons delayed the start for 36 hours. The Cox plant must have been truly a remarkable one. In 1863, the Cox advertisement announced that "persons wanting carriages can select from fifty different styles all in one room"—at Duke and Vine Streets. In how many automobile showrooms in the country today can a prospective buyer view fifty different models? There was another modern phase in Cox's offerings. The "Weekly Sport Special," of June, 1863, was a "Shifting Top Buggy"—the equivalent of the current convertible coupe with automatic top. At West Orange and Prince Streets, Altick and McGinnis had their carriage showrooms and factory.

In 1863 the Norris brothers, Edward and James, secured the Lancaster Locomotive Works and built it up again into a prosperous business, making engines for the Pennsylvania Railroad, camel-backs for the Philadelphia and Reading, and also supplying some engines for the Western Pacific Railroad, which were shipped around Cape Horn. The plant was closed in October, 1868, reopened by a Mr. Tyng in 1869, and discontinued permanently as a locomotive building establishment in 1870.

The following table shows clearly the character and size of manufacturing enterprises in Lancaster city and county in 1870:

Article	*Capital*	*Number of Plants*	*Value of Products*
Grist milling	$1,500,000	143	$3,000,000
Cotton goods	1,500,000	9	2,000,000
Pig iron	2,500,000	12	2,000,000
Leather	400,000	26	600,000
Tobacco (mfr.)	150,000	95	435,000
Rolled iron	350,000	3	406,000
Carriages	200,000	90	347,000
Lumber	150,000	16	300,000
Men's clothing	100,000	55	262,000
Lime	100,000	45	250,000
Liquor	200,000	16	200,000
Agricultural tools	180,000	24	200,000
Woolen goods	150,000	13	193,000
Paper	150,000	2	182,000
Machinery	150,000	13	181,000

In all, Lancaster county operated 1,616 manufacturing establishments in 1870, which gave it second place among the counties of the state. In water-produced horse power also it was second. In capital invested it was fourth, in hands employed, sixth, and in wages paid, seventh. The total value of manufactured products in 1870 was fourteen million dollars—almost double the figure of ten years before.

The dire need of the government for money to prosecute the war led to the passage of financial legislation which seems common enough today, but which was unprecedented at the time. Lancaster County's distinguished congressman, Thaddeus Stevens, was chairman of the committee that framed the War Tax Law of July 1, 1862 which, among other things, imposed the first tax in our history on incomes. Three per cent was levied on incomes from $600 to $10,000 and five percent on incomes in excess of $10,000. By the end of the War the per capita internal revenue tax for Lancaster county was $6.50; when World

War taxes were at their peak the per capita figure was $29.41.

The income tax was supplemented by a variety of other duties. Government stamps had to be affixed to bonds, mortgages, legal writs, bank checks, insurance policies, custom house papers, bills of lading, and so forth. The familiar revenue stamps on cigar boxes made their appearance at this time.

The Civil War period also marked the beginning of modern methods of bond selling. Formerly government bonds were offered only to banks or a few private individuals of great wealth. Thus, the war loans of April 12 and May 16, 1861, were subscribed to by Lancaster banks but not by the public. The Columbia Bank took up $40,000; the Lancaster County Bank and the Farmers Bank, $20,000 each. As sufficient income was not forthcoming by this system, new loans were authorized, the bonds to be issued in small denominations and sold to the general public. Newspaper advertisements, posters, patriotic meetings, parades, special booths, local quotas, and every marketing method that the fertile brain of Jay Cooke could devise were utilized to get government bonds into the hands of every citizen.

Partly to assist in marketing the government bonds and partly to bring some order into the chaotic currency system, the National Banking Act was passed in 1863. This placed a prohibitive tax on state bank notes and authorized banks coming under the national system to issue untaxed notes. The need for such a measure is indicated by the fact that in Pennsylvania, just before its passage, only 16 of the state's 66 banks had their notes listed in the currency register at par. Among the sixteen were the Farmers Bank of Lancaster and the Lancaster County Bank. Both these banks joined the national system.

In addition, the First National Bank of Lancaster was established. All apparently profited by the change, for the newspapers of May 19, 1865, announced substantial dividends: $2.00 per share with an extra dividend of $4.50 per share for the Lancaster County Bank; $3.50 per share for the Farmers Bank; and 7½% for the First National Bank.

The disappearance of gold and silver money and the inflation of national currency affected everyone. The advertisements of Reed, McGrann and Company, brokers, indicate the trend. On August 7, 1862, this firm was offering 15% premium on U. S. gold, 9% on U. S. silver, 3% on Spanish quarters, and 1% on pennies. On October 8 the premium on U. S. coins had gone up to 17%, on December 31 it was 25%, on June 20, 1863, it was 45% and was to go still higher. Wentz Brothers Bee Hive Store in August, 1862, was allowing $1.20 worth of merchandise for every gold dollar and $1.10 worth for every silver dollar.

For the average citizen the most fruitful source of complaint was not high prices but the scarcity of small change. "It can't be had for love or *money,*" wrote the editor of the *Express,* "and the consequence is that many unpleasant episodes in business occur almost hourly. A purchaser goes into a store for an article the retail price of which is 10 or 12 cents and throws down a dollar note. The dealer then can't make the change. The purchaser is probably an entire stranger and the result is probably no trade." In the restaurant business the difficulty was particularly exasperating, for the oysters and soup couldn't very well be returned. As the offer to pay was made, the proprietor without change became of necessity the donor of a meal. This quickly developed into a racket, and to prevent it, many a Lancaster restaurant in Civil

War days carried a sign prominently displayed: "No Change" or "No change over 25c."

The condition covered the country. By the winter of 1862 many communities were literally overrun with shinplasters and token money, issued by individuals, corporations, or the cities themselves. Postal currency existed, in fractional denominations, but there was not yet enough of it. Lancaster suffered more in the early stage from lack of change than most communities because it did not go into the shinplaster business, but profited in the end as it did not have a flood of questionable currency to liquidate. So far as can be learned the city itself never issued fractional currency as did New York and other business centers.

It is always interesting to discover the first appearance of the commodities that we today take for granted. It was in May, 1865, for example, that Lancaster drug and stationery stores first advertised paper clips—"Metallic Paper Fasteners" they were called then. Lest that invention seem too trivial, recall for a moment that before paper clips were available, documents were usually pinned together; hard to get apart, hard to get together; that because of the inconvenience records generally were entered in bound volumes. One could almost say that the whole loose-leaf system of filing had to wait for the invention of the paper clip.

Another thing we take for granted today is the soda fountain. In 1862 Heitshu's Drug Store and J. B. Markley's Drug Store installed a new kind of soda fountain. Said Heitshu's announcement: "Soda Water, cold and sparkling, with Plain and Cream Syrups. The water is drawn from porcelain lined iron fountains, the only fountains of this kind in the city." At Markley's fountain, strawberry, raspberry, orange, sherry, nectar and Union Hock were "all the go."

G. Sener and Sons had just secured a number of "Patent Weighing Carts" and were ready to "deliver the best coal at the lowest prices, and weigh it at the purchaser's door." Patent spring beds and mattresses were on sale at Amos K. Hoffmeier's on Water Street between King and Orange. These, of course, were the last word in sleeping comfort. Hair or corn-husk mattresses and rope or slat beds were the standard articles. A. C. Flinn's Housekeepers' Furnishing Store, 11 North Queen Street, advertised bath-tubs and water closets in 1862—the first mention of either of these items in the local papers.

The "Age of whiskers" was just about to break upon the world of fashion. Handle-bar moustaches or a luxurious growth on the chin were guaranteed to one and all who would call on Messrs. Chapman or Warner, local barbers. Warner's Grecian Compound would force whiskers to grow on the smoothest face or chin in six weeks, or money back. One of the barbers of the time was something of a local "character"—Elijah Boston, of the Lancaster Emporium of Taste, "Professor of the Tonsorial Institute, and Physiognomical Hair Cutter and Extatic Shaver. He will shave you clean as a city broker. Shampooning done in the most improved style." Boston was a gentleman of color and more or less attached to a lovely negro girl whose throaty voice and magnificent antics made her a favorite entertainer of the town. On one occasion she rose to the dignity of a concert in Fulton Hall, where, rocking in an old arm chair, she rendered ballads and popular songs with such effect that the audience of young blades roared in approval and demanded encores far into the night. From then on she was billed as the Black Swan.

Her husband, the tonsorial artist, had, it seems, a habit of entertaining young girls in his quarters back of the shop after hours. Gossip spread and eventually one of the

county commissioners stationed two lads by the barber shop door near Centre Square to report developments. One evening, two dusky maidens, aged about fifteen, entered the shop, whereupon an alarm was given, Commissioner Shaum collected a mob, the door was broken in and Barber Boston was placed on a fence rail and given a ride down North Queen Street amid loud threats that tar and feathers or worse awaited at the end of the journey. Before the crowd could accomplish its object the city police took a hand, rescued the victim and put him in a cell for safety. The upshot was a trial of the leaders of the mob. Nothing could be found to incriminate Boston. The affray, however, ended the rôle of the Black Swan.

The war did not much upset retail business except during the periods of threatened invasion. Late in June, 1863, just before the Battle of Gettysburg, the city was denuded of stocks. On July 11, the *Examiner and Herald* noted that the "business men who in the excitement consequent upon the advance of the rebels into Pennsylvania had packed up and shipped off their goods, are now reopening their stocks, and today business will be very generally resumed. This we hope will give a new impetus to trade and remove the Sunday-like stillness which reigned in the streets during the last week."

In at least one instance the war caused the opening rather than the closing of business houses. Mr. N. W. Haines, driven from his home in Winchester, Virginia, because he was a Union man, came to Lancaster and started a tobacco store at 53 West King Street in 1862.

The era of hoop-skirts was at its peak. Wentz Brothers Bee Hive Store, which always used considerable originality in its advertising, was in 1862 offering $1,000 premium to any lady tall enough to wear a large hoop skirt on exhibition there. Presumably the hoop was big enough to keep

the $1,000 safe, for the ad' concluded: "Ladies are invited to call and see it and contend for the premium; at least to secure one of the 3,000 hoop skirts which Wentz Brothers are offering."

Lancaster's major development during the 1860's was in manufacturing. The public works program of the preceding decade, and the considerable transportation system which had been built up served their purpose well but were not much more enlarged. In fact, one of the railroads, from Leaman Place to Strasburg, went out of existence in 1861. The road from Columbia to Reading was still in process of construction during the war, but that had been started in 1857. Mail and passenger stage lines still handled most of the rural traffic, the Lancaster, Susquehanna, and Slackwater Navigation Company was actively functioning, and the Pennsylvania Railroad was the main connecting link with more distant points. The one development in transportation was the Peach Bottom Railroad, which was first surveyed in 1861, discussed thoughout the decade, chartered on March 24, 1868, and finally built in the 1870's. The original idea had been to build a trunk line from Wilmington, Delaware, to the Mississippi. This project fell by the wayside during the war, and when it was revived took the form of a line from York to Peach Bottom, across lower Lancaster county to Chester and Philadelphia. It was anticipated that a bridge would be built at Peach Bottom for wagon traffic, and connecting links to the main lines of the Pennsylvania Railroad and the Baltimore and Ohio Railroad would eventually be constructed.

It was the express service that held most interest to Lancaster countians during the early war years. In December, 1861, the citizens of Lancaster were exerting themselves especially hard in order that the local volunteers, then in Kentucky, should spend their first Christmas in

the field as happily as possible. The volunteers of Colonel Hambright's regiment, upon being asked what they wanted, wrote to Lancaster friends that nothing would be more acceptable to them for Christmas dinner than a good mess of sauer kraut to go with their salt pork rations. The Patriot Daughters got busy and soon had the kraut, but were told at the Adams Express office that it would cost $9.37½ to send it. Contributions were solicited, but when the ladies took the money to the office, they were told by the managers of the Adams Express Company that the rate had advanced to $13.50. The editor of one of the local papers saw to it that a receipt was obtained for the latter amount, "which we have some notion of getting framed," he wrote, "and preserving it as a memorial of the patriotism and liberality of the Adams Express Company in the War of 1861. In that event it may be appropriately labelled, 'The Sauer Kraut of Patriotism'."

That was just the beginning. It was very shortly learned that a number of packages sent from Lancaster to the troops in Kentucky, prepaid, had been retained at the other end until the soldiers paid for their carriage a second time. In one case, where a receipt was taken in Lancaster for 75c, the recipient had to pay $1.15 more. Public indignation here and elsewhere (for the practice was general) caused a terrific outburst of newspaper fury and demands for investigation, which finally brought a correction of some of the worst abuses. But during the winter of 1861, in the midst of the great local campaign for equipment and gifts for the volunteer regiment—the army was still poorly supplied from government sources—the uncertainty whether packages would ever arrive at their destination or not was highly irritating to the community and had more than a little effect in checking the more obvious forms of war profiteering.

The rates for passenger travel certainly were cheap enough. A land company in Missouri, advertising in the Lancaster newspapers, stated that its tract (near Hannibal) was "three days travel from any Atlantic city, for less than $25." The Pennsylvania Railroad had been using, since 1852, a standard rate of 2½ cents per mile. Cheaper still was ocean travel. The Steam Weekly to Liverpool, from Philadelphia, charged $80 for first cabin, or $32.50 for steerage, in coin. But if tickets were cheap, there were still other ways in which a trip might prove expensive. The Lancaster gentry, in 1862, were warned to "beware of sharpers on the cars from N. Y. and Philadelphia, inquiring your business, destination, etc."

Lancaster county doctors had their work cut out for them during the war, serving actively in the field, in the local encampment, and for a while in the emergency hospital set up in the buildings of Franklin and Marshall College. The lawyers were busied with the red tape of new war legislation, especially the tax laws, and in addition had to handle a tremendous amount of pension and salary claims work. The schools got along as best they could. The Lancaster Mercantile College was doing well under the direction of T. H. Pollock and was offering courses in double entry bookkeeping, commercial calculations, business writing, and mercantile law. Franklin and Marshall College was just about settled in her new buildings. Of the commencement exercises in Fulton Hall, July, 1863, the newspapers wrote: "The late rebel raid into the State prevented the graduates from preparing their usual orations, essays, etc., and this part of the program was dispensed with." Edwin Forrest, the great tragedian, was one of the honor guests on the occasion—relieved, no doubt, that there were no orations. In 1865 a seminary for young ladies, called the Conestoga Collegiate Institute, was or-

ganized and classes were held at 32 South Lime Street. The school was a good one, but for lack of patronage was discontinued at the conclusion of its first graduation exercises four years later.

Outside of the schools the intellectual life of the community centered in debating societies and lectures. The debaters, in 1862, appear to have been out of favor with the press, according to the following squib: "It too frequently happens that the subjects propounded are foolish and silly to the last degree. The public are not immediately interested in the comparative merits of Mark Antony and Andrew Jackson, nor do they care much about discussing the query as to whether women are entitled to the elective franchise or not."

Fulton Hall was in constant use for functions ranging from the torch singing Black Swan to the musical soirees of the "Inimitable Fakir of Vishnu." Visiting lecturers on phrenology appeared with increasing frequency, offering to fascinated audiences talks on "Noses, their significance, The Roman, Grecian, Indian, Negro, Celestial, Aqueline, Turn Up and Pug Noses, with the Character Revealed by each. Also, by the Mouth, Hair, Cheeks, Ears, Neck, Skin, Walk and Talk," and similar topics.

Neither the city nor the county had grown very much between 1860 and 1870. The city's population had changed from 17,000 to 20,000; the county's from 116,000 to 121,000. During the preceding decade the city had increased by 5,000 and the county by 18,000. The city, in Civil War days, was still easily confined within the limits of its two mile square. It was then still possible to advertise the plot at Walnut and Mary Streets as "bounded by open streets on all sides" and commanding "a fine view of the entire city and of the Conestoga and Susquehanna range of Hills." But while the great day of expansion had not arrived, it

had already been foretold. The one hundred per cent increase in manufacturing was not an accident or mere war boom. It was the beginning of a growth that was to continue steadily until our own day.

CHAPTER FOUR

Planning for the Future

1871–1881

IN March, 1873, the Board of Trade included in its report a series of recommendations for projects which it thought were needed in Lancaster. "Our city for many years has been the subject of ridicule by more earnest and progressive towns for our want of public spirit and energy in bringing around public improvements. Our want of sufficient and good hotel accommodations, our filthy streets, our poor public buildings for municipal purposes, our want of proper market accommodations, and in fact the want of public improvements of all kinds has been a great disadvantage to our town. It is to the interest of every business man to foster and encourage public improvements of all kinds. Good hotel accommodations attract strangers who, seeing our advantages as a manufacturing town, could be induced to locate here. Good and modern public buildings would be an ornament to our city, and comfortable market houses would induce producers to come to our town with their produce instead of trading it at country stores, only to be sent to foreign markets. Lancastrians have felt this for a long time to be one of the most desirable places in the state for manufacturing. The only difficulty hitherto has been to induce the outsider to feel likewise. We might recommend the method which many western cities have adopted, viz., that some organization of business men who, having our true interests at heart, would select eligible sites in close proximity to our town, get the refusal of them at fair prices, and then find

those men in Philadelphia who contemplate expanding their business and make such liberal proposals that they will recognize it to be to their interest to come among us. Our sister cities have all been built by attracting trade and to tell the truth we are repelling it rather than otherwise. Hitherto it has been the custom when capitalists from abroad have selected sites here, and it became known to the owners of such properties, they immediately raised the price to such exorbitant figures as to really drive off the very interest which would have lifted us to opulence and position." Other matters emphasized by this civic organization were a criticism of the defective water supply and the condition of the streets. Merchants were also concerned with keeping Lancaster trade from going to other cities and emphasized the interests of Lancaster merchants by a "Trading at Home" campaign.

One active community project which was started immediately was the organization of the Lancaster Hotel Company, a group of citizens who planned to purchase a property and erect a modern hotel. A public meeting was held at Fulton Hall March 17, 1873. A committee consisting of Dr. Henry Carpenter, Mr. E. K. Martin, George M. Franklin, and others reported about sixty-three thousand dollars in cash and ten thousand dollars in materials had been subscribed toward the eighty thousand dollars required. The plan was presented so enthusiastically at the meeting that an additional six thousand dollars was subscribed from the floor. The motion was made that the property at West King and Prince Streets be purchased at once for the new hotel.

One of Lancaster's largest department stores was started during this period by three enterprising young men and nine employees. Peter Watt, James Shand, and Gilbert Thompson formed a partnership for the establishment of

a store which became known as Watt, Shand & Co. The original store was about 30 by 60 feet in size, but the business made splendid progress and outgrew many of its competitors. Two years later, in 1880, the growth of business made it necessary for them to enlarge the store and the record of progress since then has been steadily forward.

The residential section of the city was beginning to expand toward the west and the northwest. Large new residences were being built on West Chestnut and West Walnut Streets in the vicinity of Charlotte and Mary Streets, and the old Hamilton lands on Orange and Chestnut Streets and the Marietta and Columbia turnpikes were cut up into building lots and sold for "homes for happy families." "Chestnut Street has been opened by legal proceedings and soon the fences and side gutters will show us that the public highway is a straight one from the depot to the Marietta turnpike. College Avenue will be opened during the coming summer to the Marietta turnpike, and will be opened as soon as possible out to the Lititz and Millersville turnpikes, thus making the most beautiful avenue and driveway because it lies high and dry on the elevated college ridge overlooking the city and the valleys of the Conestoga and the Little Conestoga."

Efforts were being made to increase the police department and to improve its efficiency. Under regulations at the time, they were required to keep clean and fill all the coal oil lamps in the city, to light them in the evening and extinguish them at dawn, which occupied a good bit of their time. They were paid $45.00 per month and required to purchase their uniforms and equipment. The largest percentage of arrests in the city were made for drunkenness, which accounted for about one-third of the fifteen hundred annual arrests. Nearly every occupation

was represented in the lists of arrests, headed by laborers and followed by "no trade," scholars, and other professions.

The fire department had in service seven steam engines, seven hose carriages, and one hook and ladder truck. Fire Chief Howell reported that during the winter months it was impossible for the firemen to draw their trucks through the streets because of the heavy snow, and recommended that all of the fire companies arrange to use horses in the future whenever possible. Five of the fire companies, the Union, Washington, American, Shiffler, and Empire had their own brick firehouses, and the Friendship, Sun and Humane companies were planning to build. Only one fire company had any serviceable fire hose, but the groups were extremely proud of their steam engines and the speed with which pressure could be built up. The average membership in each fire company was about 130 and expenses about $400.00 per year, most of which was received from the city. Fire losses seemed to be small, since only eight fires were reported during the year 1873, totalling a loss of $1,700.00.

The townships, towns and villages of Lancaster county were well established by 1875, and a brief summary of their development shows that while agriculture was the chief source of wealth, an unusual amount of industry was associated with the various sections of the county.

Columbia, the second largest town in population in the county, had been proposed as a site for the Capital of the United States in 1789, when it was known as "Wright's Ferry," and Congress was told that "settlements in the vicinity of Wright's Ferry were as thickly inhabited as any part of the country in North America," and that the quality of the soil was inferior to none in the world. The town occupied the slopes of a hill rising gently from the Susquehanna river, and before the coming of the

railroad, private residences along the bank had a magnificent location for the view of the majestic Susquehanna hills. The coming of stores, warehouses, and the lumbering industry soon transformed the river settlement into a busy commercial city. During the mid-century period, Columbia was one of the largest lumber markets in the country, with sixty million feet of lumber annually reaching its shore. When improved transportation facilities throughout the state made the great rafting industry less important, one of Lancaster County's most picturesque occupations disappeared.

Blast furnaces and rolling mills were active, and some of the leading ironmasters of the state conducted their trade successfully in Columbia. The Shawnee Run Furnace, established in 1846, was followed by a larger furnace on Chestnut Hill, three miles from the town, which became a million dollar property. In 1851, the Grubbs built St. Charles Furnace, on the northern side of the town.

The population of the town was about 7,000. In 1875, residents were extremely proud of the new Opera House, built on the site of the old town hall, and with a seating capacity of two thousand persons. It was one of the finest buildings in the county and adjoined a new market house. Three national banks and two private banks, a public library, five building associations, two fire companies, three iron companies, four turnpike companies, and many retail establishments contributed to the town's prosperity. The arrival of the railroad brought two round-houses, with a capacity of sixty-six engines. The Philadelphia and Columbia Railroad had been established in 1834, and entered the town by means of an inclined plane. The Reading Railroad and the Port Deposit line, completed in 1875, made the city a terminus of considerable importance.

