

and died June 15th, 1851. In 1820, he opened a studio in Marietta, Pa., and there began his career as artist and teacher. In 1849, he opened a studio, and a gallery for exhibition of paintings, in Mechanics' Institute, Lancaster; and, later, had a large studio, built by himself, in Orange street, this city, with the second story fitted up as a gallery to exhibit paintings. It was there that he painted "Hamlet and Ophelia," and the "Assassination of Caesar." He had collected many engravings, and found much pleasure in showing them to friends and pupils, of whom he had a large number. At one time in his career, he painted signs and banners; he also made and gilded frames. On a silk banner painted by him for the Washington Fire Company of Louisville, Kentucky, is represented Washington and his family on the portico at Mount Vernon, with the Potomac, dotted with sails, seen in the near distance. The Lancaster County Historical Society owns a number of portraits painted by him.

The Mrs. Armstrong who delivered the address at the time of the presentation of the standard to the Washington Grays, was his wife, who before marriage was Miss Harriet Groff Wentz, daughter of Catherine Eardan and Thomas Wentz. She was born December 19th, 1808, and died July 27th, 1896.

If this standard is still in existence, it should have an honored place in Lancaster's new museum when that fire-proof structure is erected. Does anyone know where it now is?

RAILROAD BRIDGES OVER THE BIG AND LITTLE CONESTOGA

By WILLIAM FREDERIC WORNER

IN Vol. XI, No. 3, pp. 75-113, of the Proceedings of The Lancaster County Historical Society, appears an article entitled, "How the Pennsylvania Railroad Came Through Lancaster." In that paper the author, the late William Uhler Hensel, Esq., described, in minute detail, the trials and difficulties that attended the building of the first railroad through Lancaster city.

Since Mr. Hensel's paper was published, I have discovered

in the Lancaster Journal of Friday, September 17th, 1830, a description of the bridges erected over the streams to the east and west of Lancaster city. It is as follows:

“There is now being built over the Conestoga, in the vicinity of our city, a bridge 1,400 feet in length and twenty-three in breadth, standing on two abutments and ten piers. The piers rise sixty feet above the surface of the water, and are believed to be the highest in the world built of rubble masonry. Each pier stands on a base of 720 square feet,¹ the sides and ends incline inwards seven and one-half inches for every ten feet in height. They are built solid to the height of twenty-five feet, when two openings or flues, three feet long and three inches wide, commence and spread towards the top, at the rate of two inches a foot. These openings relieve the pier of about fifty tons superfluous weight, and admit a free circulation of air, for the purpose of drying the cement. The whole contains about 12,000 perches of masonry.

“The superstructure is of lattice work, on the principles of Town’s patent, built of two inch plank, fastened together at the crossings with two inch wooden pins, and will contain, in the whole, about 250,000 feet of timber.

“The mason work by Mr. Wilton is nearly completed, and more than half the superstructure is now up. It was commenced in June, 1829, and will be completed about Christmas, at an expense of about \$30,000.

“Mr. Campbell, the contractor, who is an architect of great ingenuity, enterprise and industry, though engaged in several other extensive public works, has pushed forward this operation with great industry and faithfulness. The excellence of the mason work and the great strength of the lattice work in the superstructure, extort the admiration of all who have seen the one or had an opportunity of judging the other.

“There is another bridge over the Little Conestoga, nearly completed, on the plan of Burr’s bridges. It is forty feet above the surface of the water and about 1000 feet in length. Mr. More is the contractor.

“These bridges are becoming objects of great curiosity and are now much visited.”

¹ This is undoubtedly a typographical error. The bases of the piers probably were about 72 square feet and not 720