Marietta, three miles north of Columbia, had been

originally known as Anderson's Ferry. Two men, James Anderson and David Cook, had originally laid out two villages, divided by a cross street known as Elbow Lane. They could not agree upon a uniform system of street planning, so an elbow was necessary in passing from the street of one village to the street of the other, hence "Elbow Lane." Rivalry between Marietta and Columbia for precedence was keen in the early days of their history. Plans for a bridge across the Susquehanna were made by both boros at the same time, and when Columbia obtained precedence, Anderson cut a road at great expense through the gap in the hills which intersected the main road from Philadelphia and Lancaster to Columbia and York, and built extensive terminal facilities for this ferry on the west side of the river. Marietta became a lumber port landing of great prominence. Iron and brass foundries, iron furnaces, sawmills and machine shops gave a definitely industrial character to the town of 4,000 inhabitants.

Maytown, northwest of Marietta, contained for many years the only brick manufactory in the township and supplied the surrounding settlements with brick, but it was primarily an agricultural community. Chicques, named for the Chicquesalunga Creek, was a settlement adjacent to Marietta, and the Chicques Furnace was located there. Grist and sawmills, furnaces, a rolling mill and a distillery were its most important industrial activities.

Elizabethtown, the third oldest borough town in the county, was located on a branch of the Conoy Creek, eighteen miles northwest of Lancaster, in a rich and fertile agricultural region, but was not an active industrial town in the 70's. Its population was 858, and commerce and retail business were the chief activities in the boro.

Quarryville, in the southern portion of the county, was

a village of about 200 inhabitants. It was an extremely important center for the production of lime, and noted for the quantity and quality of the limestone which was quarried there and manufactured in the forty lime-kilns located in the vicinity. Nearly one hundred men were employed in the production of 500,000 barrels of lime annually. The newly established Lancaster and Quarryville

OLD FARM OVEN AT THE LANDIS VALLEY MUSEUM

Railroad improved transportation facilities. It was a post town, with George W. Hensel as postmaster.

Mount Joy, situated on the main line of the Pennsylvania Railroad, and on the Lancaster-Harrisburg Turnpike, had been laid out as a town in 1811. During the middle of the nineteenth century, it was noted as one of the most important axe manufactories in the country. Its population of 2,000 persons were actively engaged in industry, and the town contained a large agricultural

implement works, foundries, an edge-tool factory, a plow factory and a tannery. Two newspapers, two banks, and a large number of retail stores indicated a promising future of financial and business importance.

The town of Lititz was established in 1757, by Moravians who came from Bethlehem for that purpose, and who named the settlement for a Bohemian village from which some of the original Moravians had emigrated. The Lititz Spring was one of the largest in the state, and from its two fountains some of the largest merchant mills in the county, within a radius of six miles, were supplied with motive power. An early industry for which Lititz has been famous was the manufacture of organs, and many of the finest pipe-organs in the country were built in Lititz. Hat manufacturing was also prominent in the boro of six hundred inhabitants.

In Elizabeth Township, in northern Lancaster County, iron manufacturing had been an important industry in previous years. The Hopewell and Speedwell forges and Elizabeth Furnace had been active until 1858. In the 70's Brickerville was the most prominent community, and industry was represented by grist mills, a sawmill and an extensive cheese factory.

Strasburg was a quiet boro located on an old highway from Philadelphia to Lancaster. An excellent private academy had been located in Strasburg, in which many prominent citizens had been educated, but public schools had caused it to close. A large agricultural implement factory was its chief industry, and a weekly paper *"The Strasburg Free Press"* was published by one of the best printing offices in the county. Its population was about 1,000 persons.

The town of Gap, in Salisbury Township, was located on the Pennsylvania Railroad, on the highest point of its

route from Philadelphia to the Susquehanna. Tradition associates Gap with a famous Indian treaty between William Penn and the Indians, and "Penn Monument Hall" was erected in 1872, to commemorate "Penn Rock" and the spring near which the treaty took place. It was a three-story building with a lofty tower and clock, warehouses, coal and lumber yards, and shoe manufacturing were active industries.

The boro of Manheim had been the center of one of the nation's most famous industries—Stiegel glass manufacture. The town was laid out by Baron Stiegel, who had been an ironmaster for many years, and had made the products of Elizabeth Furnace well-known throughout the country in the colonial period. The unusual quality and workmanship of Stiegel glass has remained unequaled, and its value to collectors and connoisseurs of colonial craftsmanship is high. Many of the legends of the eccentric but philanthropic baron are associated with Manheim, but the magnificent mansion, which had been surmounted by a terrace for an orchestra, and from which a cannon was fired to announce the baron's arrival and departure in his luxurious coach, has been altered beyond recognition. Manheim has been incorporated in 1838, and continued to be a manufacturing community. Machine shops, foundries, planing mills, wood-bending shops, mills and cigar factories were operated in the community of about 1,400 persons.

Sadsbury township, of which Christiana was the principal town, had been a prominent source of iron manufacturing during the century, and several furnaces were located along the Octoraro. The Gap nickel and copper mines were also located in this vicinity, and cotton and woolen factories had been established.

Millersville, originally known as Millersburgh and later

as Millerstown, had been laid out in 1768. The establishment of a state normal school here in 1854 brought additional business to the town, and several coach factories, cigar factories and lumber yards carried on an appreciable volume of business.

Ephrata, one of the earliest settlements in the county, had originally been known among the German inhabitants as "Kloster" (cloister). The industrial activity of the famous religious group which built the Ephrata Cloisters in the colonial period included the manufacture of paper and the establishment of a printing press which produced many books, religious tracts and hymns. An oil mill, a fulling mill, and a grist mill were also operated by the society.

The Cloisters were established by a small group of emigrants from the Dunker Baptist Church in Europe. Under the leadership of Conrad Beissel, a few of these German pietists and members of similar groups in the Germantown section erected their first monastic building at Ephrata in 1733, and renounced the evils of secular life for a more spiritual existence. The original sabbath, or seventh day, was set aside for their worship, and the practice of triune immersion was used for their apostolic baptism. Here, in the "Brother's House," and the "Sister's House," lived almost a hundred devout men and women. They observed the Lord's Supper at night, washing each other's feet according to his example. They shared the communal produce of the society, and manufactured practically everything necessary for their daily existence. Wooden cots and pillows were used in tiny monastic cells, and wooden goblets, trays and plates decorated their tables. During the Revolutionary War their buildings were used as hospitals, and paper from their books was used for gun-wadding in the Battle of Germantown. The

Cloister buildings remained in the possession of members of the society, although quaint customs of the colonial period disappeared shortly after the Revolution.

The boro of Ephrata was built at the intersection of two famous old wagon roads, the road between Downingtown and Harrisburg and the road between Reading and Lancaster. Near the town was the picturesque "Ephrata Mountain Springs" summer resort, famous at the time as a fashionable resort for prominent citizens and statesmen, and easily identified by its observatory 60 feet high.

In Clay township, near the Lebanon County line, quarrying was an important industry at the time, and the red sandstone columns of the Lancaster County court house were made of this material. Millstones were manufactured here and shipped to many sections of the country. Safe Harbor, located in Conestoga Township where the Conestoga Creek flows into the Susquehanna, had previously been a manufacturing center of considerable importance and large rolling mills located here had produced iron for many railroads. Its other industry was fishing, and the opening of the shad season always marked bustling activity along the river.

Residents of these county towns had excellent opportunities to get together at the county fairs which, by this time, were fairly common throughout the state. The first Agricultural Exhibition held in Lancaster County had taken place in October, 1852. This was the first state fair in Pennsylvania and was organized by the State Agricultural Society. In 1854 the Lancaster County Agricultural Society planned a County Fair to be held at Columbia, but an epidemic of either dysentery or cholera made it necessary to postpone the exhibition, and when it was finally held it proved to be a financial loss for the Society. However, later fairs were more successful and the exhibitions grad-

ually changed from voluntary participation in these displays to more extravagant and spectacular occasions. One of the newspapers in the 70's announced plans for a new County Fair as follows: "Citizens of Lancaster County and this City who are interested in holding a grand fair of the farming and industrial interests of the County are requested to meet in the spacious meeting room of the Stevens House to appoint committees to act in showing next fall in our fair grounds the great resources of the favorite spot of Pennsylvania. The exhibits will be shown under immense tents and in buildings to be prepared for the occasion.

"Every farmer and artisan will be attracted at the wealth of manufactures and it is expected that all of the citizens will take hold with willing hands to make it the grandest exhibition ever held.

"On each day of the Fair there will be exhibited in the ring, prepared for this occasion, a cavalcade in which each farmer can show his animals to advantage for the benefit of the thousands of visitors. Hundreds of animals will be in the immense ring at one time, led or driven by their owners or attendants. It will probably be the largest exhibition of poultry ever brought together in Pennsylvania, containing fancy fowls from other counties and states."

This enthusiastic announcement brought together only five people for the organization meeting and newspapers continually urged additional community interest in these projects. The practice of giving premiums and prizes for exhibits was introduced. Posters were circulated that would have done credit to a World's Fair, and announcements were advertised in an attempt to arouse additional interest. At the original fairs exhibitors often allowed their products to be sold for the benefit of the Agricultural Society or donated them to the Children's Home. The

question of financial success was in large part secondary. Later practices included fees for each exhibitor and larger entrance fees, and members of the Agricultural Society blamed too much commercialism as the cause of declining interest in these exhibitions.

Almost as elaborate as the County Fair were the preparations for the annual celebration of Whit-Monday in the late Spring of each year. Originally celebrated as a religious holiday, this occasion had become a holiday beside which the Fourth of July was comparatively obscure.

"On this day, rain or shine, as on no other would the rural swain and rosy-cheeked lass hasten to the city where by day-break the roads were lined with every description of vehicle. Most usually the new buggy and harness would be brought into use for the first time and the proud young sport, seated on the knees of the smiling girls, regaled in white dresses and pink bows, would throw dust on the new rigs of others also on the way to town. Here until late at night the streets were almost impassable with vehicles lining the curbs and the seething tide of rural humanity surging restlessly through the fairs. At every turn booths with shows met the eye and invited the curious. Stands of lemonade and spruce beer occupied every nook and corner. There was probably a circus in town, and a parade of the Swiss Society with omnibuses filled with ladies bound for Rocky Springs to enjoy the light fantastic. There was the blind man with his accordion and the really blind boy with *his* accordion."

It was a Mardi Gras in June, but always thoroughly enjoyed by everyone.

Another "day" which seemed even more peculiarly characteristic of Lancaster County was April 1. It was not looked forward to with as much eager anticipation as Whit-Monday because April 1 was traditionally "Settle-

ment Day." In few other localities did the practice of transferring property and paying off encumbrances and making general settlements yearly prevail so extensively as in Lancaster. It had originated in earlier days when means of communication were not convenient and when travel to the county seat was often a matter of days. Every man who had a debt and who had the money paid it off. Money that was loaned was also put into circulation. New buildings were planned, employment increased immediately. Crowds filled the town and police kept strict watch for pickpockets. The recently organized Board of Trade tried to do away with too much emphasis upon this practice of annual payments because it was felt that a shortening of credits would result in the quickening of business enterprises, but the tradition continued and is still characteristic of much Lancaster County financial practice.

The history of journalism in Lancaster County shows an unusual amount of enterprise and activity. It is doubtful whether any community in the Eastern United States can present such a record of aggressive and enthusiastic development. More than fifty newspapers and periodicals have been published in Lancaster from the first days of the *Lancaster Gazette,* issued in 1752 and printed in parallel columns of German and English, to the present time. The oldest prominent publication is the *Lancaster Intelligencer Journal* which was founded on the seventeenth of June, 1794, under the name of the *Lancaster Journal.* It is one of the oldest newspapers in the United States.

Early newspapers were published in both German and English and present an interesting record of community progress. The first newspapers were in large part literary in taste and style and seemed to be designed to appeal to only a small and cultured class. In the 1820's and 1830's

political matter became much more prominent, and advertisements indicated that the newspaper would appeal to a much larger class of people. By the 1870's the business of supplying actual community and national news became more important and the newspapers began to assume more of their modern characteristics. In 1839 the *Lancaster Journal* and the *Lancaster Intelligencer* were united under the title of the *Intelligencer and Journal* and shortly thereafter moved to a new building in the rear of the market house. The active interest of the Democratic Party in Lancaster was responsible for the establishment of the *Daily Intelligencer* in 1864, under the management of H. G. Smith and A. J. Steinman. In 1874 William Uhler Hensel became part owner of the newspaper. It was during this period that this Lancaster paper acquired national prominence because of the famous legal case in which Steinman and Hensel, who were attorneys as well as editors, had offended the court in editorial comments on judicial action. The case involved the question of whether these two men were responsible as attorneys for statements which they had made in their newspaper as editors. The decision was fought through the Supreme Court of Pennsylvania and proved to be a decided victory for the freedom of the press, since the court declared that an attorney could not be disbarred for a publication affecting a public officer and proper for public information or investigation.

Among the other newspapers and periodicals in Lancaster which had been issued since the 1840's were the *Working Men's Press* issued in 1846, the *Tribune* and *Advertiser* in the same year, the *Lancaster Weekly Express* which began in 1843 and became the *Daily Express* in 1856, the *Lancaster Democrat* in 1844, the *Moral Reformer,* a temperance weekly started in 1844, the *Lan-*

caster County Farmer in 1845, the *Public Register* in 1853, a publication of the Know-Nothing Party, the *Temperance Advocate* in 1858, the *Lancaster Inquirer* in 1859, the *Lancaster Farmer* in 1869, the *Lancaster New Era* in 1877 and the daily *New Era* which first appeared on April 28, 1877.

Newspaper editorials in the 70's were concerned in large part with political matters, but local projects and problems received their full share of attention. The location of the new market house, the city water system, temperance and local options were frequently discussed. The press had become a vigorous and important force in community life.

One of the first and most dramatic scoops in newspaper history occurred in Lancaster in 1873. The story involved an "insurance murder" which had taken place in Baltimore County, Maryland. The discovery of the murder created so much excitement that the *Philadelphia Record* sent a reporter to Lancaster to pick up the story and send it by telegraph to Philadelphia. Charles Heckert, a reporter for the *Lancaster Examiner* was also a telegraph operator and happened to be standing outside the open window of the Western Union office as the story was being sent out over the wire to Philadelphia. As he realized the significance of the story he copied it as it was being sent and rushed the story by errand boy, page by page, to his local newspaper office. The *Lancaster Examiner* had the paper on the streets before the *Record* had the report published. Drastic action was threatened by the rival paper, but nothing developed.

Telephones first came into Lancaster in the 70's and the first equipment seems to have been installed by the firm of Levan and Son in 1877, who put into operation "one of Professor Bell's telephones" to take messages between

their woolen mills on North Prince Street and their mill along the Conestoga Creek. A telephone company with 38 subscribers was founded shortly afterwards with its first office above the Hirsh Brothers' store where the Griest Building now stands. There was one operator on duty from seven in the morning until seven o'clock in the evening and no night service was available. The operator also served as lineman if any difficulty developed. David H. Potts, Manager of the Western Union Company, was interested in the organization of the Lancaster Telephone Company and began his campaign by announcing that he would connect his system with Philadelphia and "broadcast" a concert. It was an extravagant boast and business men doubted his story until he was able to produce the promised cornet solo whereupon the Telephone Company was rapidly organized.

CHAPTER FIVE

Life in Lancaster
1881–1891

THE supremacy of Lancaster County in national agricultural life was well established by 1890. It was not merely a local pride which was responsible for the continued claim of being "the richest farming county in the United States." In 1870, census tabulations showed that Lancaster County stood in first place among all the counties of the United States from the standpoint of the value of farm products, leading its nearest rival, St. Lawrence County, New York, by more than two million dollars. Of the first ten counties in the country, five were in Pennsylvania, and five in New York State. By 1880, the development of the Middle West became noticeable, and one Illinois County entered the group of ten. Lancaster County remained in first place, with the total value of its farm products estimated at more than nine million dollars, a lead of three million over its nearest competitor. In 1890, California, Massachusetts, New York and Illinois were in the contest, but the Garden Spot county retained the lead.

The 12th Census in 1900 included reports from the Far West, from Indian territories and from great middle western counties, and Lancaster alone, of the original ten leading counties, retained a place in the first ten—first place once more. Considering the fact that its area of 960 square miles was in competition with the 4,202 square miles of Los Angeles County, California, and the 7,326 square miles of the Chickasaw Nation, the distinction was even

more creditable. The population of the county at that time was listed at 159,241.

The population of the city at the time was about 30,000. A contemporary publication of the Lancaster Board of Trade stated that this claim was not based on "mere guess or vain-glorious 'estimate.' It does not comprehend widely scattered suburbs. It is deduced from the occupance of about 6,000 dwelling-houses, strictly and entirely within the exact city limits. The town is built with great compactness and, while front and backyards, flower-gardens and fruit-lots abound, almost the entire population is comfortably housed within a mile of Centre Square, of the markets, the railroad stations, post-offices, telegraph and newspaper offices, city departments, court-house, county offices, banks and all public conveniences. Beyond the more dense portions of the city lie many yet unoccupied sites for handsome dwellings and for manufactories; but one of the great advantages offered for the location here of new industries and the gradual extension of the city, is in the fact, before expansion of the municipality. East and west, north and south, on every side and in every direction, stretch either on the level—yet high enough for good drainage—or with gentle slope, thousands of acres, at present subject only to rural taxation, for occupancy by industrial workers, the mechanics' humble homes or fit site for the most splendid residences; and wealth of scenery, beauty of view, healthfulness of location and rich supply of all the luxuries and necessities of domestic life are here in unending profusion. When to these are added favorable climatic conditions, exceptional social advantages, the refining and cultivating influences of churches, schools, music and art, literary organizations and a refined family life, or cheap and well-stocked markets, low rents and all the modern conveniences of city life, with exemption from the disad-

vantages of the crowded centres, some idea may be formed of the desirability of Lancaster as a place of residence."

Social activity began to become more prominent in the life of the community. Elaborate teas, receptions, social gatherings and parties began to enter into the news of the day. We read of genuine "pink teas" for example, where house and garden decorations were entirely in the proper pink color, attended by several hundred persons. On one of these occasions "a gallant bachelor friend of the ladies, Major B. Frank Breneman, covered himself with glory by sending to the tea six hundred pink carnations, a gift that was, needless to say, of a most acceptable character. "Light opera" and "heavy opera" became more frequent in the Fulton Opera House, and the "Pirates of Penzance" and "Faust" supplanted the lighter melodramas. Wedding receptions of "social importance" were often held in Eshleman's Hall, beginning at 9:00 in the evening, with supper at 11 or 12, and dancing until three. However, elaborate social affairs were the exception rather than the rule, for Lancaster's "social set" was rather small. The community as a whole was comparatively conservative in temperament. The appearance of a slightly risque theatrical performance, the adoption of extreme fashions in public, was almost certain to produce a denunciatory editorial something like the following which called for a "crusade against the undress craze": "It is not easy to say which is the worst, an opera where paid performers render some great work of art in accordance with certain recognized canons of theatrical art, for pay, and sometimes no doubt against their will, or the average private evening party as we have it in this city, where married and unmarried women run to the furthest verge of decency, and even beyond in exposing their persons, not for pay, like the need-driven waif on the stage, but gratuitously and for the purpose

of attracting public attention to what she believes are attractive charms of person, and to create comment. The society woman who makes public property of her living charms is breathing, pulsating being, without the excuse of her exposure that can be urged for her billboard competitor."

Anti-cigarette legislation was frequently proposed, and Lancaster papers regularly headlined obituary notices with the announcement that the cigarette habit had taken another victim. Cockfights were described in considerable detail on the front pages of the newspapers, and condemned with vigorous morality in the editorial columns.

The rather general conservative character and thrift of the community was sometimes blamed by impatient progressives for difficulty in promoting various public projects. Various philanthropists throughout the United States were beginning to gain publicity and fame for benefactions to educational and charitable projects, although a Lancaster paper stated that twenty thousand dollars was the largest amount ever given by one person towards the endowment of an institution.

"Lancaster has never been without her rich men and women. She has had them at every period of her existence. We do not mean millionaires, of course, but wealthy men in the common acceptance of the term, who could have given from $10,000 to $50,000 to any charitable or educational purpose. Some of them, all of them perhaps we should say, have been instrumental in doing much good, yet that good could have been greatly extended had the benefactions been more liberal." Later years were to prove the complaint was needless, for benefactions in more recent times from public-spirited citizens have furnished the city and county with permanent evidence of their liberality. The Thaddeus Stevens Industrial School was one

of the earliest large bequests, and others were to follow in later decades.

Occasional prophecies of future pauperism for the nation were made as additional public charities were gradually introduced. In this period many asylums, lodging houses, institutions and dispensaries were dependent in large part upon support from church groups, and every church and parish had its organized charitable enterprises. "The aim is laudable," commented a contemporary, "but the practice is become a crying evil. There is even rivalry among the churches as to which shall contribute the most. The pastor makes his appeals from the pulpit with as much regularity as he announces his text, while the appointed agents scatter themselves through the congregation during the week to drum up the forgetful and reluctant." The increase of county and municipal charities seemed to introduce a wasteful amount of expense, and fears were expressed that a dole system would characterize the nation in the future.

Organizations and societies of many sorts were beginning to come into being. The Historical, Agricultural and Mechanics' Society had been organized in 1857, chiefly to secure the large government library supplied for associations of that sort. Shortly afterwards it combined with another library society, The Athenaeum. The joint library was placed in the Young Men's Christian Association in 1878, which acquired a collection of about 10,000 volumes as a result of the transfer. The older Mechanics' Society, organized as a library and lecture hall for mechanics and apprentices in 1831, became the Mechanic's Library Association in 1855 and received many donations from private libraries within the city. The Linnaean Society had been established in 1862 for the development of the natural sciences and developed a large and valuable museum of

botanical, mineralogical, and archaeological specimens, many supplied through the Tucquan Club. The Tucquan Club was a genial association for scientific and piscatorial recreation, whose carefully selected members enjoyed a week each year along the Susquehanna River, either fishing or enjoying the simple life in communal informality.

An interesting article by D. B. Landis describes the early bicycle clubs in Lancaster, and the activities of the "Lancaster Wheelmen" in particular. Captain Frank Gorrecht, Fred A. Achey, John C. Hager, Sr., Martin Rudy, Horace Rohrer and others held regular "formation drills," runs from their clubroom headquarters into the country, and occasional exhibitions. "Experiences were plentiful when outdoors, for roads were more or less rough—dusty in summer and just 'too bad' for winter use. Spring and fall were ideal periods for riding along good paths, the better stretches of macadam or hard dirt roads. Sandy places had a way of slowing up hard-breathing wheelmen, with attendant spills and 'headers' a part of the riding exercises. To learn to mount and dismount a high wheel presented its difficulties to most beginners. Providing for this in Lancaster City, Martin Rudy opened a riding school on the top floor of a building on the east side of the first block on North Queen Street in the early '80's, where protecting strips were boarded across the windows to prevent tyros from going through them."

The Home for Friendless Children had been established in 1859, through the efforts of Miss Mary Bowman, and was incorporated shortly afterward, to take care of children whose parents were not fit or capable of proper guardianship. Contributions from the State, and generous donations from Lancaster citizens made a large building possible, and by 1880 the institution was caring for almost one hundred and fifty children.

The first Masonic Lodge in the county was established as early as 1785, and the period shortly after the Civil War saw the organization of many fraternal orders. Post-war patriotic orders included the Grand Army of the Republic, organized by Major Reinoehl in 1867, the Sons of Veterans, and the Patriotic Order of the Sons of America. The Lancaster Maennerchor began in 1858 as a small singing society, but had grown by the 'Eighties to a membership of more than five hundred members, who built their own hall in 1883 on North Prince Street.

The first Insurance Company in Lancaster seems to have been that organized by Adam Reigart, Jr., in 1807, as the Lancaster and Susquehanna Insurance Company. In 1867 the Lancaster City and County Fire Insurance Company was reorganized, to keep Lancaster capital in the locality, and was extremely successful until the Chicago fire of 1871, after which some organization was necessary. The Lancaster Home Mutual Fire Insurance Company had been established in 1861, and was chartered for activity within the city and county of Lancaster.

A special industrial survey made by business men of Lancaster toward the close of this decade pictures the industries and resources of Lancaster very completely. In 1891 the *Lancaster New Era* printed a special sixteen-page edition of 20,000 papers, containing a survey of Lancaster's industrial and economic facilities. It was estimated that the county contained about 9,200 farms at the time and about 150,000 persons. Their real estate was valued at $95,927,999. They owned over 25,000 horses and over 30,000 head of cattle. Estimates of agricultural production listed more than 3,000,000 bushels of corn, 2,000,000 bushels of wheat, 1,500,000 bushels of oats and large quantities of barley, rye and buckwheat. Almost 24,000,000 pounds of tobacco, worth about $3,000,000, were produced.

The city of Lancaster was considered to be more substantially built than any in Pennsylvania. By this time houses were nearly all of brick and stone, and buildings of wood or inflammable material were entirely prohibited by city ordinance in the central part of the city. Building materials were comparatively cheap, and inferior buildings were rare.

Merchants were subject to competition from the city of Philadelphia as transportation conditions improved and many of the business places on the main streets were being remodeled and improved. Retail trade was enormous and nearly 300 different occupations in industrial, mechanical and professional life were represented by the population of the city. By this time there were seven national banks in Lancaster, with a combined capital of $1,565,000 and resources totaling almost $6,000,000. In addition to this, sixteen national banks in the county, a trust company and several private banking houses made a total of more than thirty financial institutions all carrying out successful and profitable business. Five building and loan associations within the city provided opportunity for small investors and contributed to making Lancaster a city of homes.

About 350 industries within the city employed over 5,000 persons and paid in annual wages about $1,250,000. The city was particularly proud of its new market houses and the variety of agricultural products displayed. Almost every farmer had his truck patch, the produce of which was brought to the city for sale, and it was claimed no fruit, vegetable or cereal cultivated anywhere in the state was lacking in Lancaster's markets. Large numbers of cattle brought from the western and southwestern United States were fattened for market on Lancaster county farms and then shipped to metropolitan markets. The new stock yards, on the outskirts of the city, sold between 40,000

and 60,000 head of cattle annually. Trade amounted to about $3,000,000 a year.

The city water supply, provided from enormous springs of hard and soft water within the county, which flowed into the Conestoga River, was being enlarged by new reservoirs in the west end, and an increase in pumping facilities. The water rate was about ten cents per thousand gallons, which was lower than that in any city in the state and made Lancaster a desirable place for manufacturing. The municipal debt and current tax rates were equally favorable. The municipal debt was $21.90 per capita in 1880 and the total of state, county and city taxes amounted to only $1.24 per thousand dollars. Lancaster, at the time, seemed to have more favorable conditions in this connection than any other city of its size in the eastern states.

The city population was estimated at 32,090 and the indebtedness $518,400, or per capita indebtedness of $16.50; the county debt was $1.07 per capita. The financial record shows very definitely that the city and county were under excellent management.

In 1890 the City Council revised the city ordinances of Lancaster, and the record of old and new legislation presents an interesting picture of municipal problems during this decade. No license was required for musical entertainments, exhibitions of panoramas and dioramas or literary and scientific lectures. General licenses were issued to the proprietor of the Fulton Opera House and to Christian Burger, proprietor of the Maennerchor Concert Hall for regular theatrical entertainments.

There were almost fifty separate church organizations in the city at the time, in which the Lutherans, Reformed, Episcopalians, Catholics, Methodists and Presbyterians comprised the largest number. Churches owned property

valued at more than $1,000,000 and the community was often referred to as a city of churches.

Clergymen would report marriage records every three months and midwives would report all births at quarterly periods. A health commissioner was appointed and was required to give public notice of contagious and infectious diseases by displaying a red flag on the infected premises. Vaccination was required of all children before they reached the age of one year.

Householders were required to have all chimneys in which wood was used as fuel cleaned once every two months throughout the winter season under penalty of a $5 fine. No more wooden awnings or sheds could be placed around the City Hall. Pavements were to be swept at least once a week before 10 A. M. and no one was permitted to saw wood on the city pavements. Hog pens within the city were to be cleaned at least twice a week. Distillers were chiefly affected by the latter ordinance.

A discharge of firearms and fireworks within the city was strictly prohibited with the exception of the third, fourth, and fifth days of July, and four "able-bodied and active men" were appointed to assist the constables on the Fourth of July, the First of January and the Twenty-second of February to enforce the ordinance. Goats were also banned. License regulations provided a schedule of cab fares, applying within the city limits, of not more than twenty-five cents for each person with one trunk, and free fare for children under six years of age. Police officers were charged with the duty of extinguishing the street lamps at daylight each morning. Persons who threw broken glass, sheet iron, nails or hoop skirts into the streets "or other articles calculated to wound, bruise, or maim man or beast" were subject to a $5 fine. Twenty-one policemen, one of whom was Chief, constituted the

police force. The Chief received a salary of $70 per month and each of the officers $60 per month, which presumably was ample to keep them "vigilant and active in the pursuit of order and peace." The Mayor was not permitted to receive more than half of the fee for arrests in cases of vagrancy and disorderly conduct.

Locomotives were not permitted to be run in the city limits at a speed greater than five miles per hour, and riding or driving any animal through the streets or alleys at gallop, run, trot or other gait at more than seven miles an hour brought a penalty.

Every two years "one discreet person" was elected to serve as Mayor of the city of Lancaster. He had broad judicial and executive powers in connection with the appointment of police and constables, administration of certain criminal cases and general administration of most municipal problems. He issued warrants for arrests of truants and committed professional thieves to jail. Petty disorders were fairly common, but major crimes occurred very rarely. The city seems to present a picture of busy, peaceful progress.

CHAPTER SIX

The Town Becomes a City

1891–1901

THE decade from 1890 to 1900 represented the factory age at its best since the industrial revolution. Inventions, labor saving machinery, textile, iron and steel products, railway supplies, building materials and machine shops occupied the busy cities of the nation. In 1890, manufacturing as a source of national wealth took the place of farming. In 1894, the United States passed from fourth place as a manufacturing nation to first place in the world. The population of the nation had doubled since 1860. National wealth had risen from sixteen billion to sixty-five billion dollars, and the value of domestic manufactures from two billion to nearly ten billion dollars.

A pronounced characteristic of this period was the trend from the farm to the city. In the year 1830, only one out of every ten persons lived in a town of more than 8,000 population. By 1890, three out of every ten persons lived in the cities.

While agriculture still remained the chief source of wealth in Lancaster County, the community began to prove itself exceptional by the rapid development of large manufacturing industries. The census of 1880 showed the value of manufactured goods in Lancaster was higher in proportion to its population than any place in Pennsylvania, except Philadelphia, Reading, Scranton, and Pittsburgh. Leather, cotton goods, iron products of a hundred kinds, paper, wagons, steam engines, umbrellas, carriages,

brick machines, forges, carpets, corks, cigars, and locks were among the many products manufactured in Lancaster.

A brief tabulation of Lancaster industries shows a wide variety of manufacturing interests.

Industry	*Number*	*Employees*
Wagon and Carriage Factories	12	226
Men's Clothing	5	168
Cotton Goods	5	1200
Foundry Products	10	168
Malt Liquors	8	45
Printing	6	198
Tobacco and Cigars	50	197
Blacksmithing	14	8
Boots and Shoes	13	32
Cigar Boxes	5	25
Bakery Products	24	26
Brick Manufacturing	8	115
Brooms and Brushes	3	10
Carpentering	11	57
Undertakers' Establishments	4	5
Confectioneries	7	42
Furniture	7	39
Hand-Knit Goods	4	21
Leather Establishments	13	71
Stone Masons	4	15
Painting and Paperhanging	9	33
Photography	4	10
Plumbing	5	6
Saddlery and Harness	7	35
Sash and Blinds	4	77
Tinware and Sheet Iron	15	61
Wheelwrights	3	1

New scientific inventions were beginning to add to the comfort of city life. Two electric light plants and a gas plant supplied power and light for the city. Gas was supplied by the Lancaster Gas, Light and Fuel Company at the rate of $1.60 per 1,000 feet, and gas lights were used

for street lighting midway between the intersections. Horse cars were beginning to give way to electric street railways, which, a few years later, had spread throughout the country. Three electric lines were established, one of them running from the Pennsylvania Railroad station on Queen Street to Millersville, another, starting from the Square, to the Lancaster Stockyards at McGrann's Park, and the third running east to Witmer's Bridge on the Conestoga. City fares were uniformly five cents.

The Edison Electric Illuminating Company of Lancaster, which commenced operations in 1886, was being liberally patronized. Several hundred arc lights illuminated the streets, and 6,000 incandescent lights were used in business houses and residences. The advantages of electricity were being widely advertised. Most of the hotels and larger stores had introduced it for elevator service, electric fans and electric lights. Newspapers and factories used electric motors for power, and druggist Hoch said that in making his milk shakes "electricity beat the world."

The tobacco industry continued to be one of the major industries in Lancaster county, with nearly one hundred large brick tobacco warehouses located within the city where billions of pounds of tobacco from Pennsylvania and other states were sorted, packed and stored. Almost one thousand cigar factories were located within the city and county, producing about two billion cigars annually. Most of the crop from York, Chester, Berks, Lebanon, Clinton and other counties was brought to Lancaster County to be packed, as well as much from the state of Wisconsin. An account of the activities of the packing season in Lancaster County, presented in the tenth census report, describes this business as follows:

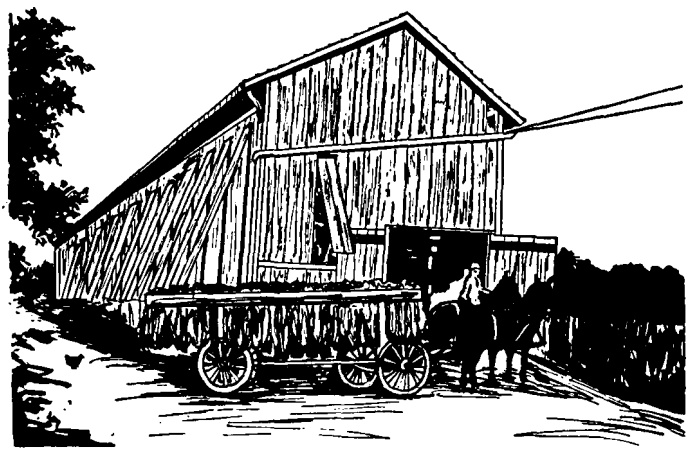
"There is no particular time for the purchasing season to begin. Buying is done altogether by sample. Farmers

take advantage of favorable weather at any time after October to prepare their goods for market. Buyers begin their operations generally in November, but often not until December. They congregate in Lancaster, thirty and forty at one time, and come from all parts of the country; from Baltimore, St. Louis, Philadelphia, and San Francisco, but principally from New York. There are, besides, a large number of local buyers and packers, and during the season these men visit every out-of-the-way nook and corner and search out every lot of tobacco in the county. Many packing houses send their agents to spy out the ground while the tobacco is still in the fields and mark choice lots. If the price is agreed upon, a contract in duplicate is drawn up, the buyer retaining a copy and the grower receiving the other. At the time specified, or if none is specified, when the grower is ready to deliver the crop, it is taken to the packing house of the purchaser, done up in bales of varying sizes, generally 100 pounds weight, and it is then weighed and paid for on the spot.

"Occasionally, however, the packers do not wait until the crop is stripped before they begin purchasing. If the crop is a very desirable one, they begin operations before the farmers are ready to sell, or before their tobacco is ready for the market. This was notably the case in 1879, when the season opened before the growers had commenced to strip, and while the tobacco still hung in the barns. It was examined while still on the poles, and much of it was bought in that condition. This method does not always result satisfactorily. Sometimes the buyer is deceived by the crop as it hangs in the barn, and offers more for it than it afterward proves to be worth, in which case there is likely to be dissatisfaction and dispute. The planters, as a rule, profess to sell their crops after they are stripped and fully ready for the market.

"There are upwards of fifty firms engaged in packing stationed at Lancaster, or with agents there to represent them. The cost of buying, receiving, assorting, casing and storing tobacco, including the cases themselves, may be put down at from 1¾ to 2 cents per pound.

"The shooks for the cases come from the pine regions of Michigan, although many are made in the lumber regions of Pennsylvania. The cost of cases is about $1.05



TOBACCO BARN

each at the present time; the size is 2 feet 6 inches wide and 3 feet long, and will easily hold 400 pounds of tobacco. Generally only about 375 pounds of fine wrappers are packed in a case, close packing being considered objectionable to that part of the crop, while rather more than 400 pounds are packed in a case of the other grades. The loss on tobacco incurred by the sweating process after it is cured is from 9 to 15 per cent.

"Sometimes the tobacco is sold at the marked weight,

that is, at the weight of the tobacco at the time it was cased, at which time the weight of case and tobacco is plainly marked on the box; and sometimes by reweight, that is, with the loss from the re-sweating deducted. The cost of sampling, including labor for handling, opening and shutting of cases is 50 cents per case. The average wages of hands engaged during the winter season to receive, handle, assort and pack the tobacco is $9.00 per week; the foreman gets about $12.00. The only tax packers are required to pay is the government tax of $25— as dealers, irrespective of the quantity bought and sold.

"The warehouses and packing establishments are brick structures from 75 to 150 feet long and of corresponding width, from two to three stories high, and their capacity runs from 500 to 5,000 cases. On one short street in the eastern part of the City of Lancaster there are six of these structures standing side by side. This street is appropriately named Tobacco Avenue. Often the adjoining streets for several blocks are crowded with double rows of vehicles of all descriptions, from the wagon with a single horse to the 'Conestoga wagon' with its six magnificent horses. Teams that have twenty or more miles to come leave their homes on the previous evening, and as early as one o'clock the train of wagons begins to pour in, each driver being anxious to be the first comer, in order to secure a favorable place, and consequently, an early discharge of his load. During the receiving season from ten to eighty hands are constantly employed in each warehouse, and sometimes a night gang is taken on in addition. As many as 1,000,000 pounds have been received by the packing houses in Lancaster in a single day, while as much as $175,000 has been paid to the growers in the same time by the packers. A single firm has purchased $400,000

worth of tobacco in a season, while many buy to the value of $100,000 each."

There was an unusual amount of inventive genius among the many industrial manufacturers. Brick manufacturing was a prominent phase of Lancaster industry, in which the Henry Martin Brick Company was particularly active. The development of machines to grind the clay and mold the finished bricks, and machinery made with interchangeable parts so that assembly and repair could be easily handled, had resulted in a large and important local industry. Machines were powered by two horses, and produced 2,000 bricks per hour. The same firm produced many types of machinery to equip the brick yards which developed as city progress continued.

Tool manufacturing was prominent among Lancaster industries. Knives, shears, and other cutting tools for factory and farm machinery were sent to many parts of the United States. Plow points, tobacco spears and milling machinery were made for use throughout the country.

One of the largest of Lancaster industries was the Best Steam Engine and Boiler Works, which produced horizontal and vertical steam engines ranging from 2 to 60 horsepower, and which were widely sold throughout the United States and other countries. Boilers, tanks, cupolas, saw mills and bark mills, pulleys and shafting were among the other products manufactured, and Best products had been awarded first prize at the Philadelphia Centennial. Elevators were manufactured by A. C. Welchans, who built one of the few elevator factories in the state outside of Philadelphia, and manufactured hydraulic, steam and hand-powered elevators. The Keystone Lock Works had recently been established and ranked as one of the leading lock manufacturers in the United States. They produced many exclusive patents, and sent daily shipments of their

fifty different varieties to the United States, Canada, and South America.

Brewing was an active Lancaster industry. Haefner's Empire Brewery claimed to produce the healthiest beer in Pennsylvania and proudly announced (paraphrasing a more modern advertising slogan) "There isn't a headache in a hogshead!" The first ice manufacturing machine in the country was installed in Haefner's subterranean city of vats. Sprenger's new brewery, built in 1887, produced about 20,000 barrels annually and was considered one of the most modern brewing establishments in the country.

The Helvetia Leather Company, established in 1885, produced large quantities of leather belting and lacing, which was widely used in the many factories developing in the East. They claimed the use of a secret German process made their products foremost among the manufacturers of the United States. Lancaster carriages and wagons were being shipped to all sections of the United States and Canada, Mexico, and the West Indies, and manufacturers of carriage wheels and bent woodwork, such as Lebzelter's and Diller's, claimed that 1891 was the most prosperous year they had ever had.

The original Lancaster Watch Company, later known as the Keystone Watch Company, employed about 175 persons and had erected extensive works in the west end of the city. The Lancaster Cork Works, begun in 1862, had expanded into several cork-cutting companies, of which there were relatively few in the United States.

The five large Lancaster market houses and the extensive curbstone markets adequately symbolized the agricultural wealth of the community, while the new stockyards recently built on the outskirts of the city were handling between 40 and 60 thousand head of cattle annually. With the growth of the city, large department

stores began to take the place of the smaller shops. Firms which had originally been small dry goods stores now began to expand their stock to include a wide variety of merchandise. Advertisements of dry goods and dress goods sounded as strange and novel as the modern names applied to new shades and textures. We find Florentine silks, camel's hair suiting, Gloriosas, Lansdowns, printed challies, India Mouselines, French Surrah Serges, pineapple tissues, Cashmere Henriettas. The long-established firm of Hager and Brothers now included departments handling carpets and wallpaper, men's clothing and merchant tailoring, and advertised a department of interior decorating to provide advice on home furnishing. Watt and Shand's store employed fifty clerks and salesladies, and emphasized their attention to latest Paris styles and fashions. Musicians could find enthusiastic attention to their needs at Mr. Kirk Johnson's store on West King Street. A contemporary advertisement states: "If music hath charms to soothe the savage breast, the establishment of Kirk Johnson and Company harbors enough of it to tame every aboriginal from here to Timbuctoo. It is preeminently the music emporium of the Conestoga Valley . . . if you hunger to let loose your soul by elbowing over the cat gut, there are violins of every timber and tone of sweetness." Fiddles, guitars, mandolins and flutes could be repaired so that their notes "would thrill your inward soul."

The economic slump of the early eighteen-nineties disappeared during the latter half of the decade. The Spanish-American War was partly responsible for a war boom in business and industry which continued well into the next century. Newspapers reflected increased prosperity by noticeably increased advertising and the general use of display advertisements.

When President McKinley called for volunteers from the state of Pennsylvania, a rush in enlistments filled the quota within the first nine days, and Lancaster volunteers took an active part in many of the engagements. The returning soldiers were welcomed with an enthusiastic reception on September 7, 1898. A contemporary describes the reception in some detail as follows: "At 8 o'clock this morning, word was telegraphed from the upper Reading station that the soldiers had arrived. The news spread like wild fire and the bells on the houses of the Fire Department started to ring in honor of the troops. A reception committee consisting of Mayor Shissler, P. T. Watt, George A. Lane, Major A. C. Reinoehl, and W. F. Hambright went to the station with the citizens' drum corps, but had great difficulty getting through the packed crowds of people. The streets were blocked with people, who also lined the sidewalks and stood upon porches, house roofs and other high places to catch a glimpse of the boys in blue, and such yelling and cheering has not been heard since the end of the Civil War. At Center Square the parade was dismissed, and the soldiers were at once surrounded by people eager to take them by the hand. All the boys looked well and many of them looked stouter than when they went away. All are deeply bronzed by the heat and many of them wore rigs of different styles. Most of them have long hair while others have raised long whiskers."

A few days later, Captain Thomas Whitson's company was honored by a magnificent banquet at Maennerchor Hall. The troops were made the targets of bouquets, tossed to them from sidewalks by pretty girls, and were loaded down with little presents. Every house along the route was illuminated, and the banquet which was provided at the hall was in appropriate patriotic style. "Snapper soup

a la Cervera, prime ribs of beef, Dewey and Schley; mashed Porto Rico potatoes, fried oysters, Santiago style, lettuce, cut fine a la Spanish army, broiled chicken, go Miles to get it, Cuban ham, Garcia tongue, Hobson celery, San Juan red beets, Whitson pickles, ice tea a la General Hospital, coffee in the trenches, Red Cross lemonade, Manilla ice cream, cigars, Havana and half Spanish." Colonel Frank Eshelman, in his address, stated that he had learned upon good authority that it was largely owing to the fact that Lancaster's Company L was sent to the front lines that Spain sued for peace, and tremendous enthusiasm greeted his description of the regiment, with every nerve strung and every heart steeled, facing the Spanish lines and awaiting the order to attack, when the messenger came galloping up with the news that Spain was ready to give up.

Lancaster's first skyscraper was planned in 1898 by Frank W. Woolworth who had started his Five and Ten Cent store business on North Queen Street in Lancaster and had since moved to New York. Woolworth had established forty-two Five and Ten Cent stores throughout the east by this time and was announcing his plans for an immense building to be erected within the year.

With Nathan C. Schaeffer as superintendent of schools, public education in Lancaster County made rapid progress. A new law required compulsory school attendance up to the age of 16 in the case of the unemployed, and in the case of others, up to the age of 13. Efforts were being made to improve the scale of teaching salaries since it was reported by some counties that teachers obtained less in salaries per year than it cost to maintain the paupers. Plans for a girls' high school were recommended. By this time there were 414 students in attendance at the

high school, 624 in grammar school, and a total attendance throughout the city of 5,472.

The new activity in industrial enterprise was responsible for the organization of the Lancaster Board of Trade about this time, an association of several hundred business men and manufacturers who were interested in bringing additional business and new factories to Lancaster. John C. Hager was elected as its president. The Board of Trade established headquarters in the Eshleman building on North Duke Street, where monthly committee meetings and public meetings were held and problems of public welfare were discussed. Prominent citizens addressed public meetings on matters of general municipal interest such as: "The Town We Live In: What It Has and What It Wants," by W. U. Hensel: "How Best to Induce Manufacturers to Locate Here, and How Best to Aid Struggling Industries Now With Us," by Captain George M. Franklin. As a result of this organization, a number of public-spirited citizens, enthused with the spirit of enterprise and liberality, offered to donate the necessary amount of ground for buildings associated with any desirable new enterprise. Mr. M. L. Herr, who owned a large amount of ground in the eastern part of the city, near the jail and the reservoir, made such an offer, and John C. Hager agreed to donate plots of ground in the west end to be used for any desirable manufacturing plant employing not less than one hundred persons.

As a result of the activity of the Board of Trade, communications were received from several industries interested in establishing factories in Lancaster. A woolen mill, employing six or seven hundred girls, began negotiations for a $50,000 building and other projects were initiated by manufacturers of fire apparatus, upholstery goods, kerosene engines and cigars.

Another outgrowth was the organization of the Lancaster Improvement Company, formed of prominent business men who planned to procure available sites, erect suitable buildings, and furnish necessary steam power for any manufacturers who wished to locate in Lancaster.

The three daily newspapers in Lancaster also contributed to the reputation of the city for good workmanship. *The New Era, The Examiner* and *Intelligencer* each had extensive job-printing equipment, as did the German papers, *The Daily Freie Presse* and the weekly *Volksfreund* and the *Inquirer.* Rivalry between the newspapers was keen and all of them were equally proud of new equipment which was being installed. The New Goss press of *The New Era* was widely heralded as one of the most modern improvements in printing as far as speed and efficiency were concerned, and it had been one of the first industries in Lancaster to use the electric motor as a source of power. The Inquirer Publishing Company claimed to be the largest printing establishment in Pennsylvania outside of Philadelphia and occupied a five-story building at 53 North Queen Street. It was engaged in the printing, binding and publishing of books and pamphlets and used fourteen steam-powered presses.

Occasional cuts and engravings were beginning to appear in the daily newspapers, and the respective editors were extremely jealous of new developments in these fields. The appearance of a poorly printed engraving in one paper was sure to call forth a flood of sarcasm and ridicule from rival papers, and a gallant defense on the part of the original publisher. On the occasion of a special edition in 1891, a large number of engravings which did not produce well in *The New Era,* called forth the comment from *The Lancaster Examiner* that they were next anticipating an illustrated edition of their rival paper describ-

ing Stanley's exploits in darkest Africa, since the illustrations in question had appeared extremely dark and smudgy. *The New Era* defended itself by replying that its new high-speed press ran so fast that engravings in use at that period were too obsolete to work satisfactorily with modern mechanical equipment.

John Baer's Sons were still publishing the oldest and most famous of Lancaster publications, Baer's Almanac, and thousands of copies were being distributed annually.

There was active community interest during this period in a Congressional appropriation for the purpose of establishing a government building in Lancaster, due to the constant increase of the postal business and to the location of an internal revenue office in Lancaster. The enterprise resulted with the appropriation of one hundred thousand dollars for a post office building and the Board of Trade had reason to feel well satisfied with the result of their project. An optimistic picture of the future was presented by William Uhler Hensel who stated that "the membership of the Board of Trade affords a guarantee that every well-devised plan and project will be liberally backed and heartily supported. With the new facilities for trade promised in every direction, the certain future of Lancaster is hardly to be measured even by its prosperous past. Rapid as have been its strides within the two decades now closing, the next generation will see an enlargement of its manufacturing interests commensurate with its commercial importance. Long ere the time will have come for the celebration of its bi-centennial the present city will have grown to a population of 100,000; and Lancaster will have become not only the centre of trade, of a wide reaching railroad system, and the mart of agricultural exchanges, but the seat of manifold industrial activities and of great manufacturing prosperity."

CHAPTER SEVEN

The Automobile Age

1901–1911

IN 1901 Lancaster was in the very midst of a period of rapid economic development. Before the turn of the century visiting strangers usually described it as an overgrown country town, a "quaint" or "historic" city with much of the colonial atmosphere still lingering. Even on the main business streets were to be found buildings dating back to revolutionary times. But by 1910 there were evidences on every side that here was a modern city, a thing of din and steel, of clanging trolley cars and honking automobiles, of electric signs and factory whistles. To understand the city of 1900 and before, we now must reach into the recesses of our imagination and piece together the picture of another world. Since 1910 we recognize the things familiar to us today. The change from then on has been only in the details.

William Uhler Hensel, in an address before the Lancaster Board of Trade on January 12, 1900, said jokingly that it was a matter of great gratification to our neighbors in York, Reading, Harrisburg and other nearby cities that one hundred years ago Lancaster had been a town of some importance. But, he went on, if Lancaster made the same strides in the coming century that it had made in the past one, a hundred years hence we would have a population of 1,100,000, Columbia would be an annex and Philadelphia a suburb. Mr. Hensel recalled that when he came to Lancaster in 1867 there was not a show window in the city worth speaking about, not a wholesale house, not an

extensive manufactory except the cotton mills, not a single first class store. The city was distinguished then only for its eminence in the learned professions. But in the thirty-three years since then the manufacturing, commercial, trade and banking interests had increased prodigiously. There was to be found here a greater variety of

VIEW ON NORTH QUEEN STREET

manufactures than in any other inland city. Over a hundred industries had come into existence that were not even in inception thirty years before.

No century in history dawned with greater promise of human happiness and achievement, or with more widespread a spirit of optimism, than the twentieth. The only evidences of discontent were a little grumbling by railroads and commercial houses that they would have to

supply themselves with a whole new stock of stationery, forms and tickets with 19—— instead of 18——, and mock groans from college seniors that they would have to go out into the world "as the nonentities of the class of '00." *The Lancaster New Era* summed up the general sentiment in its New Year's Day editorial. "The new year comes to us with good cheer. Not for a long time has this country had such abundant cause for congratulation. The crops were large and good. Pestilence of all kinds has remained away. Neither droughts, nor floods, nor storms, nor waves broke in upon us with undue severity. The echoes of war have died out. Then, too, the past year from a business point of view has been the most pleasantly memorable in our nation's existence. Never before, we fully believe, have the business interests of this great country experienced such a tremendous impulse. It is not a mere boom; it is a real, genuine business outbreak." The unemployment problem was non-existent. The Lancaster Soup House had scarcely a hundred applications for assistance. Of Columbia the papers reported: "There is not an idle man unless he does not wish to work."

As it becomes increasingly difficult to picture growth and change when we approach our own time, let us look at the Lancaster of 1900 in comparison with that of Civil War days. In years it is just as far from the present to the beginning of the century as it is from then to the beginning of the Civil War. In thought we are a thousandfold further removed from 1861 than the men and women of 1900. How close they were is indicated by the complaints lodged by several toll gate keepers and half a dozen local business men that the police should be on the lookout for some slickers who were passing confederate money about the city. In 1860 Lancaster had one high constable, four ward constables and a total police budget of $2,500. City light-

ing cost $1,500; fire protection, $2,000; street repairs and construction, $4,000. In 1900 police protection was a $20,000 item on the city expense sheet, providing for four officers, eighteen patrolmen, three patrol drivers, and a turnkey. The same amount was appropriated for the fire department. Lighting cost $30,000; street work almost $50,000. During these years the population had grown from 17,000 to 46,000.

The expanding population now began to make new demands upon the city government, and we can see on a small scale the emergence of government participation in the everyday life of the citizen. Then the idea was simply to solve a few isolated problems in a common sense way; now the process has gone so far that it has become a basic issue in our political philosophy. Who, for example, could have foretold that when the City Councils of Lancaster decided there ought to be a public rubbish collection service and four new garbage wagons went out on their first rounds on February 26, 1901, it would be a link in the chain of government functions that has now stretched to the point of telling Lancaster County farmers what to plant? On February 6 of the same year it was required that all plumbers must be licensed by the city before being permitted to make any attachment to mains or service pipes carrying city water. About the same time the county had decided to take care of its own mental cases, and the new insane asylum on East King Street was opened, amid considerable complaint that the building was not fireproof, had no elevators, and had been too long delayed in being fitted for occupancy. Laws were passed to prevent the indiscriminate distribution of handbills because they were "a menace to persons driving spirited horses." Apparently the enforcement was none too strict, for several law-abiding grocers inserted notices

in the want-ad section of the newspapers offering ten dollars reward for the conviction of some persons who were surreptitiously putting out dodgers for their competitors.

In 1904 advertisements began to appear in local papers as follows: "More Muddy Water. You Can't Drink It! Buy one of our Double Jar Filters. They make it clear as crystal. Flinn and Breneman, 152 N. Queen St." The population had outrun the capacity of the city water works. The councils decided to get the New York Sanitation Company, a private concern, to put in a new plant and supply the water, but popular disapproval forced the construction of a city owned filtration system. It was built at the present water works and began operations in April, 1906.

With these few instances of increasing functions of government, let us pass on to the outstanding change that took place in the city and county during this first decade of the new era. That change was in transportation, both the means of it and the facilities for it.

It is Old Dobbin that must first claim our attention. The following commonplace incident on a frosty February morning in 1900 should tune our imagination to the scene. "A delivery team of Charles Wingender, the Dorwart Street baker, driven by a young man named Harry Roth, ran away from near the Imperial Hotel, having been frightened by a car. Careening up North Queen Street, and across the Pennsylvania Railroad, the driver not in the wagon, however, the runaway struck a team belonging to John Eshleman, which was standing in front of the Bitner warehouse, and nearly upset the wagon. Then the wagon of the runaway team caught the wooden posts supporting the frame awning in front of Huber's grocery store, snapping them off like pipe stems, and the awning dropped like a huge shutter, as if on hinges, the portion next the house giving way, but not breaking off entirely.

The store was as effectually closed as if the proceeding had been by design. A man passing at the time had an extremely narrow escape from injury or death, getting into the store just in time to escape being struck by the awning. Leaving the broken wagon, the horse ran up to the Northern Market House, on the Walnut Street side of which it was caught, a cut on one leg being its only injury. The driver says he had the team tied at the time it bolted."

Every Monday morning at ten o'clock one could go to the Keystone Horse Bazaar run by C. H. Siegrist back of the Keystone House where horses, wagons, harness, and the like were auctioned off. Back of the Wheatland Hotel the Bull's Head Bazaar ran competition. One of the most gala occasions of the year was the annual parade of the Lancaster Road Drivers Association, organized in 1900 "for the improvement of the horseflesh of the county and getting better public roads." On "Horse Day" all the local fanciers would get their best teams and rigs and parade through the town. In the Third Parade on June 15, 1904 there were scores of entries—A. C. Welchans with Doctor Boy, John A. Coyle, Esq. with Colonel and Brownie, E. T. Fraim with Tom and Mab, Paul Heine with Prince, Benjamin C. Atlee, Esq., with Billy B. R. B. McGrann was always well represented. At his Grand View Farms along the New Holland Pike, just east of the city, he kept as many as two hundred horses, raising hackneys, half-bred hackneys, harness and saddle horses. His manager, Frank Palmer was an expert on breeding. Mr. McGrann and his horses were known all over the United States and in Europe.

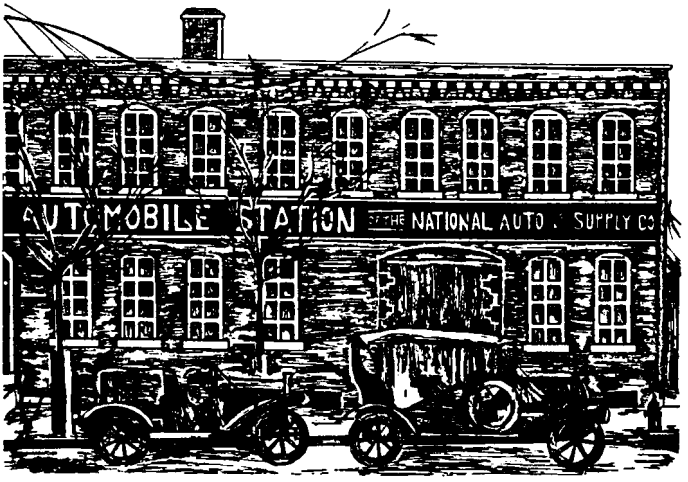
And then came "the gay, glad assassins, out automobiling." Inconspicuously printed on an inside page of *The Lancaster New Era* of February 13, 1900, appears the fol-

lowing momentous announcement: "The Hershey Chocolate Company will have the distinction of having introduced the automobile into Lancaster, and for business purposes, too. One was received here this morning from the Riker Electric Vehicle Company, and it will be put in shape for operating tomorrow, and will be used in the delivery service. It will haul a load of about 2,000 pounds and has a storage battery with sufficient power to carry the machine 30 miles. It will be quite a novelty to see an automobile on our streets and will be sure to attract much attention."

The attention it certainly attracted, and by no means all of it favorable. The experiences of the Smiths from Overbrook in the next month were grist to the multitude which spoke of automobiles as "those derned contraptions." "Mr. and Mrs. Walter B. Smith, of Overbrook, are the guests of Rev. C. Elvin Haupt and wife on East James Street. Mrs. Smith came to Lancaster on Thursday afternoon by rail (!), while Mr. Smith arrived here shortly after nine o'clock that evening on his locomobile, which he put up at Powl's Livery Stable. They left home on Wednesday morning by locomobile, reaching Gap the same evening, but on account of having encountered such bad roads, both returned to Philadelphia on Thursday morning. In the afternoon, both started for Lancaster again by rail, Mrs. Smith continuing to Lancaster, and her husband getting off the train at Gap, and securing his locomobile, with which he finished the trip. The 'machine' is in many respects like an automobile, and weighs 380 pounds, being operated by steam, generated by a gasoline engine. The gasoline tank holds a supply sufficient for a fifty-mile run on good roads."

Despite the dire predictions of editors and of the general public that the automobile was likely to be merely a rich

man's hobby and a passing one at that, Samuel K. Landis, by 1904, had set up a garage at 126 East Orange Street (now the Hamilton Mews) where he did repair work and offered for sale the Reo, the E. M. F. 30, the Premier, and the Haynes. In October, 1907, the National Automobile Company, Inc., was organized by S. G. Roth, at Duke and Vine Streets. One of its early advertisements reads: "Auto-



AUTOMOBILE ROW

mobiling is the king of sports and the queen of amusements. Automobile Blue Book Station No. 1 located here." Meanwhile, B. Franklin Futer, formerly connected with his father and brother in the bicycle business (from which came the famous Futer Flyer), now went into the automobile game, with garage and sales room at 28 and 30 East Chestnut Street at the site of the present "Village" and bus terminal. He was agent for the Maxwell automobiles ($700 to $1,750), the Speedwell ($2,500), and the

Regal Detroit ($1,250). Before long traffic rules, macadam streets, and gasoline stations made their appearance. But the conquest of the roads was not quickly accomplished. For years afterwards the editors could write of the automobile: "Of course, it may not result in as many casualties as the every-day horse and carriage because there are a thousand of the latter to one of the former." We are going through the same stage with the airplane right now.

In 1891 the Conestoga Traction Company inaugurated the era of electric railway transportation. By 1900 thirty-five miles of city track had been laid but only two suburban lines—Columbia and Lititz. In the next ten years one hundred and fifty miles of suburban lines were built which connected the county seat with Millersville, Mountville, Columbia, Marietta, Mt. Joy, Salunga, Landisville, Rohrerstown, Neffsville, East Petersburg, Manheim, Lititz, Leola, Ephrata, Reamstown, Bareville, New Holland, Blue Ball, Terre Hill, Adamstown, Soudersburg, Paradise, Leaman Place, Kinzer, Gap, Christiana, Parkesburg, Coatesville, Downingtown, Strasburg, Lampeter, Quarryville, New Providence, Marticville, Refton, Willow Street and Rocky Springs. These lines were to bring a tremendous boom to the retail trade of Lancaster City.

In 1900 the problem of getting the county business into Lancaster was troubling the Board of Trade because better transportation facilities then existed from border towns to other nearby cities. The citizens of Ephrata, for example, could go to Reading for 24c less than it cost to come to Lancaster, and could spend two hours and ten minutes longer there. The Board decided that the only solution was an electric railway. On February 18, 1901, the first car—a "Special" bearing the members of the Franklin and Marshall College Glee Club to their Ephrata concert—ran carefully over the new track. On the return

trip the motorman put on full power and made a record run. The cars had just been bought from the J. G. Brill shops, at the cost of $4,380 each, and the Traction Company promised to show the people of Lancaster County "some fast electric railway riding."

Early in its career the Traction Company was also in the show business. The Conestoga Park Theatre was its main enterprise. During the summer of 1901 Manager E. A. Reist booked the Columbia Opera Company of New York for the season. The public, however, wanted more than just entertainment. Said *The New Era* "There is not a summer theatre in the country that pays anything like as well as the theatre here, yet the building where our people flock daily does not deserve the name theatre. Traction companies elsewhere have erected commodious, ornamental summer theatres in which the patrons are not sprayed or drenched with rain during every storm as at Conestoga Park. . . . The Conestoga Traction Company should put up a neat, comfortable theatre here." So far as the author could discover, however, the matter went no further.

In addition to the Conestoga Traction Company, there was incorporated in 1901 the Lancaster County Railway and Light Company, with a capital of $2,000,000, for the purpose of constructing and operating electric light, gas and power plants and electric railways. Among the incorporators were William W. Greist, of Lancaster, and William B. Given of Columbia.

The coming of the electric railway spurred local inventors, and it is interesting that one invention, patented by Charles B. Rote of Lancaster in 1900, is just now coming into general use on modern trolley cars. That is the rail-gripping brake, in place of the wheel brake. Demonstrations were held on local cars with great success, but for some reason the invention was not generally applied

in this region. Only within the past few years have Philadelphia and other metropolitan centers adopted the idea.

The steam railroad was at the peak of its development. Engines had already been made which would go one hundred miles an hour. On June 16, 1904, the first all-steel passenger coaches were put into service. There was not a great deal of building in this county because the necessary lines had long since been laid. At Marietta, however, there began in 1900 a survey by the Pennsylvania Railroad for the building of eight more tracks to relieve the freight jams that were developing in the Columbia yards. In 1901 the directors of the Lancaster, Mechanicsburg and New Holland Railroad Company met and decided to build a road covering those points under the terms of the old Act of 1868, but whether proceedings went further than that is uncertain.

There were still some steamships plying their trade in the county. At Marietta the little steamer Wild Cat chugged back and forth across the Susquehanna, and another at Columbia, the Helen. Just beginning to get publicity was the airplane. *The New Era* carried two long articles on this subject in 1901—the one proving finally and conclusively that the heavier than air flying machine was a mechanical impossibility in the same class as the perpetual motion machine. The other was a humorous article explaining a few of the crazier ideas on the subject. The headlines were: "AIRSHIP CRAZY Aerodromania is the Latest Word. Inventors who propose to Navigate the Air Submit Many Fantastic Ideas. The Aerial Vestibuled Express Train a Marvellous One." Others included the Langley machine (which actually did fly) and, the Flying Wheel.

Industrially a number of developments took place that much altered the character of the county's production of

goods. We read, in 1901, of the dismantling of the Donegal furnace in Marietta which had been erected almost sixty years before. It was the third of the six Marietta furnaces to be razed, a clear indication that what had for decades been the largest industry in the county was now in decline. Michigan ore and Pittsburgh coal were too plentiful to compete with. The Vesta furnace still was to be operated for some time longer, but the iron business was never again to take the leading place in county economy.

For the manufacturing of metals, however, a number of new plants came into existence. The New Process Steel Company was organized in 1907, was greatly enlarged in 1909 and later became the Lancaster Steel Products Company. On South Prince Street the old Union Lock and Hardware Company was incorporated, in 1902, as the Carbon Steel Casting Company of Lancaster. The Lancaster Iron Works came into existence in 1910, as an outgrowth of the Blickenderfer Foundry which was already a half-century old. The period 1900–1904 marked the beginning of factory production by the Safe Padlock and Hardware Company, run by Dulon F. Buchmiller. In 1906 the Lancaster Machine and Structural Works at Dillerville was incorporated; two years later the Rowe Motor Maufacturing Company began its operations here.

Perhaps most important among the industrial developments was the decision of the Armstrong Cork Company, of Pittsburgh, to erect a linoleum plant here. The factory at Mary and Liberty Streets, started in July, 1907, soon grew to be the largest plant of its kind in the world and has since given steady employment to thousands of Lancaster men and women.

The chocolate and candy business was growing rapidly. Just before the turn of the century the Lititz Condensed Milk Company was merged into the Kendig Manufacturing

Company, producers of Ideal Cocoa. The name was shortly changed to the Ideal Cocoa and Chocolate Company. Also in 1899 the American Caramel Company moved its headquarters to Lancaster. In 1902 R. F. Keppel and Brother, Inc., erected a plant here and expanded their activities again in 1907. In 1901 the Lancaster Candy Company on East Mifflin Street began the production of "Mother Hubbard Candy." Henry Christian Elias, starting with a capital of $74, put the "Elias Candies" on the market in 1908, and in the same year the R. E. Rodda Candy Company of Lancaster was incorporated.

In the county the shoe manufacturing industry started on a large scale. A. S. Kreider and Company, of Annville, decided to locate a $50,000 plant at Elizabethtown in 1901. Between that time and 1905, production there had grown from 200 to 2,500 pairs of shoes per day. At Akron, in 1900, F. B. Miller, A. N. Wolf and S. P. Hess, of Akron, and Frank J. Conlin, of Camden, formed a partnership for the manufacture of boots and shoes, operating as Miller, Hess and Company, Incorporated.

New woodworking industries were begun. Mr. J. H. Banzhof in 1900 founded the Keystone Planing Mill Company on Grant Street, moved to Liberty Street in 1904, and finally erected a large mill on New Holland Avenue. In 1904 the Benner Manufacturing Company, Inc., began turning out wooden toys and games. Among the well-known industries of Lancaster today which got their start in this decade are also the Herr Manufacturing Company which in 1906 began making mattresses, bed springs and cots on the third floor of Skeen's Bending Works, the Walter W. Moyer textile mill in Ephrata, started in 1908, and Mr. Christ. Kunzler's meat packing business, begun in 1902 on Manor Street. By 1909 Mr. Kunzler employed

twenty people, had four delivery wagons and had established a particular reputation for scrupulous cleanliness.

There were changes in established firms. The Rieker Brewery Company of Lancaster, and the Loder Brewing Company of Columbia both were sold in 1901, the former coming into the hands of a group of Westmoreland County capitalists for $200,000, and the latter going to Mr. Teschner of Baltimore for $88,500. The Christian Gunzenhauser Bakery moved into new quarters at Mulberry and Grant Streets. The newspapers called the establishment "one of the finest buildings in Lancaster and beyond doubt the finest bakery in the state." L. C. Reisner and Company, dealers in watchmakers' supplies and one of the best known manufacturing firms in the country for Elks and Masonic jewelry, moved into a new building at 25–27 West Chestnut Street.

One of the largest industries of the city and county was by this time tobacco. The Lancaster district was in 1900 the largest in its output of cigars of any in the nation. The cigarette trade was not yet sufficiently developed to run competition, and owing to the availability both of the raw material and the necessary skilled labor, Lancaster became the center of the cigar and tobacco business. It would be impossible to attempt any listing of tobacco firms; there were more than two hundred warehouses in the city and county and fifty local firms handling tobacco. Sometimes a million pounds of tobacco a day were received in the city. In 1906 the tobacco crop brought six million dollars. It was perfectly natural, therefore, that at the Louisiana Purchase Exposition in St. Louis, 1903 and 1904, the Lancaster exhibit should be largely tobacco. In a large frame keystone twelve feet high, and with a dozen showcases surrounding it, samples of leaf tobacco and various stages in the growing and processing of it were shown.

By 1909 Lancaster city was fourth in manufacturing among the cities of the state. Philadelphia was first, Pittsburgh second and Reading third. There were employed here almost 10,000 industrial workers in 300 establishments.

The agricultural census of 1900 showed that Lancaster County was still leading all its rivals in the annual value of its products ($9,210,815), and of its livestock ($5,071,838). Its 960 square miles of area then contained a population of 159,241. Its nearest rival in agricultural

LANCASTER COUNTY LANDSCAPE

wealth was the Chickasaw Nation, Indian Territory, with an area eight times greater.

It was in this period that a considerable controversy arose regarding Lancaster's claim to be the "Garden Spot" of the nation. In 1908 a Maine Yankee, visiting the city, picked up one of the Conestoga Traction Company booklets and almost exploded with indignation when he read the claim of our being "the richest farming county in the United States." He vehemently declared that he knew, and had seen figures to prove it, that Aroostook County, Maine, led the list. The statisticians then got to work and found that since the census of 1870, Lancaster County had led all others in value of products, and of live stock. Aroostook,

Maine, was 44th in the column. It is interesting that in 1880, nine out of the ten leading counties were in Pennsylvania and New York, whereas in 1900, the only county east of the Alleghenies was Lancaster, Pennsylvania—first on the list. The others were in Illinois and California.

Part of the reason for our agricultural leadership was the professional activity of the farmers themselves. There had been educational associations for years. In 1900 we read of the activities of the Farmers' Institute at New Holland. There a two-day program was put on in Henninger's Hall, with both local and visiting speakers. Some of the topics of discussion were: "How to keep some of the bright boys on the farm;" "Should agriculture be taught in the country schools?" "How much longer shall the American farmers continue to be dependent upon foreign ships to carry to market the surplus products of their farms?"

At Lancaster, President H. M. Mayer conducted monthly meetings of the Lancaster County Agricultural Society in the Grand Army Hall. There was considerable dissatisfaction manifested by members of the society at the disposition of modern farmers to talk politics instead of farming at their meetings. When the tariff and surplus commodities began to raise more discussion than farming methods and experiments, then the main purpose of the Society seemed lost, and it was dissolved in 1905. In 1909 the Lancaster County Agricultural Fair Association was chartered by the state with P. T. Watt, Allan A. Herr and I. C. Arnold as charter officers. The Octoraro Farmers' Club was still actively functioning after fifty years of service.

Along with farming, the stock business of Lancaster was booming. The Union Stock Yards were handling about a quarter of a million head of cattle annually involving a money transaction of almost four million dollars. There

was a tremendous winter feeding business connected with this and farmers took an annual profit of a million dollars on over-year stock alone. Frank C. Musser, one of the leading operators at the Stock Yards, was handling about 50,000 cattle, 10,000 hogs and 2,500 sheep annually, and had accommodations for seventy-five cars. It was due to the growing stock business that Nein and Fisher in 1900 established the Lancaster Grain Elevator and went into the grain and feed business on West Lemon Street.

The way of life of Lancastrians in the first decade of the twentieth century is easily reconstructed from the products to be found in the stores. These were the days when "planes" were something to shave wood, "swing" meant something to sit in, "Gas and Oil" referred to gas light and kerosene. Perhaps a haphazard list of the currently advertised commodities will be more realistic than one carefully classified. Kinzler's offered "Monarch Pats" (patent leather shoes) and "ladies' button or cloth top lace shoes." The Parisian Cloak and Suit Company at 26 E. King Street supplied automobile cloaks. At Rohrer's on the Square you could get Rye Whiskey "for the grip" at 50 cents, 75 cents and $1.00 per quart. Marshall and Rengier, 9–11 South Queen, were ready to supply the new bride with "haustires"—ranges, tubs, washboards, wash boilers, graniteware, clothes wringers, tinware, oilcloth and the like. The Standard Oil Company was still concentrating its main advertising effort on Eureka Harness Oil and Banquet Wax Candles for fashionable dinners.

If you were a visiting business man, you would doubtless have gone to the Lakeland Livery Stable, 153 North Queen Street, and rented a small rig for two dollars a day. In winter time, Edward Edgerley, on Grant Street, could have supplied you with sleighs. C. H. Siegrist, at the Keystone House Stables, announced that he was now ready to clip horses by electricity.

At Watt and Shand's you could have bought a suit anywhere from $7.50 to $18.75; Martin Brothers on North Queen were selling all-wool overcoats from $6.50 to $9.50. Zook's Jewelry Store had a new lot of "Special Mantle Clocks"—statues or columns supporting the dial—at $5.00. Cuckoo clocks also were available. You would probably have paused for a moment outside Shissler's Cigar Store at 52 North Queen to admire the wooden Indian before going in for a "Simon Pure," or perhaps to look over the phenomenal collection of pipes inside.

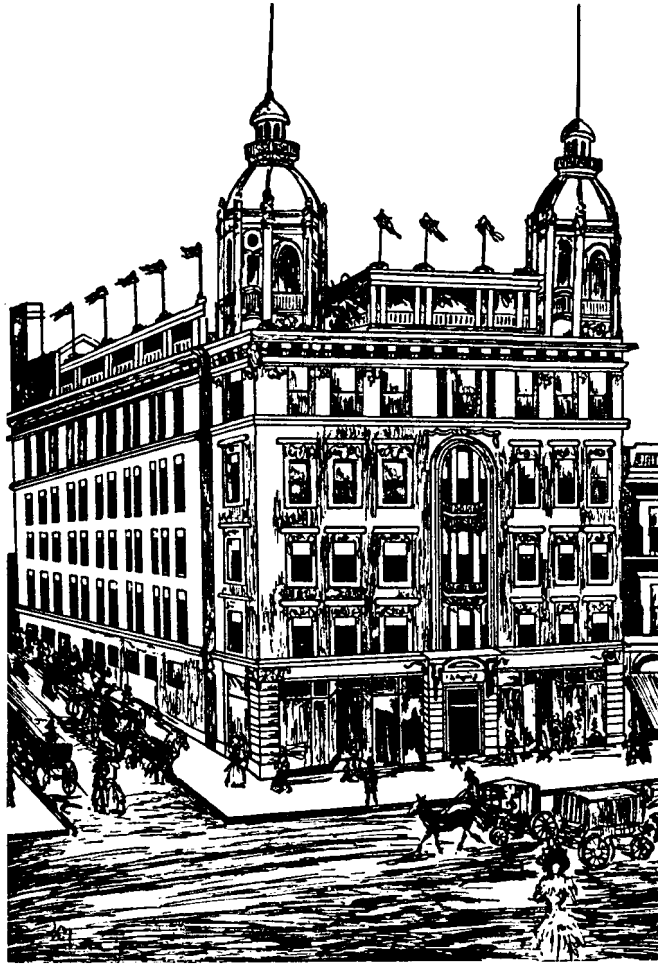
On the first block of East Orange Street there were two stores in particular to attract attention—the Columbia Phonograph Company, at number 27, and Deen and Schaum's Electrical Store at number 11. The Phonograph Company advertised: "Do you sing? Do you recite? Put a Graphaphone before you and take a record of your own voice. We have machines at $10.00 that do this perfectly. Complete with megaphone, mouthpiece, brush, needles, oil can and wrench kit." Records (still in the shape of cylinders) were 50c each. Of the Deen and Schaum store, the *New Era* wrote, on March 17, 1900: "Here for the first time in the history of Lancaster will be found a store containing every manner of electrical supply known to the business. The firm name appears in letters of electric light up and down the frame of the doorway. In order to facilitate trade, both telephones are in use." Here, indeed, was the last word in up-to-date equipment.

If an electric sign was "news," what kind of signs did proclaim to the public the names and mottoes of the stores? Apparently very unsightly ones of the overhead swinging variety. In 1904 the Board of Trade was busy agitating for "some improvement in the appearance of the main business streets" by having merchants voluntarily remove their squeaking, swaying boards of black and gold. Like

everything else, the overhead sign was so overdone that it failed to fulfill its purpose. The first man to have one got some real publicity, for his sign could be seen for blocks. When everyone had one, none was visible except from almost directly underneath. Electric and neon signs have gone through the same development until now, in many instances, business houses seek to attract attention by having no signs at all. It arouses curiosity. Many local merchants did remove their signs, and were given notice in the papers for their fine public spirit, but as an increasing number were taken down, those remaining grew proportionately more conspicuous and their owners decided to retain them. Eventually the city councils had to legislate them out of existence.

This was the great age of brass beds, cut glass, Welsbach gas mantles and Delery lights; of derby hats, Japanese matting and zinc-lined ice-boxes; of electric incandescent bulbs with a single coil of bamboo filament and a sharp point on the end of the bulb which too often played havoc with bald heads; of aluminum gas tip burners—"among the latest of the varied applications of this new metal. They produce a beautiful light and it is claimed they will last forever, being warranted not to rust, corrode, clog, or smoke, as all the carbon in the gas is made to produce light." The coffee percolator was just new, as were Peggy from Paris handbags, the Irish Mail Car for children, and John Philip Sousa's march, "The Man Behind the Gun"—25 cents at Kirk Johnson & Co. The latest washing machines were so simple that a child could rock them.

Anniversaries seemed to be kept in proper pomp and style. The Fourth of July was the signal for a host of advertisements for revolvers, ammunition and fireworks of all kinds. The beginning of the spring season was rigidly set by Rieker's Brewery, which advertised for weeks before



THE WOOLWORTH BUILDING

but would not let out a drop of Bock beer until May the first.

A number of new stores were set up. Leinbach and Company and Soutter, Buchanan and Young, both on North Queen Street, had been established in the preceding decade, but in 1900 the Woolworth 5 and 10 cent Store moved into new quarters in the biggest office building in town. This store had grown by 1900 to a chain of one hundred. The Woolworth Building was surmounted by an elaborate roof garden, since removed, which put on regular programs of vaudeville and theatrical entertainment. In 1903 Mr. I. Steinfeldt opened a new kind of business in Lancaster. Sunday papers were just new; stereopticans and magic lanterns were at the height of their popularity. Mr. Steinfeldt, therefore, set out as a newsdealer and post-card importer at 150–152 North Queen Street and soon demonstrated that his being the youngest business man in town did not prevent him from doing a good business.

In 1904 Dr. B. Frank Witmer and John J. Bair opened the Bair and Witmer Store at 51–53 North Queen Street, specializing in women's clothes. Westenberger, Maley and Myers, handling furniture, carpets and chinaware, opened for business at 125–127 East King Street in 1906.

Shoppers wandering about the downtown region had to keep their wits about them or they would be run down by bicycle fiends. Racing along on their Packer, Snell, Pierce Chainless, Cleveland, Tribune, Wolff-American, Columbia, Rambler, Stormer, Racycle or Futer Flyer machines, they were a menace to pedestrians that evoked frequent editorials in the daily prints.

With new stores and new industries, the population was growing and real estate men were busy providing homes. Yet, the rents were cheap enough. A brick dwelling with

front porch, hot air heat, bathroom and hot and cold water could be had for from $12.00 to $15.00 per month. It was in 1907 that the first apartment house in the city was built—the Hamilton Apartments at Walnut and Duke Streets.

Three real estate developments in particular were in full swing during the middle of the decade. John C. Hager, Jr., was interested in West Lancaster, the Lancaster Development Company was handling North Lancaster, an area approximately from Prince and Clay Streets to the Northwest, and Larter and Morris, the Fairview development, a part of the former Lintner estate along the Millersville Pike. The advertising and sales techniques of the North Lancaster and Fairview developments remind the modern reader strongly of the high pressure methods associated with the Florida or Los Angeles land booms. North Lancaster, for instance, offered free trolley and free automobile rides to prospects; promised to give away outright $5,000 to purchasers of lots with lucky numbers, and provided for easy instalment plan payment. At Fairview, where lots ranged from $89 to $249, the buyer could pay $10 down and $1 per week. Full page advertisements, containing maps, pictures of sample homes and arguments against landlords ran in the newspapers for months. But in North Lancaster, most of the "home lots" were ultimately sold as industrial land—much of it to the Armstrong Cork Company and others.

The rising population also created a need for restaurants. Two that were particularly prominent in their day were S. K. Nissley's across from the railroad station at 14 East Chestnut Street, and R. P. Antes' Sprenger Cafe and Restaurant on Centre Square. Mr. Nissley started in business about 1900 and soon had developed not only a local but a national reputation. Those who wanted a "typical Dutch

meal" could get it there, and a good one, too. Whenever beggers came in for food, Mr. Nissley would make them read from the Bible the second chapter of Romans in front of witnesses before he would give them anything. Antes maintained a business men's luncheon bar on the first floor of his establishment and a formal dining room for ladies or banquets upstairs.

One new bank was established. The Union Trust Company opened for business at 26 East King Street in March, 1902. In 1904 the Farmers National Bank of Lancaster was changed into the Farmers Trust Company. The Lancaster County National Bank was doing an increasingly active business with county depositors. The Lancaster Board of Trade brochure issued in 1909 for the purpose of interesting manufacturing enterprises to move to Lancaster said of it: "From its foundation its customers were largely from the rural population; its business extending in all directions to the very borders of the county. The confidence of the people, which The Lancaster County National Bank enjoys, rests not so much on its attractive capital, which is the largest in the city, as on the prudent and wise conservatism of its management. It does a general banking business; engaging in no speculative ventures of any kind."

There were some curious and some extremely important developments in education. In 1900 it was "frequently reported by parents that their children in our public schools were overtaxed with lessons of undue length and severity," and these statements were corroborated by the teachers, who said they were powerless to change the condition. The matter was investigated, the School Board found that "the children's lessons have been too long and taxing and the examinations too frequent and severe and at times even unjust," and extensive modifications were made which

must certainly have brought joy to the hearts of some hundreds of young Lancastrians. Next the Board planned for the construction of a new high school to replace the one located on the site of the present postoffice. On May 27, 1904, the cornerstone of the Stevens High School at Chestnut and Charlotte Streets was laid. The building, when completed, was described as "far and above the most pretentious building devoted to educational purposes in our city." Other important steps forward in the educational field were the erection of a new science building, now known as Stahr Hall, at Franklin and Marshall College in 1900–1901; the building of the extensive Franklin and Marshall Academy structure in 1907–1908, and the beginning of the Stevens Industrial School in 1908.

No less active was the growth of philanthropic enterprises and institutions. The Lancaster General Hospital, which had been confined to hardly desirable quarters at 322 North Queen Street since 1893, got a state appropriation in 1901 and construction of a hospital was begun on the present site. The cornerstone was laid in 1902, and additions were built to the original plant in 1905, 1908 and 1912. At Elizabethtown the grounds for the stupendous Masonic Home project were purchased in 1909 and work was started. These homes were expected to be, and have become, a showplace of the nation. Literally millions of dollars have been poured into them, and the visitor need not look long to discover where and why the money was thus invested. In 1909, also, the A. Herr Smith Free Memorial Library was opened to the public as a result of the goodwill of Miss Eliza E. Smith and the co-operation of the City Councils and the City School Board. It was in this era that the bequest of Catherine H. Long made possible the building of the Long Home for the aged, and of the creation of Long's Park. The city, too, became

interested in the park problem and began to clean up the old west end reservoir, ultimately to become the present Buchanan Park.

The amusements of the period were not unlike those of our own day. The movies had made a semi-professional appearance at the Tropical Ice Cream Garden, 116 North Queen Street, where pictures were shown free of charge every evening at 8 P. M. on the very latest model projection machine. Some of the titles were: "The Bombardment of Port Arthur"—a news reel of the Russo-Japanese War; "The Up-to-date Barber," "The Photographer's Mishap," "The Living Dummies," "The Poachers," etc.

The Fulton Opera House was continuously busy with repertory troupes, musical comedies, and concerts. In 1901 a Mr. George M. Cohan acted the part of Algy Wheelock in his own play "The Governor's Son" in its second production. The local critic wrote of the performance, "Here is a young man who to fame will evidently not be unknown." In 1904 Mildred Holland played Catherine the Great in E. C. White's play, "The Triumph of an Empress." Some of the repertory offerings by Thomas E. Shea's group were "The Voice of Nature," "Man of War's Man," "The Snares of New York," and "Maverick Brander." "Uncle Tom's Cabin" still drew crowds and tears. Some Lancaster boys, George and Harry Goodhart and Tom Daily decided to cash in on its popularity and had specially built in 1900 an "Uncle Tom's Cabin Car" for putting the show on the road. They had places for three bloodhounds, a donkey, a pony, wardrobe, scenery, and the troupe and were doing splendidly until they were burned out in Kent, Ohio.

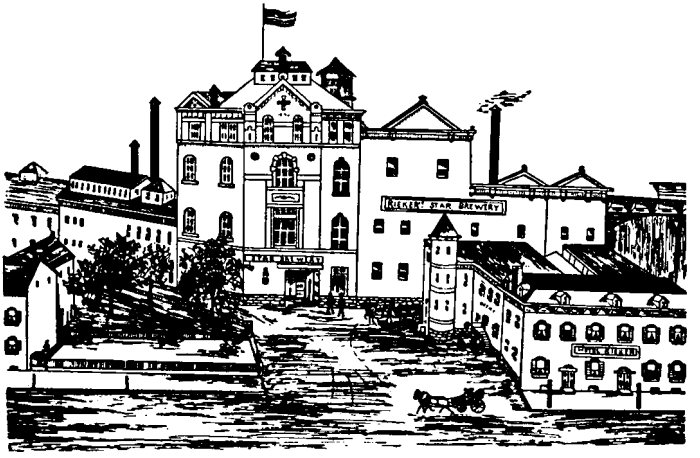
Those not inclined to the legitimate stage could find plenty of vaudeville entertainment either at Woolworth's Roof Garden or at Rocky Springs Park.

The sporting set were interested in golf and fox hunting. On March 10, 1900, the following item appeared in the papers: "A number of well-known young men of this city have decided to organize another country club, the main object of which will be to indulge in the fascinating game of golf. The name of 'The Lancaster Country Club' has been adopted and the Court will be asked to grant it a charter in the near future."

As for the fox hunting, it was a persistently pursued sport all over the county. At New Holland, Lytle Skyles, proprietor of the New Holland House and member of a noted fox-hunting family, often conducted hunts. At Quarryville, in February, 1900, five packs of hounds were used in a chase of "Big Tom of the Conowingo," a fox who had led a number of chases and had always managed to escape. This time he did, too—holed in at Hopkins Furnace, but as digging implements had been forgotten he could not be dug out and was never seen again. The party returned for the customary dinner at the Armstrong Hotel in Quarryville. The same spring several foxes were seen on an ice-floe at Shank's Ferry and were caught by sportsmen for hunts. Paradise, Manheim, Mountville, Turkey Hill and a host of other places are mentioned in connection with these hunts.

There was a well-organized circle interested in sporting birds. We note items like these in the papers: "Jan. 5, 1900: A chicken fight between Columbia and Harrisburg birds was held somewhere near Columbia last night. Seven battles were fought, five of which were won by Columbia. The fight was for $100 a side on the main and $20 a side on each battle. The main was to consist of nine battles, but at the end of the seventh the fighting was stopped as the Harrisburg sports were dead broke." On another occasion it was reported: "The deepest woe prevails among those

members of the cock-fighting fraternity of Lancaster who attended the cocking main fought on Wednesday night near Chester. Not because Lancaster was defeated then, for they won six out of seven battles, but because their birds were seized at Philadelphia, while they were on their way home, by agents of the S. P. C. A. and this morning came the mournful word that the chanticleers had all



THE STAR BREWERY

been beheaded." It was later reported that the police had been supposed to raid the fight but didn't because there were too many people there (over 500), and because some of the officers had bets.

Some of the local saloons where the sporting brotherhood held forth were given a sample of Carrie Nation's joint-smashing hatchet brigade. It was in 1901 that Carrie was going full tilt in Topeka and Kansas City, and in March of the same year one of her disciples came to Lancaster. "Miss Ellen E. Eldred, an emulator of Mrs.

Carrie Nation, the 'saloon smasher,' is in Lancaster and was a good deal in evidence on Saturday evening. She hasn't done any smashing yet. She visited a number of bar-rooms followed to some of them by crowds of curious men, and while in the saloons, the latter's business appeared rather to boom than otherwise. Miss Eldred sold tracts, the price of which was stated in doggerel verse at the head of the tract, as follows:

'If to buy this you should choose
It is only the price of a glass of booze.'

In one bar-room from which she was compelled to retire she declared that 'while robbers only take a man's purse, liquor sellers take their brains.' Outside of the bar-room she began haranguing the crowds that had collected and a very tipsy man afforded amusement to the spectators by endeavoring to get up a temperance argument with the speaker. Officer Harry Dorwart cut short her speech. Before starting off she presented the policeman with one of her tracts, informing him that its perusal would do him good."

There were many other phases of popular amusement. Bowling was the rage then, as now. The Franklin and Marshall College alleys were in constant use by industrial leagues and private groups like the Hummel Club which included boys and girls. Baseball was played by every organization that could muster nine men. The papers reported games among dozens of local teams. Shad fishing was still a top sport, and it was predicted that with gradual crumbling of the old timber and rafting dam across the Susquehanna at Columbia the fish would soon be going all the way up the river. Those who predicted better fishing on this account were soon to be disappointed by the beginning of the Holtwood dam.

Here, then, was Lancaster, going into the first ten years of the twentieth century. It was, for all its growth, still a country town, depending for its character and very existence upon the rich flow of materials and wealth from the county. Said Mr. W. U. Hensel of it: "This county is unique in the world for its industry, thrift and material resources. In all this there has been a spirit not only of commercial activity, but of integrity—a confidence that when a man puts a dollar in the bank he will get a dollar out."

CHAPTER EIGHT

War and Peace

1911–1921

A FEELING of complacency amounting almost to smugness prevailed among the people of Lancaster City and County during the opening years of the war decade. In place of the crusading spirit which had brought such gratifying results during the preceding ten years in the form of business and industrial expansion, there seemed to be a disposition to go quietly about the work at hand rather than to develop new fields. There was a continuing increase in the volume of business transacted in the county, to be sure, but no such spectacular developments as, for example, the building of the interurban railway system by the Conestoga Traction Company, the construction of the great Holtwood dam and power plant, or the locating here of such internationally famous industries as the Armstrong and Stehli corporations. Newspapers were hard put to it for headline material. In 1911 the war between Turkey and Italy, the coronation of King George V of England, and the celebration of President Taft's silver wedding anniversary ran about a dead heat for front page space.

In that year Mr. E. M. McGinlay, of the State Department of Commerce and Labor, reported that the city of Lancaster was in extremely sound financial condition. It was the only city in the commonwealth, except Johnstown, in which the cost of street paving came out of the municipal treasury. It was also the only city among the third class group, except Johnstown, that did not have a large

amount of special assessment bonds outstanding. But despite this the tax rate of Lancaster was lower than all others with the two exceptions of Wilkes-Barre and Allentown. The city was furthermore one of three in the commonwealth which removed rubbish at the expense of the municipality. It is no accident that visitors have carried far and wide Lancaster's reputation as a "clean city." For a while that reputation was at the expense of a neighboring community, because at the time of the World War the refuse from the county seat was sent out to a piggery just beyond Rohrerstown. There were times when the press reported that the only safe way for a person not acclimated to the locality to get within close range was to wear a gas mask, and even then there was grave danger of being overcome temporarily. If the War did nothing else, it freed the citizens of Rohrerstown from their unpleasant lot by driving up the price of pork to a point where it was more profitable to sell the pigs than to rent them out as scavengers.

One of the outstanding landmarks in the social history of the city and county was the work of the local Law and Order Society in the suppression of vice and in cleaning up the conditions which had formerly permitted vice to thrive. In February, 1914, there was launched a great semi-public, semi-secret anti-vice crusade which exposed such unbelievable rottenness, and achieved such phenomenal results that it became a program which received recognition and imitation all over the nation. While the Society has never since so much occupied the public mind as it did then, it has continued to function actively and effectively to prevent such a situation from arising again.

A number of buildings which have become inseparably bound up with local life were erected in this era. The present club house of the Lancaster Country Club was

opened for use by a tea and dance on Saturday, December 20, 1913. In 1917 the Y. W. C. A. building was put into service, and in the same year the Hotel Brunswick doubled its size and the Stevens House underwent extensive improvements. Also in 1917 the Lancaster Water Works bowed to the march of invention. As part of the $125,000 water improvement program, its steam pumping equip-

LANCASTER COUNTY COVERED BRIDGE

ment, ten years before the pride of the city, was completely torn out and a new set of electric pumps was installed, drawing power from Holtwood.

With these few remarks to identify the period, let us pass along to some special phases of Lancaster life. Changes in transportation, while not so obvious or thrilling as the building of the railroads or the introduction of the trolley car and automobile, were no less important. The main ones were paving the roads and freeing them from toll charges. Polk's City Directory for 1909–1910 lists twelve

turnpike companies in Lancaster County, all still collecting toll. One by one these were bought out by the state and the roads made free to public use. Of especial interest was the purchase of the Lancaster and Susquehanna Turnpike for $80,000 in August, 1918. This purchase freed the last stretch of toll road (from Lancaster to Columbia) on the entire Lincoln Highway, from coast to coast.

Automobiles had come into general use, but it was still necessary for the driver to be his own mechanic. Newspapers carried a "Motoring Department and Question Box" in which the inquiries related not to routes and detours, but to mechanical difficulties—how to prevent the crashing of gears, how to keep the radiator from blowing up and spraying boiling water on the passengers, how to install ammeters, how to fix slipping clutches, how to build a self-starter, how to determine the durability of tires studded with steel buttons. The following question and answer intrigue the imagination:

"Q. Have heard that ether added to gasoline gives more power. How much can I add to five gallons of gasoline without blowing off the cylinder heads? A. Leave such explosives alone!"

On the river attention was centered on Pequea and Holtwood. The dam had created a lake which bid fair to make Pequea one of the main summer resorts of eastern Pennsylvania. In 1911 the Lancaster and York Furnace, and Lancaster and Southern railroads were rebuilt by George B. Atlee and Company, their new owner, and put into service. The new "scenic route" from Millersville to Rawlinsville, Mt. Nebo and Pequea was widely advertised, and the latter community did develop into a splendid resort. It was unfortunate for the future of the roads and of the Pequea settlement that Mr. Atlee died not long after the railway project had begun operation.

At Holtwood the greatest public interest was attracted not by the increase in capacity of the power plant from 3,000 horse power in 1903 to 20,000 in 1917, but by the experiments conducted in the erection of a fishway over the dam. The hue and cry of the shad fishermen was sufficiently impressive to induce the power company to go to considerable trouble and expense in an attempt to bring the fish up a man-made waterfall. As it was a problem that aroused the attention of fish and game experts not only in this country but in Europe as well, there was some justification in fact for the rather sweeping announcement made in April, 1914, just before the new fishway was tried out, "The World is Looking Holtwoodward." That being the case, it was too bad that the experiment was not a success.

The wireless was beginning to come into commercial use. In 1913 the Hamilton Watch Company decided to install receiving apparatus to get the government standard time signals from the Arlington Naval Observatory every day. There are few Lancastrians who will not remember the great radio towers and experimental station of Dr. McCaa at the crest of School Lane, west of the city.

As for air travel, that was still a contest between distinction and extinction, so far as the pilots were concerned. The general public, despite an abysmal lack of knowledge, was air-minded in conversation. Take the following "joke," for example, which was current in 1915: A lady passenger in an airplane suddenly exclaimed to the flyer, "Oh, pilot, you must go down. I've just dropped my turquoise pin overboard." Quoth the pilot, "Be calm, madame. That isn't your pin, it's Lake Erie." But as will be obvious from the above, very few had ever seen a real plane, much less been in one. How distinct a novelty was the sight of a ship is clearly indicated by the

circus-day crowd which gathered at Buchanan Park to see the three army planes which arrived there in October, 1918, to publicize the Fourth Liberty Loan campaign. Factory whistles were blown, and bells rung as soon as the hum of the motors was heard, and schools, plants and business houses were closed to give everyone a chance to see what was for many their first airplane.

In January, 1914, the Y. M. C. A. of Lancaster inaugurated a "Made in Lancaster Exhibit" with the purpose of familiarizing the citizens with the great variety of products manufactured in the city and county. A description of the show will afford a pretty good idea of the industrial life of the community just before the World War. Champion Blower and Forge Company displayed its "Champion" cream separator, hand and electric blowers, drills, lathes, shrinkers and screw plates. John W. Eshleman had all kinds of feed in a case to illustrate how 45,000 tons of it had been consumed during 1916. The Monitor Bi-Loop Radiator Company introduced "the greatest improvement in heating apparatus since 1901." Barry and Zecher displayed hand pumps and motors. Steinman Hardware Company showed all kinds of food choppers, cherry seeders and kitchen utensils, all manufactured in Mt. Joy. The Lancaster Paint and Glass Company had a full line of ready-mixed paints. The Quarryville Lime and Stone Company traced the entire process of preparing lime for the market. Fidelity Electric Company displayed motors of all sizes, featuring an electrically-driven sewing machine. Mac-It Parts Company exhibited "the strongest set screw in the world." The Fraim Lock Works, the Safe Padlock and Hardware Company, and the Keeley Stove Company of Columbia all had their regular products on show. The Manheim Manufacturing and Belting Company acquainted visitors with

"Veelos Belting," over a foot wide. The Manheim plant was the only one in the United States manufacturing industrial belting of such a large size. Controlled humidity in the home was explained by the Normal Humidity Company of Millersville, makers of the Herr Humidifier.

George W. Anne and Son offered a miniature model of their product—fire escapes. The Penn Swing and Ladder Company exhibited theirs full size. Samples of engravings, jewelry and watchmaking were shown by the Bowman Technical School. The Hamilton Watch Company had its finest timepieces on display, a local product that had done a giant share in putting Lancaster on the map. The company was pleased that the very week of the exhibit the York Railways Company issued an announcement that the Hamilton watch had been adopted as the official timepiece of the company, and purchased 185 of them to present one to every employee. A newcomer to Lancaster, the Watson Manufacturing Company, presented cedar chests at the show, but its larger business was with the breeding of chicks and the making of large scale brooder and incubator equipment. The Klein Chocolate Company of Elizabethtown and Charles F. Adams of Lancaster represented the candy-makers.

Life preservers for children and adults were a part of the Armstrong exhibit. Often the remark was passed at this booth: "Who ever thought that life preservers were made right here in the city?" The list of exhibits was a long one which we will reproduce here as briefly as possible:

Heinitsh's, upholstery and furniture.
Benner Manufacturing Company, hobby horses and wooden toys.
Horn and Johnson, draperies and home decorations.
Phillip Shum and Son, blankets, quilts, coverlets, rugs, and carpets.

Hobart's Penny Peppermint Rolls.
Herr Springs and Mattresses.
Ernest H. Miller's, Keystone metal weather strips.
W. W. Moyer, Ephrata, "KO-Zy" undervests for women.
Pennsylvania Soap Company, toilet soap and washing powder.
Trout's, book binding.
Levan's, pastry flour.
John E. Weaver, peanut butter.
R. L. Gerhart, coffee and tea.
Lancaster Vinegar Company.
H. L. Hoffmeier, cut glass.
Westerhoff Brothers Company, of Ephrata, crepe silk.
Lancaster Sanitary Milk Company.
Mack Company, automobile bodies.

These names complete the exhibitors at the "Made-in-Lancaster" show of 1917. Many concerns were not represented there, such as the S. R. Moss Cigar Company, P. Lorillard Co., the American Cigar Company, Farnum and Company, owners of the Conestoga Cotton Mills, the Stehli Silk Corporation, Follmer, Clogg and Company and Rose Brothers and Company, both umbrella makers, the Lancaster Chemical Company, the Henry Martin Brick Company, Slaymaker Lock Works, American Caramel Company, Hubley Manufacturing Company, Star Ball Retainer, New Process Steel, Lancaster Machine and Structural Iron Works, Independent Foundry Company, Fichtel and Sachs, Penn Iron Works, Columbia Grey Iron Company, and a good many more of less prominence.

These lists may be dull reading, but there is no way in which the variety and extent of the manufacturing enterprises of the city and county can better be presented than to put most of them down for the cumulative effect. Among the plants mentioned, many had far-flung reputations for both their size and the excellence of their products.

The Stehli Silk plant at Rossmere was supposed to be the longest in the country, Armstrong's linoleum plant soon grew to be the largest, Hamilton came to be internationally known as "The Watch of Railroad Accuracy," the Watson Manufacturing Company sent brooder equipment to every continent and handled chick orders in terms of millions, Follmer, Clogg "Kept America Dry," the lock companies made it increasingly burglar proof.

A few statistics will indicate the nature of the industrial progress of the city and county between 1909 and 1919:

LANCASTER CITY

	1909	*1914*	*1919*
Number of establishments ..	305	304	285
Value of products	$15,934,000	$20,001,000	$48,026,000

In the whole county, in 1919, there were 906 establishments making products valued at $112,445,407. The size of these establishments is interesting.

LANCASTER CITY, 1919

Number of plants	*Annual value of product*
10	Over $1,000,000
12	$500,000 to $1,000,000
48	$100,000 to $500,000
69	$20,000 to $100,000
76	$5,000 to $20,000
70	Less than $5,000

COLUMBIA

4	Over $500,000
10	$100,000 to $500,000
12	$20,000 to $100,000
20	$5,000 to $20,000

The increase in value of products between 1914 and 1919 was 214.2% in foundry and shop products, 69.5%

in tobacco, 89% in confections, 180.4% in hardware, and 109.9% in bread. The figures for cotton, silk, leather, linoleum and watches are not available because, as the Census Bureau states, they could not be shown at that time without disclosing individual operations.

At the time of the establishment of the Federal Reserve System in 1913, Lancaster was considered as one of the points at which a branch bank might be established. Congressman W. W. Griest, in urging the selection of Lancaster, presented strikingly the financial status of this area in comparison to other talked of spots in the nation. "As a financial center," he said, "Lancaster outranks most of the places mentioned as regional reserve points. In Lancaster County there are 48 banks and trust companies, the deposits in which now amount to $35,000,000. Compare these figures with cities that are now being urged for regional reserve bank centers and you have Atlanta, with deposits of $22,000,000; New Orleans, $25,000,000; Washington, $30,000,000; Seattle, $35,000,000; and Denver, $45,000,000. On a per capita basis Lancaster is almost at the very top, outranking Chicago and Philadelphia, and standing next to New York, and these three cities have the greatest deposits. The deposits in the banking institutions of Lancaster County at the present time average $210 for every man, woman and child in that county, while the per capita amount in Philadelphia County is only $188, in Cook County, Illinois, including the city of Chicago, $170, and in all the counties composing greater New York, $254. These figures speak for themselves, and they certainly put Lancaster on the banking map of the United States in big black letters. If this administration is looking for the most frugal, healthy and prosperous banking and business community in this entire country, Lancaster is the place it is looking for, small and rural though it be."

The banking business of the community had increased so considerably that in February, 1910, the Lancaster Clearing House Association was organized. Clearings through the association were:

1910	$ 55,000,000
1911	76,000,000
1915	96,000,000
1917	120,000,000

The European War and the armament program at home tremendously increased the business prosperity of the community. The New Year's Day editorial of the *Lancaster New Era,* 1917, states: "In the year that went down into history at midnight Sunday it is safe to say that the Lancaster mercantile establishments, manufactories, banks and the people in general enjoyed the greatest period in their history. Were no other fact to be adduced to prove this claim than the statement of the Lancaster Clearing House Association, that in itself would be sufficient, for it shows a gain in banking transactions in this city over the year 1915 of $5,407,710.15. Nor has this prosperity been confined to the city. The county also has experienced a year of great financial returns."

But even prosperity has some flaws in it. With prosperity comes a mean-looking customer whom cartoonists call "H. C. of L." The cost of living was high, very high; in fact, so high that with the poorer classes of people the question of existence was a serious one. It is curious that while Lancastrians were putting through local ordinances to prevent dealers in foodstuffs from unnecessarily increasing prices, they were at the same time actively petitioning the United States Congress to raise the tariff on Argentina beef and complaining bitterly that South American competitors were cutting the price too much. The stock yards

at this time—just before the war—were handling 700 head of cattle a day, or almost a quarter of a million a year. It is no wonder that Mayor McClain, president of the Lancaster Livestock Exchange, went to bat on the tariff question.

There were no particular developments in farming up to the time of the war. The Lancaster County Farmers' Association and the Lancaster County Tobacco Growers' Association were both active. Tobacco was still the key crop, and had brought more money into the county than any other. It was estimated that since 1860 about one hundred million dollars had come to the county through tobacco, and that of this vast sum fully eighty percent remained, going into the pockets of farmers and their croppers.

While farm income and the value of the total farm crops continued to rise, the value of industrial products now far outstripped that of agricultural products. In 1919 the total crop valuation for the county was $32,191,563, and the value of industrial products was more than $112,000,000. Tobacco, cereals, hay and forage and vegetables made up most of the total. The following table comparing 1910 with 1917 will show the extent to which agriculture was cashing in on the general prosperity:

	1910	*1917*
Value of all crops	$13,000,000	$30,000,000
Value of tobacco	3,500,000	10,000,000
Value of corn	1,643,000	6,000,000
Value of wheat	2,025,000	5,775,000
Value of potatoes	573,000	2,500,000
Value of forage	2,287,000	2,500,000
Value of vegetables	1,137,000	2,200,000

By 1919 there were 11,307 farms in the county, 6,500 of them owned and 4,500 run by tenants. The average size of county farms was between three and one hundred acres.

The impact of the war is the matter of greatest importance in this ten year period. Lancaster was in military dress a year before the struggle with Germany began through the service of four local detachments on the Mexican border. These troops, Company K, Fourth Regiment, the Fourth Regiment Machine Gun Company, the Fourth Regiment Band and the Sanitary Detachment, returned home after six months at the border, on Sunday, January 14, 1917. They arrived in a blaze of glory, for never in its history had the Red Rose City seen such a demonstration, and probably the only one that outshines it to date is the Armistice celebration. For a week the return of the troops had been expected, but no one could get definite information when the train was due to arrive. Consequently everyone was keyed up, and when the date of the arrival became definite, thousands poured into Lancaster from the county to join the throng already overflowing the old station. The magnitude of the reception surpassed anyone's expectation.

The men were given a tremendous ovation as they paraded to the armory, and that evening were treated to a banquet in the Stevens House ball room, which was still decorated with patriotic symbols and a huge American flag in electric light bulbs which had been put up for the New Year's Eve Bal Masque. Hon. Bernard J. Myers was toastmaster. Mayor H. L. Trout congratulated the men on their "six months' strenuous duty in the service of your country and defense of your flag," and continued with the ominously prophetic words: "Should another alarm be sounded, I know you will answer the call to arms with as hearty a response as you did on June 24, 1916." They had not long to wait for that call.

Just about a week later the citizens were startled by the following headline, in large, bold type, streaming across the front page of the newspapers:

IN THE NAME OF GOD THE FATHER!

The article continued: "Let us stop the slow starvation of one million Belgian children. One million Belgian children must have an extra ration each day or they are going to die of slow starvation. This extra ration consists of a *biscuit* made with *lard* or *fat,* and a cup of cocoa. *That is all,* but it is enough to arrest the degeneration of the growing child. *That is all;* but it is enough to check the ravages of tuberculosis, rickets, and other diseases that have begun to develop with appalling rapidity among the undernourished children. *That is all,* but it means the difference between life and death, between continued vitality and slow starvation. One biscuit a day. 'A little more, and oh, how much it is'."

Lancaster threw itself into the campaign with such fervor that within a fortnight Herbert C. Hoover sent the following telegram to her citizens: "*The Literary Digest* has told me of the magnificent work you are doing for the children of Belgium. Had I the time, I would have been glad to have gone to Lancaster to meet your citizens, but fortunately they are of a type of American which does not need to be brought face to face with distress to have their hearts and their purses opened. I thank you and them in behalf of the children of St. Croix."

The formal declaration of war by the United States against Germany on April 6, 1917, was not the signal for celebration. Everyone knew what it meant, and what it meant was not a matter for jollification. There was a huge preparedness parade on Saturday, April 7, but almost no cheering or shouting. Those in the parade marched in

silence; those standing on the sidelines watched in silence. The caption given by the newspapers to the event was concise and correct: "LANCASTER DETERMINED."

It did not take long for the war machinery to get moving. The Lancaster Military Training Corps was organized the day of the declaration, and the old Lancaster Cadets, a fine drill company of earlier days, re-organized. The Pennsylvania Women's Preparedness Society busied itself with collecting and making garments. Posters soon dotted the streets and highways: "Food Will Win the War. Don't Waste It!" Unused land was everywhere put under cultivation. The Lancaster Steel Products Company, the Bearings Company of America, the Hamilton Watch Company, the Conestoga Traction Company, Slaymaker Lock, Armstrong Cork, Franklin and Marshall College and numerous others formed "Garden Plot Associations" and started war gardens. The Chamber of Commerce encouraged the idea and requested information regarding available vacant lots. Within a few days over a hundred had been offered for use. The citizens of Lancaster were afforded the opportunity of a chuckle at the expense of the Philadelphia Main Line when some of that gentry, wishing to engage in patriotic agriculture, had to send for Lancaster County farmers to show them how to grow a crop.

By May the volunteers began to go. The Franklin Club, at the College, boasted that it had given more men to the country's service than any other single organization in the city. Thirteen of the club's twenty-three members enlisted. Thirty per cent of the college students had enlisted before the war was a month old. Many of them went to officers' training camps at Fort Niagara or Plattsburg. "Lancaster lads are taking to the life like ducks to water," ran one feature article on the camps. "Hook Mylin has

lost his swagger with a real honest-to-goodness military walk. He is popular among the men of the 5th and he has Herbie Schaffner as a bunkie." The marching songs were "The Old Gray Mare," "Tipperary" and "Marching through Georgia." Meals were good, the beef stew was the real stuff, and everything was fine except that there was no butter and jam.

Lancaster soldiers figured in some of the most dramatic events of the war. Boone Bowman, son of Dr. J. C. Bowman of the Theological Seminary, was the first American to plant the Stars and Stripes in German-occupied territory. He was in England and joined the British so soon as the United States declared war. On a mission to rig a telephone line inside the enemy lines, he took a small flag along and planted it on the enemy side. Lancaster's Regiment was with the first A. E. F. as they swung down Piccadilly to be reviewed by the King and to see the Stars and Stripes waving at one end of the Houses of Parliament, and the British flag at the other. On December 1, 1918, local boys marched to the tune of "Maryland, My Maryland," down the Kaiser Platz in Treves, the first German city to see an American Army of Occupation.

The first Liberty Loan drive went rather slowly here. The newspaper editors, pushing hard to get the quota filled, were forced to write, in June, 1917: "It is not creditable to Lancaster city and county that, after all the effort that has been made, only about one-half the amount of the Liberty Loan which has been apportioned to them has been subscribed. This is particularly true since the amount apportioned to this city and county, $3,000,000, was not the maximum but the very minimum of what they were expected to do. That, with the date of issuing the bonds only a week off, there still remains half our share to be taken up, would seem to indicate that a call for

money has a chilling effect upon our patriotism." Just three days later Lancaster went over the top of the loan, oversubscribing it by $270,050.

It was not until 1918 that the war began seriously to pinch; it was not until then that the war was brought home to many in the form of casualty lists. Morale was kept at an exceptionally high pitch throughout. This was partly due to a series of exceptionally fine speakers who came to Lancaster during the war period to arouse public spirit, and it was due partly to the innate character of the people who were determined to do the right thing and to do it well. When gasless Sundays were proclaimed, voluntary vigilante groups reported to the newspapers the license tags on cars out obviously on no particularly important business. The names of the owners were secured and then published on the roll of dishonor. At Buchanan Park there were periodic "Liberty Sings."

It was necessary not only to stimulate enthusiasm, but as well to arouse hate. These two are the basis of morale in all wars. A sample of the means used to create the latter is given in the following speech of Bishop Quale, which was published in the local papers on October 23, 1918: "Germany has ravished the women of Belgium, Servia, Rumania, Poland, Armenia; Germany murdered the passengers of the Lusitania and struck a medal to celebrate that German triumph two days before the horrible occurrence; Germany has ruined cathedrals and cities in sheer wanton fury in such fashion as has not been done in all the wars waged in Europe since the days of the building of the cathedrals; Germany has poisoned wells, crucified inhabitants and soldiers, burned people in their houses, and this by system; Germany has denatured men and boys; has wantonly defaced the living, the dying and the dead. An eye-witness tells of seeing women dead at a table with

their tongues nailed to the table and left to die. Germany has stolen things, little and big; playthings from children, finery from women, pictures of incalculable worth, bank deposits, railroads, factories; Germany has sunk hospital ships, has bombed hospitals and Red Cross camps; Germany has disclosed neither decency nor honor from the day it started war, nor has a single voice in Germany to date been lifted up against the orgies of ruthlessness which turn the soul sick and which constitute the chief barbarity of history; Germany remains unblushing and unconscious of its indecency; Germany's egotism still struts like a kaiser; and to climax its horrid crimes, Germany has inflicted polygamy on the virgins of its own land."

The summer and fall of 1918 were a mixture of rejoicing and sorrow; rejoicing at the splendid victories that were being won in the field; sorrow at the inevitable cost of those victories. Then rumors of peace began to come through. The German line was badly broken, there was rioting inside the country. Certainly it couldn't last much longer. American pulses were quickened by a false report of an armistice a few days before the official announcement was made. Newspapermen kept a continuous vigil. In Lancaster not only the news men but the ranking public officials and the night operators at the various industrial plants were primed for their work the moment the news should arrive that the war was over.

Finally, on Tuesday morning, November 11, 1918, at 2:46 A. M., the news came over the wire. Word was immediately flashed to Mayor Trout, who notified Secretary Weise and had the Court House bell rung. That was the signal everyone was waiting for. The Lancaster Steel Products Company, the Armstrong Linoleum plant, the Stehli silk mill, and the American Caramel Company whistles began a long jubilation, starting in the

order named. The latter had a contest with the Sprenger Brewery, which the brewery won by keeping its whistle blasting continuously from 3 A. M. to 5:30 A. M. James Smithgall, janitor of the Reformed Theological Seminary, with three sons in the service, signalled the people of the west end by ringing the great Seminary bell—a privilege he said he would not have missed for a good deal.

By three o'clock there was a perfect pandemonium of noise; people seemed to spring from their beds directly downtown, and within fifteen minutes North Queen Street was a yelling mass of humanity, in half the semblance of a parade, with F. and M. Academy boys prancing about in pajamas, a group of girls carrying a huge American flag, impromptu drum corps equipped with dish pans, washboards or any noise-makers available, and automobiles roaring with cutouts open, motors backfiring and klaxons snarling. The parade followed no particular route—the crowd followed where the mayor happened to lead, but they kept at it until well after sunrise. When the sun came up a new flag was hung out at the *New Era* office window and the crowd sang the national anthem, "Oh, Say, Can You See by the Dawn's Early Light," as that song had never been sung before.

Everything was closed on Tuesday. There was a general gathering in the downtown area, the let-down after a wonderful and terrible experience. Stands with patriotic buttons, tin horns and noise-makers sprang up as if by magic, but before long there was not a horn to be bought in the city of Lancaster.

The war was over, and facing the nation, and every city and county in it, was the problem of demobilization, military and industrial—a problem more difficult and fraught with danger even than mobilization. In the era of demobilization, morale is the first thing, usually, to

crack. Lancaster was to fare better than many communities during the years of disillusionment following the armistice, but even here a loss of faith, cynicism and an uncivilized worship of the almighty dollar marked the passage from war to peace.

CHAPTER NINE

New Plans and Projects

1921–1931

THE decade following the World War began and ended in economic and social turbulence. Post-war years were followed by national economic problems in the early 'Twenties which seemed to forecast a gloomy future. The sudden shut-down of defense industries created labor problems of serious proportions, including prolonged and violent strikes, bitter anti-Communist hysteria, and a large amount of unemployment. Wages dropped, while prices remained comparatively high. The nation repudiated much of the high idealism of the "Great Crusade," turned down the League of Nations because it was too closely associated with a generally unpopular and disillusioning war, and faced a national debt of twenty-four billion dollars.

Wartime regimentation and hysterical propaganda left their mark on American life for several years. Legislation discriminating against the foreign-born resulted in widespread deportation raids, followed by brief trials without juries, and self-appointed committees of public safety turned their impetuous attention from German spies to socialists and communists. The Ku Klux Klan reorganized under the guise of patriotism, hurling vindictive epithets at Catholics, Jews and Negroes. Mob rule and lynchings often took the place of orderly legislation, without arousing serious protest. Severe immigration laws reflected the general distrust of the foreign world. It was the age of "100% Americanism."

Radio had just entered public life; the war-time prohibition experiment seemed likely to continue as a weakly administered and half-hearted project. The high-pressure methods of "wardrives" were continued for many years, and slogans and special "Days" became common in the sales psychology of the period. Hospitals and schools used "Drives" and "Chests" to raise funds, in imitation of the war drives and war chests. Installment buying and high-pressure advertising methods distributed radios, refrigerators and automobiles through a wide proportion of the population.

Lancaster County was fortunate in the early nineteen twenties because it was not dependent solely upon industrial development for its economic welfare. It was also fortunate because its agricultural population were definitely capable of reorganizing their operations to a post-war, though hardly normal, market. Throughout most of the nation, farmers suffered the effects of a post-war depression, and the disappearance of the European market for American foodstuffs. Taxes remained high, and bankruptcies and mortgage foreclosures increased dangerously. National administration leaders showed little sympathy for agricultural problems, and farmers sought to solve their problems by cooperative organizations, political pressure groups, and third party movements.

Many Lancaster industries not only survived the post-war slump, but expanded their facilities during this decade. The Bearings Company of America, which had been established in 1910, took over several other metal products companies shortly after the war, and was employing three hundred and fifty men in the manufacture of ball-bearings. The Lancaster Steel Products Corporation had furnished large quantities of steel wire for the government during the war, and had enlarged its plant considerably. Shortly

PENN SQUARE

afterwards it became a branch of the General Motors Corporation, employing about five hundred men. The Champion Blower and Forge Company, which had been organized in 1878 now occupied fifteen buildings, and manufactured thousands of articles sold throughout the world.

The Lancaster Iron Works, originally the Blickenderfer Foundry, had made a specialty of the manufacture of steel plate tanks of high quality for many years. Now it began to include the manufacture of industrial heat-treating furnaces, and a large amount of brick making machinery, which had originally been produced by the Henry Martin Manufacturing Company. Its products were being used throughout Europe and South America and the firm was an excellent example of independent business enterprise carried out successfully through the energetic activity of capable leadership.

Electric motors from the Fidelity Electric Company were being widely distributed, and this firm, like many others, had expanded during the war years, with a wide range of their own devices and patents. Five lock manufacturers in Lancaster and one in Columbia were producing one fifth of all the padlocks made in the United States. The oldest of these firms had been the Keystone Lock Works, now the E. T. Fraim Lock Company, which by this time employed about two hundred and fifty.

The form of city government was changed in 1926, for the first time in one hundred and seven years. On January 4th, the Commission form of government was introduced, and Lancaster became a third class city, with all minor officials under civil service, and removed from party politics. Civil Service commissioners were appointed for the Police, Fire, Building and Plumbing bureaus. Mayor Frank C. Musser commented upon the new plan in his inaugural address by stating: "Throughout the admin-

istration, we felt that we were handicapped by the fact that Lancaster was the only third class city in the state with an antiquated form of government, working under a charter that had come into existence one hundred and seven years ago. Through the unselfish and aggressive spirit manifested by the Members of Council, it has been possible for us to obtain a new charter giving Lancaster a Commission form of government similar to that of most of the progressive cities of modern times.

"Under the terms of this new charter, the newly elected Commissioners who have this day taken the oath of office are beginning their work. They are entering upon their duties in the high hope of making Lancaster a greater and better city. They realize full well that this can be done only to the extent that they have the support of the entire citizenry. They are the executive and legislative heads of the whole city. Whatever this city will become under their leadership will be for the benefit of all citizens.

"In their name I have but two pledges to make: First, they will remain uncontrolled by any sinister political influences which might try to use the city for private advantages of political aggrandizement; second, they will work and plan for one thing only, namely to make this fine old city of Lancaster one of the best in the land."

The early years of this decade, particularly 1923 and 1924, saw the beginnings of a rapid industrial and commercial expansion, accompanied by prophecies of future prosperity which rivalled the enthusiasm of the Eighteen-Forties. By 1926, receipts from the U. S. Customs House showed a total of 292 million dollars, higher by 43 millions than the record of 1923, and indicating that the nation was in the midst of a great business boom.

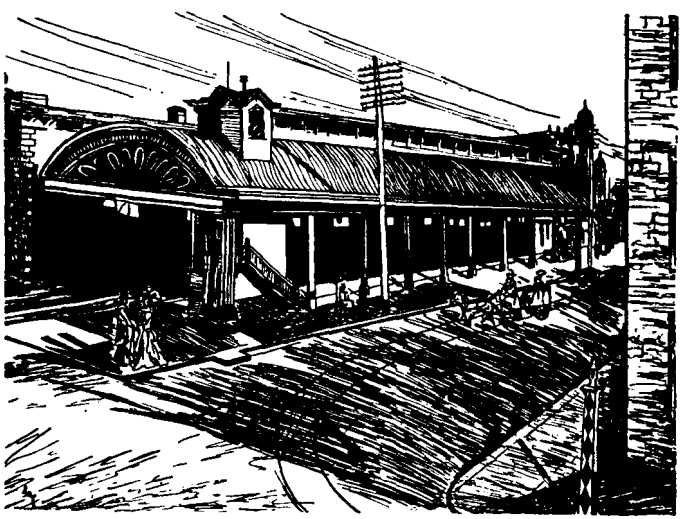
In Lancaster, an editorial in 1926 commented: "Lan-

caster has been making consistent growth in prosperity. That is revealed by the figures showing bank deposits for the past few years. Not only have Lancastrians added materially to the volume of their bank deposits, but large sums, especially of the wage earners, have been invested in savings and loan associations, of which a number are to be found in the city. . . . Of all the methods of gauging the prosperity of a community, there doubtless is none more infallible than the reports of bank deposits. When these increase, it may be taken as evidence that a community is increasing in prosperity. When they are stationary, it may be taken that business and employment conditions, and therefore the community, are at a standstill. If there is a falling off, then it may well be feared that there is something wrong with the economic situation of that community."

Plans for a new bridge across the Susquehanna River between Columbia and Wrightsville were being made, and increased prosperity was anticipated. The old iron structure, which had originally been designed as a double deck bridge for both rail and highway traffic, had been completed for traffic, and long lines of cars and wagons were often waiting at either the Columbia or Wrightsville entrance, until a slow-moving freight train had passed over the narrow bridge. The great concrete arch bridge later constructed as an inter-county project proved to be an important link in the transportation system of the state.

One of the civic improvements which had been most urgently needed was the erection of a modern railroad station. The old Pennsylvania station at North Queen and Chestnut Streets had long been an eyesore, with its long, dark, smoky shed and dingy waiting rooms. As the station was located on a cut-off branch of the main line, many trains did not stop in Lancaster. The civic cam-

paign for a new station to be located on the main line was energetic, but brought no results for several years. Occasional outbursts of popular feeling could be expected, as was illustrated in the incident during January, 1926, when early pedestrians, railroad employees and passengers on passing trains were startled and amused by a large sign hanging from the third floor of a building directly across the street. In eighteen inch letters, it warned, "Don't judge our city by our Railroad Station!"



"DON'T JUDGE OUR CITY BY OUR RAILROAD STATION!"

At a Chamber of Commerce banquet in the same year, the popular ballad of "Mr. Gallagher and Mr. Shean" was paraphrased in an attempt to convince Mr. Atterbury, of the Pennsylvania Railroad, that the new station was urgently needed. Lustily the Chamber of Commerce sang:

"Oh, Mister Atterbury; Oh, Mr. Atterbury
Why don't you give us that new station that we need?
All the world is poking fun
At our antiquated one;
New arrivals think our town has gone to seed.
Yes, Mr. Atterbury; Yes, Mr. Atterbury
We're not the dump your depot makes us seem.
Don't you think it's nearly time
We moved out on the Main Line?
Positively, Mr. Atterbury; Absolutely, that's no dream!"

It was several years until the new station was secured, but a modern structure was finally erected at the north end of the city. The City Planning Commission was busily engaged in other projects at the same time. A basic map of the city and its surroundings was being urged, as well as a comprehensive traffic survey to eliminate growing traffic congestions. The campaign to remove wires, poles and other obstructions from main streets improved the central section of the city considerably. Elimination of grade crossings within the city and the elimination of smoke nuisance were also undertaken. The plan to expand the city limits to a proposed Belt Boulevard had been strongly urged for many years, but was not accomplished.

When J. G. Forney was President of the Chamber of Commerce, he reviewed a list of accomplishments and achievements of its past ten presidents, and referred to them as "dividends." Among the more important projects which had been accomplished were the organization of a home-builder's association to build new homes during the critical post-war period; the procuring of a state armory site; the freeing of county toll roads; the organization of a Farm Bureau; recreational and industrial surveys; provision for a city Directory; the investigation of fraudulent business practises; the erection of boulevard lights in the business section; the moving of new industries to Lan-

caster; the organization of cooperative merchandising events; the elimination of poles and overhead wires; the improvement of railroad transportation service in Lancaster, and many other developments.

CHAPTER TEN

Rounding Out Two Centuries of Progress

1931–1941

LANCASTER City, chartered 200 years by May 1, 1942, is the only city in Pennsylvania which has exactly the same boundaries which the original town had in 1742. The original limits of the city, which still remain, provided for a four-square border from the center of the town, two miles to a side. Lancaster is the only city anywhere with boundaries thus described. 200 years ago when the city was being planned, leading citizens followed the ideas of a modern city planning commission by requiring that any inhabitants who purchased lots from Hamilton's 500-acre tract agreed to build "on each and every lot at their own cost and charge, a sufficient dwelling house, of the dimension of 16 feet square at least, with a good chimney of brick or stone to be laid with lime and sand." If the purchaser had not erected such buildings within two years, the lot was forfeited to the Hamiltons.

Probably the earliest settlement on the site of the 200-year-old town was an Indian village near a spring and a large hickory tree. It was from this village that a group of Indians were sent to meet with William Penn at Shackamaxon in 1683. This settlement was the origin of the village known as Hickory Town, which was settled as early as 1721. Early traditions of Lancaster tell us that one of the first permanent settlers of the village was a tavern keeper named George Gibson, who kept the "Hickory Tree Tavern," and who offered food and lodging to the many pioneers who were moving westward. Some of

the land on which the city was laid out had been settled by European emigrants who had come from the German and Swiss palatinate in the early eighteenth century. Most of the land was owned by Andrew Hamilton, who bought lots from other owners until he held most of the territory which later became the city of Lancaster. Hamilton's land was passed on to his son, James Hamilton, who later became Lieutenant Governor of Pennsylvania. His foresight in requiring that suitable buildings be erected on properties which he sold resulted in the development of a town of forty or fifty houses in the central and northwestern part of the present city and a decided increase in the value of the property.

The land had originally been granted in 1682 by William Penn to a London citizen, Richard Wooler, on terms that provided for quit rent of 1 shilling for every one hundred acres. In 1732, the land was purchased by Andrew Hamilton through James Steel, who was Surveyor-General of Pennsylvania, for 31 pounds and 10 shillings. A new survey of the land, made in 1733, described it as follows: "Beginning at a marked black oak at corner of Roody Moyer's land; thence by John Moyer, John Shank, Jacob Hostetter, Jacob Greiter, John Lane, and the lands of Samuel Bethel; thence by the lands of Theodorus Eby and Michel Moyer, containing 500 acres." In 1734, the land was transferred to James Hamilton for 5 shillings.

James Hamilton secured the charter for the city May 1, 1742. Its most important parts are reproduced here as follows:

"George the Second by the Grace of God, of Great Britain, France and Ireland, King, Defender of the Faith, etc. To all whom these Presents shall come, Greeting. Whereas our loving subject, James Hamilton of the City of Philadelphia, in the Province of Pennsylvania, Esq.,

owner of a Tract of Land whereon the Town of Lancaster, in the same Province, is erected HATH, on the behalf of the Inhabitants of the said Town, represented unto our trusty and well-beloved THOMAS PENN, Esq.; with our Royal Approbration Lieut. Gov. thereof, under JOHN PENN, the said THOMAS PENN and RICHARD PENN, Esquires, true and absolute Proprietors of the said Province, and the Counties of New-Castle, Kent and Sussex, upon Delaware, the great Improvements and Buildings made, and continuing to be made in the said Town by the great Increase of the Inhabitants thereof, and hath humbly besought them for our Letters Patent, under the Great Seal of the said Province, to erect the said Town of Lancaster into a Borough, according to certain Limits and Bounds hereinafter described, and to incorporate the Freeholders and Inhabitants of the same with perpetual Succession, and to grant them such Immunities and Privileges as might be thought necessary for the well-ordering and governing thereof.

"THEREFORE KNOW YE, That we favouring the Application of the said JAMES HAMILTON, on behalf of the said Freeholders and Inhabitants, and willing to promote Trade, Industry, Rule and good Order amongst all our Subjects, of our special Grace, certain Knowledge and mere Motion, have erected, and by these Presents do erect the said Town of Lancaster into a Borough for ever hereafter, to be called by the name, Lancaster, which said Borough shall extend, be limited and bounded in the Manner it is now laid out, persuant to the Plan thereof hereunto annexed.

"AND we further grant and ordain, That the Streets of the said Borough shall for ever continue as they are now laid out and regulated.

"AND we do nominate and appoint Thomas Cookson and Sebastian Grooffe to be the present Burgesses; and the said Thomas Cookson shall be called the Chief Burgess within the said Borough, and Michael Byerly, Mathias Young, John Dehoffe, John Folkes, Abraham Johnson and Peter Worrall, assistants for advising, aiding and assisting the said Burgesses in the execution of the power and authorities herein given them; and Alexander Giblony to be High-constable; and George Sanderson to be Town-clerk: To continue Burgesses, Assistants, High-constable and Town-clerk until the fifteenth Day of September which will be in the Year of our Lord One Thousand Seven Hundred and Forty-four, and from thence until others shall be duly elected or appointed in their Places as is herein after directed. . . .

"And we do for us, our heirs and successors, further by these presents, grant full power and authority for the Burgesses, Constables, assistants and freeholders, together with such inhabitants, housekeepers within the said borough, as shall have resided therein at least for the space of one whole year next preceding any such election as is herein after directed, and hired a house and ground within the said borough of the yearly value of five pounds or upwards, on the fifteenth day of September which will be in the year of our Lord one thousand seven hundred and forty-four, and on that day yearly forever thereafter, unless it happen to fall on Sunday, and then on the next day following, publickly to meet in some convenient place within the said borough, to be appointed by the chief Constable, and then and there to nominate, elect and choose by the ballot, two able men of the inhabitants of the said borough to be Burgesses, one to be high Constable, one to be town clerk, and six to be assistants within the same, for assisting the Burgesses in the managing the af-

fairs of the said borough, and of keeping of peace and good order therein. . . .

"And we further will and ordain, that the said Burgesses for the time being shall be, and are hereby impowered and authorized to be conservators of the peace within the said borough; and shall have power by themselves and upon their own view, or in any other lawful manner, to remove all nuisances and incroachments on the said occasion: with power also to arrest, imprison and punish rioters and other breakers of the peace or good behaviour, award process, bind to the peace or behaviour, commit to prison, and to make callendars of the prisoners by them committed; and the same to return, together with such recognizances and examinations of the County of Lancaster, there to be proceeded on as occasion may or shall require; and to do all and singular other matters and things within the said borough as fully and effectually, to all intents and purposes, as Justices of the peace in their respective counties can or may lawfully do. . . .

"And we do further grant for us, our heirs and successors, to the Burgesses, freeholders and inhabitants, housekeepers aforesaid, and their successors, to have, hold and keep within the said borough two markets in each week, that is to say, one market on Wednesday, and one market on Saturday in every week of the year for ever in the lot of ground already agreed upon for that purpose and granted for that use by Andrew Hamilton, Esq., late of Philadelphia, deceased, as by the deeds thereof to John Wright, and other Trustees for the said County of Lancaster, may appear. And also two fairs therein every year, the first to begin on the first day of June next ensuing, and to continue that day and the next day following; and the other of the said fairs to begin on the twenty-fifth day of October following, and to continue that day and

the next day after. And when either of those days shall happen to fall on Sunday, then the said fairs to be kept the next day or two days following together, with the free liberties, customs, profits and emolument, to the said markets and fairs belonging, and in any-wise appertaining forever.

"And we do hereby further grant and ordain, that there shall be a clerk of the market for the said borough, who shall have the assice of bread, wine, beer, wood, and all other provisions brought for the use of the said inhabitants, who shall and may perform all things belonging to the office of a clerk of the market within the said borough; and that John Morris shall be the present clerk of the market, who shall be removable for any Malfeasance in his office by the Burgesses and assistants aforesaid, and another from time to time appointed and removed as they shall find it necessary. . . .

"And it shall and may be lawful for the said burgesses, high constable and assistants for the time being to assemble town meetings as often as they shall find occasion: At which meetings they may make such ordinances and rules, not repugnant to, or inconsistent with the laws of the said province, as to the greatest part of the inhabitants shall seem necessary and convenient for the good government of the said Borough. . . .

"In testimony whereof, we have caused these our letters to be made patent. Witness George Thomas, Esq.; with our royal approbation Lieutenant Governor of the province aforesaid under John Penn, Thomas Penn and Richard Penn, Esquires, true and absolute proprietaries of the province aforesaid, and of the counties Newcastle, Kent and Sussex, on Delaware, the first day of May, in the fifteenth year of our reign, Anno Domini, 1742."

GEORGE THOMAS.

Such was the original plan for the organization of the city. Two hundred years afterwards, with the same two-mile square as the nucleus, a city planning commission had outlined a program for a "greater Lancaster" which planned for the future development of industrial areas, business centers, residential sections, traffic arteries and parks and recreation areas. The plan for the Lancaster of the future was not to be put in process immediately but placed emphasis upon changes of the right character that could be made at the right place and the right time.

One feature of the plan furnished an interesting parallel to a project which had been prominent in the minds of many Lancaster citizens a hundred years before. The winding Conestoga, long traditional as a landmark of Lancaster, had been thought of in the 1840's as the ideal location for a picturesque parkway along which stately carriages and spirited horses could make the circuit about the city. The new city plan provided for broad boulevards on both sides of the Conestoga and Little Conestoga rivers which, when completed, would be a river drive of unusual beauty.

The traffic problem in the 1840's had not been complicated, but the automobile age necessitated considerable readjustment in the routing of local and transient traffic through the city. The plan provided for a series of broad highways running in concentric circles around the city, and connecting arteries which would make it possible for passing passenger and freight traffic to avoid congested city areas. To provide for the systematic expansion of business in the center of the city and relieve traffic congestion at the same time, plans were made for an inner traffic ring forming a business loop with good connections from all streets. The colonial idea that the central square should be the heart of all commerce and industry was to

be supplanted by the creation of new business centers in other advantageous focal points such as, the new Pennsylvania railroad station, the junction of West King Street and the Marietta Pike, Broad and Chestnut Streets and Queen and Andrew Streets. In the center of the city, it was proposed that the site of the Central Market House be utilized for the erection of a new city hall which would reflect the architecture of the old city hall building and be the nucleus of a City Administration center. A recommendation was made that the city market system be centralized into three or four markets located along one of the circumferential traffic routes.

THE PENNSYLVANIA RAILROAD STATION

Another plan, which had originally been suggested almost a century before, was recommended again by the city planning commission. This was the proposal for a cultural center in which would be built a municipal museum and a large municipal library. A location somewhere in the region of Franklin and Marshall College was suggested. The establishment of the Landis Valley Museum a few miles outside of Lancaster in 1941 provided an unusual repository for the handcraft and agricultural and

industrial implements characteristic of Lancaster county and its picturesque buildings make it a permanent center for social and economic history.

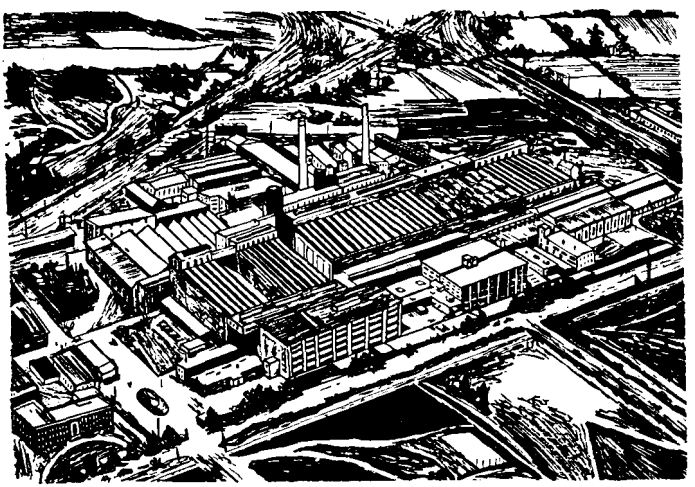
Aviation as an established means of commerce and transportation was recognized by the recommendation that a permanent municipal airport be established for Lancaster. Within a few years one of the finest airports in the state was built a few miles north of Lancaster and a Municipal Airport Commission appointed to supervise its operation. The old Lancaster Airport continued its activity.

The City Plan and the work of the Zoning Commission were long-range programs, designed to develop slowly, and to coordinate new problems with existing situations. Gradually, major streets were widened, automobile parking lots were established, and zoning restrictions were applied in new developments. New bridges across streams and railroads were built, sometimes at the expense of historical landmarks which had served their purpose in the past century and could no longer carry modern traffic with safety. One of the most familiar was Witmer's Bridge across the Conestoga River at the east end of town, which had to be destroyed for the erection of a modern highway bridge.

The manner in which the people of the city lived had some similarity to methods of the past. The practice of building residential houses in rows was apparently common in the earlier days of the community, since 45% of the single family attached houses are more than fifty years old. In 1936 there were 14,750 residential units in the city, of which 10,847, or 73.4% were single family houses. Only 12% were two family dwellings. Apartment houses were not common, and only twenty containing 162 dwelling units were established at that time. The financial

depression of the early 'thirties had caused a decline in building, but the past decade showed a large number of new buildings, and an even greater number of buildings converted to accommodate additional dwellers.

As in earlier times, brick was the predominating material used in exterior finish of residential construction, with 86.3% of structures using this material. Wood and



ARMSTRONG PLANT

stones were used in a comparatively small number of houses, and the products of local brickyards were widely used.

The average value of Lancaster residential dwellings is between four thousand and five thousand dollars. Sixteen per cent are in the two thousand to three thousand class, thirty-six per cent in the three thousand to five thousand class, and twenty-one per cent in the five thousand to eight thousand class. About twenty per cent are valued at over

eight thousand dollars and only six per cent valued over six thousand dollars. It is interesting to note that 51% of the owner occupied structures were mortgaged and 49% were free of encumbrance.

Large families are not particularly common in Lancaster, since more than half the houses are occupied by families of two persons or less, while only 16% are occupied by families of six or more. There is very little crowding as far as living accommodations are concerned, since almost half of the houses have an average of two rooms per person and only .3% have over two persons per room.

Census figures for the year 1940 do not reveal a large population growth in either Lancaster City or the Lancaster County towns during the past decade. A comparison with the census figures of 1930 shows a regular but small increase.

POPULATIONS

	1930 Census	*1940 Census*
Lancaster City	59,949	61,284
Mountville Boro	954	967
Manheim Boro	3,520	3,830
Millersville Boro	...	1,867
Lititz Boro	4,368	4,844
New Holland Boro	1,725	2,153
Strasburg Boro	975	1,047
East Hempfield Twp.	4,095	4,460
East Lampeter Twp.	3,230	3,847
Lancaster Twp.	4,878	6,154
West Lampeter Twp.	2,567	3,037
Manheim Twp.	5,313	7,615
Pequea Twp.	1,434	1,524
Warwick Twp.	3,282	3,310
Upper Leacock Twp.	2,826	2,964
Manor Twp.	5,313	3,942
TOTAL	105,422	112,845

By the middle of the decade census reports show the important position occupied by Lancaster County in connection with the agricultural production of the state. The following figures describe the amount of Lancaster County production and the value and amount of Lancaster County farm property:

	State	*Lancaster County*
Small grains:		
Winter wheat threshed		
1934—Farms reporting	85,957	6,584
Acres	134,656	85,404
Oats threshed		
1934—Farms reporting	100,440	2,124
Acres	871,306	12,038
All Hay, and sorghums for forage		
1934—Total Acres	2,488,681	96,162
Corn for all purposes		
1934—Farms reporting	148,719	7,952
Acres	1,318,271	96,642
Tobacco		
1934—Farms reporting	4,167	3,915
Acres	17,766	17,162
Pounds	20,435,725	19,674,825
1929—Farms reporting	7,770	6,799
Acres	40,040	37,088
Irish potatoes (all varieties)		
1934—Farms reporting	144,234	7,142
Acres	225,691	12,908
Sweet potatoes and yams		
1934—Farms reporting	7,076	1,927
Acres	1,046	429
Farms reporting horses and (or) mules (including colts)		
Jan. 1, '35	134,170	7,208
Apr. 1, '30	130,349	7,600

	State	*Lancaster County*
Horses and colts of all ages		
Jan. 1, '35—Farms reporting ...	124,720	6,035
number	294,040	14,391
April. 1, '30—number	310,400	16,779
Mules and colts of all ages		
Jan. 1, '35—Farms reporting ...	23,797	3,800
number	54,071	9,476
April. 1, '30—number	50,572	9,542

AGRICULTURE

	State	*Lancaster County*
Cattle and Calves of all ages		
Jan. 1, '35—Farms reporting ...	151,493	6,805
number	1,469,138	91,892
Apr. 1, '30—Farms reporting ...	141,930	6,898
number	1,287,616	70,411
Sheep and lambs of all ages		
Jan. 1, '35—Farms reporting ...	15,724	642
number	461,971	7,273
Apr. 1, '30—Farms reporting ...	16,065	587
number	589,774	9,642
Swine of all ages		
Jan. 1, '35—Farms reporting ...	89,381	4,288
number	543,895	28,775
Apr. 1, '30—Farms reporting ...	82,505	4,225
number	657,281	34,825
Number of farms—Jan. 1, '35	191,284	8,863
Apr. 1, '30	172,056	9,705
Farm Operators by color		
White —1935	190,911	8,848
1930	172,056	9,689
Colored—1935	373	15
1930	363	16

AGRICULTURE

	State	Lancaster County
Farm Operators by Tenure		
Full Owners—1935	145,992	6,226
1930	134,432	6,208
Part Owners—1935	9,195	307
1930	7,860	438
Managers —1935	2,170	111
1930	2,742	101
Tenants —1935	33,927	2,219
1930	27,394	2,958
Approximate Land Area		
1935—acres	28,692,480	602,370
Proportion in farms—%	55.3	86.2
Average size of farms—1935—acres	82.9	58.6
1930—acres	88.8	53.3
Value of farms (land and buildings)		
Jan. 1, '35	$ 861,706,599	$60,112,558
Average value		
Per farm—1935	4,505	6,782
1930	6,977	9,052
Farm land according to use:		
Crop land harvested		
1934—Farms reporting	185,731	8,783
Acres	6,632,941	344,680
1929—Farms reporting		
Acres	6,587,707	363,729
Crop Failure		
1934—Farms reporting	16,204	910
Acres	137,908	4,083
1929—Farms reporting	16,524	293
Acres	146,979	2,067
Crop land, idle or fallow		
1934—Farms reporting	60,765	3,273
Acres	1,092,676	24,154
1929—Farms reporting	54,413	1,237
Acres	1,079,140	14,740

By the middle of this decade, Lancaster County ranked high among the sixty-seven counties of the state in her economic and industrial status. Lancaster County was widely recognized as first in the value of her agricultural crops, estimated as being worth more than twelve million dollars, more than four million dollars ahead of her nearest competitor. The County was fourteenth in the number of wage earners, employing over twenty-six thousand, and ranked fifteenth in the amount of wages paid. The value of her production ranked tenth among the sixty-seven counties, and amounted to almost one hundred million dollars. Capital investment was sixty million dollars, 17th in the state. The city of Lancaster stood in eighth place among the 98 municipalities in the number of wage earners, and tenth from the standpoint of wages paid. The value of production in the city, and the amount of capital investment also ranked tenth among the cities of the state.

A detailed list of the industrial establishments in Lancaster City in the middle of this decade follows:

Industry	*No. of establishments*	*Average number of wage earners*	*Total Wages*	*Capital Invested*	*Value of Production*
Beer	4	91	$ 146,000	$ 408,600	$ 786,400
Brass, bronze and copper products	3	15	11,100	63,500	71,400
Bread and other bakery products	14	163	151,300	582,900	856,800
Carbonated and soft drinks	4	19	17,900	83,000	97,600
Cigars	7	1,059	594,300	1,255,600	3,561,300
Coffee and spices—roasting and grinding	3	14	13,800	43,800	300,500
Confectionery	16	503	328,300	1,047,800	1,536,300
Dental supplies	4	32	23,500	49,000	69,500
Engraving and designing	3	11	21,500	20,900	67,500
Furniture	3	64	63,500	154,000	219,200
Hardware and specialties	7	735	626,900	996,200	1,701,000

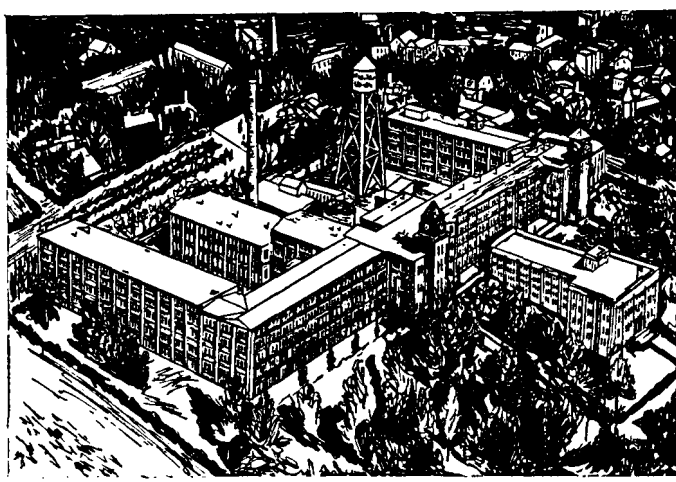
Ice Cream	15	165	167,800	941,900	1,135,300
Laundry work, cleaning and dyeing	9	133	102,200	207,900	222,500
Lumber—planing mills products only	3	24	21,300	226,800	79,000
Machine repair shops	5	12	11,400	58,500	57,900
Machine tools	3	11	8,400	82,400	41,700
Machinery parts	3	181	161,500	530,900	590,600
Marble and granite—cutting and polishing	3	8	9,300	50,600	79,300
Newspapers, periodicals and job printing	24	413	484,300	1,463,100	1,909,300
Pretzels	5	24	20,300	52,200	49,900
Silk goods, including rayon	4	1,568	1,325,700	1,986,500	6,407,900
Slaughtering and meat packing	4	71	75,500	266,700	1,060,000
Umbrellas, parasols and parts	3	285	205,700	289,100	1,267,200
Unclassified tobacco products	7	867	584,600	4,038,000	840,100
Wood—turned and carved	4	154	122,100	408,800	477,700
Grand Total	221	12,101	$10,844,000	$37,628,200	$56,487,300

(1). Includes two each: boilers and tanks; concrete products; ceilings and ventilators; electrical machinery; fur goods; jewelry; labels and tags; pulleys and bearings; signs; steam railroad repair shops; unclassified lumber products;

One each: Bags—other than paper; belting; bookbinding; cigar boxes; paper boxes; building brick; brushes; malleable iron castings; cork products; cotton goods; electroplating; elevators; mattresses and bedding; models and patterns; oil cloth and linoleum; optical goods; ornamental iron and steel; paints and varnishes; patented medicines; sporting goods; structural iron and steel; food and kindred products; leather goods; tinware; watches and clocks; automobile parts; bed springs; creamery butter; cheese; hand stamps; jute and burlap; condensed milk; yarn and rayon; chewing and smoking tobacco.

The industrial record of Lancaster County's 571 manufacturing industries provided a $30,000,000 pay envelope for its 32,000 employees. Every type of factory listed by the state could be found in Lancaster County. Food and food-products naturally stood first in the classification with 194 food-manufacturing and processing plants. First on the list in value were textiles, to the amount of more than $28,000,000, including everything from hats to socks. Metal

and metal-products were produced by 75 firms and stood first from the standpoint of salary and wages with a payroll of $7,500,000. Fifteen leather and rubber goods plants produced $7,000,000 worth of material. Sixty-one paper and printing establishments turned out $4,500,000 worth of products every year. Twenty-nine tobacco plants represented an invested capital of $5,000,000; 31 lumber industries produced material valued at over $1,500,000.



HOME OF THE HAMILTON WATCH

There were 30 quarrying and mining establishments; a $1,000,000 chemical industry; 11 clay, glass and stone establishments; and a large group of "miscellaneous" products, including linoleum which represented a capital investment of $13,000,000. Out of the 28,965 wage earners in industry, records show that 86 were negroes, 164 foreigners and 28,715 American whites.

In 1941, Lancaster faced, with the rest of the civilized world, a future filled with uncertainty and little promise of peace and happiness for some years to come. The outbreak of another European War brought the United States once more close to a maelstrom of foreign conflict. Scenes of 1917 and 1918 were re-enacted, and industries and individuals found the established routine of quiet and moderate enterprise rudely shaken. The beginnings of a gigantic program for National Defense brought once more drives for Defense Bonds, European Relief Organizations, scrap collections, and detailed plans for Civilian Defense in the event of invasion. Young men from Lancaster county's fertile farms and busy factories once more were called away to receive their training for the defense of their country. Every industry found its regular processes distorted by the pressure of a national economic mobilization, with artificial war prosperity and emergency war jobs widespread through the community.

In the year 1941, the future could not be viewed with optimism. But as we review the sturdy enterprise of the past century in the life of Lancaster City and County, the thrift and perseverance of its agricultural populations; the varied activities of its business and commercial interests, the character and leadership of its professional men and civic officers, and above all, the fine heritage of spiritual and cultural values which its men and women of the past centuries have left as a permanent endowment, there is every reason for us to look forward with confidence and hope that the future of this community may continue to symbolize the highest ideals of American life.

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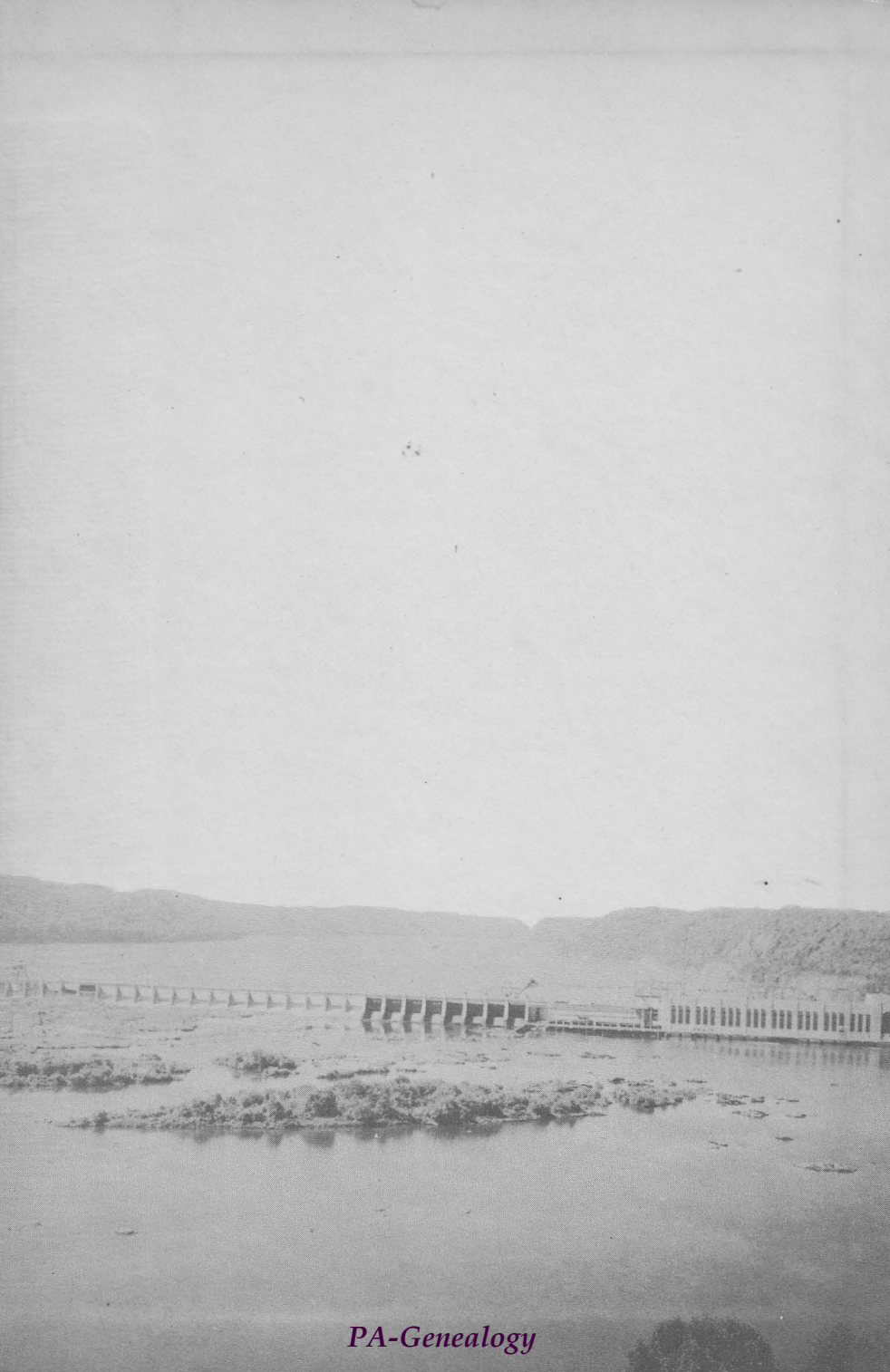

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