

ORGANIZATION AND EARLY HISTORY OF THE CONESTOGA NAVIGATION COMPANY

By PROFESSOR HORACE R. BARNES

The possible effect upon Lancaster and other cities and towns lying in the great valley of Pennsylvania, had the Susquehanna been a navigable river, has frequently been the topic of idle speculation. Rocks, rapids, and shallow channels, have always made the river and its tributaries, dangerous for small boats, and of little value for commercial purposes. However, this fact did not deter the pioneers of the early Nineteenth century from making attempts to overcome nature's handicaps, for they recognized the importance of navigable waterways. For us to appreciate their viewpoint, it is necessary to visualize a sparsely settled country without railroads or broad substantial highways. The purpose of this paper is to call attention to one of several efforts to further the development of water transportation along the Susquehanna river and its more important tributaries. Fortunately, the author has had access to the original minute book of the Conestoga Navigation Company, and practically all his material herein presented, has been secured from this valuable original source-book.

Before beginning the history of the special subject of this investigation, it will be well for us to have a brief setting, or picture, of the events which led up to a public meeting held in Lancaster, May 15th, 1824.

As a result of the activities of the early settlers among the hills and valleys adjacent to the Susquehanna river, the General Assembly passed, on March 9th, 1771, an act designed to clear the river of all obstructions above Wright's Ferry. The act further provided for the appointment of a commission to carry out the provisions contained therein, and to make the river above Wright's Ferry navigable. Thirteen prominent men were appointed on this commission,—one of whom was George Ross, of Lancaster. The task seemed too great, in the judgment of these commissioners, and the money which the General Assembly had appropriated was expended for other purposes.

For a number of years, nothing further was done. On August 17th, 1789, however, a public meeting was held in Lancaster to consider ways and means of making the river and its tributaries more useful. As a result of this meeting, a convention was called for October 19th, 1789, to be held in the public-house of Archibald McCallister, located in Paxton township. Following the passage of a legislative act, authorizing the employing of a civil engineer and a committee of supervision, committees were appointed to solicit funds. Although nothing was done along the Conestoga, we note that during the next few decades the State of Pennsylvania spent several hundred thousand dollars constructing canals along the Susquehanna river. All this money was expended for improvements in the river above Columbia.

THE ACT OF 1806

The first legislative act, specifically designed to build a canal connecting Lancaster city with the Susquehanna river, was passed March 16th, 1806. William Webb, Esquire, who lived on the Philadelphia turnpike, on a property adjoining that of Abraham Witmer, on the east, was a member of the Assembly and was largely instrumental in having this act passed. Under this statute, the governor was empowered to improve the Conestoga river from the Susquehanna river to Hamilton's mills. Webb had visited the Conewago canal and had seen the value of dams and lift-locks. One of the provisions of this act of 1806 was, that if the work was not commenced within three years and finished within ten years, all rights would be forfeited. Nothing was done under this charter, and in time it became inoperative.

THE CONESTOGA SLACK-WATER NAVIGATION COMPANY

March 28th, 1820, James Hopkins, a prominent lawyer of Lancaster, obtained a charter from the State of Pennsylvania giving him, his heirs, and assigns, the right to build a canal, with dams, locks, and towpath, between the Susquehanna river and the Philadelphia and Lancaster turnpike, at Lancaster. As Mr. Hopkins did not avail himself of his rights, this charter also became inoperative.

THE CONESTOGA NAVIGATION COMPANY

The citizens of Lancaster were not to be denied, however. On May 15th, 1824, "in pursuance of public notice, a number of the inhabitants of the city and county of Lancaster assembled at the court house," for the purpose of planning to make the Conestoga navigable. It was unanimously resolved "That Adam Reigart, George B. Porter, Edward Coleman, Martin Light, Jacob Eshelman, Benjamin Ober, Hugh Maxwell, Henry Carpenter, Jasper Slaymaker, Emanuel C. Reigart, John F. Steinman, Michael Haverstick and George L. Mayer, be a committee to carry the object of the meeting into effect."¹ The committee organized with Adam Reigart as chairman, and George L. Mayer as treasurer and secretary.² It was decided at this meeting to petition the Legislature of Pennsylvania to grant the right "to incorporate a company for the purpose of making the waters of the Conestoga navigable."

INCORPORATION OF THE COMPANY

March 3rd, 1825, "an act authorizing the governor to incorporate the Conestoga Navigation Company," was approved by the Senate, the House of Representatives, and Governor John Andrew Shulze of the State of Pennsylvania. Under the terms of the act, Adam Reigart, Edward Coleman, George B. Porter, Jasper Slaymaker, John F. Steinman, George Louis Mayer and

¹ See Minute Book of the Conestoga Navigation Company, in the Library of The Lancaster County Historical Society, Lancaster, Pennsylvania.

² *Ibid.* Page 1.

Hugh Maxwell, of the city of Lancaster, and John Lintner and George Haverstick, of the county of Lancaster, "or any two of them," were authorized to act as commissioners to carry out the provisions of the act.

The charter set fifty dollars as the par value for every share of stock; and the commissioners were instructed to keep open the books for six hours a day for a period of six days, or such time as might be required, to sell twelve hundred shares. In order that the public might be informed of the opportunity to subscribe for stock in the Conestoga Navigation Company, the commissioners were instructed to give notice in two German and two English newspapers, printed in the city of Lancaster, for at least three weeks, as to the times and places where the subscriptions books might be found. In addition to the fifty dollars par value, each subscriber was compelled to pay an additional five dollars per share to cover expenses incidental to organization and taking subscriptions. Any balances remaining from these five dollar fees, were to be paid to the treasurer of the corporation, when it was organized.

As soon as the commissioners could certify to the governor of the Commonwealth that eight hundred shares of stock had been subscribed, a charter was to be issued to "The Conestoga Navigation Company." On June 4th, 1825, Governor John Andrew Shulze, having received the subscription list covering eight hundred and eleven shares, issued letters patent incorporating the company.

Provision was made in the act of incorporation, preventing the concentration of voting in the hands of a few of the stockholders, by means of the following voting privileges: For each two shares of stock, or less, the holder was entitled to one vote; and for every two shares above two and not exceeding ten shares, one vote additional for every four shares was allowed. Each stockholder owning more than ten shares, but not exceeding thirty, was given one additional vote for each ten shares. To those who owned more than thirty shares, but not more than one hundred, one additional vote was given. No share nor number of shares above one hundred, conferred any additional voting rights.

ELECTION OF OFFICERS AND MANAGERS

Following the receipt of the charter, the next step was the election of officers and the managers of the corporation. This took place July 6th, 1825, at the house of John Steman, innkeeper, with the following result: Edward Coleman, was elected president; George Louis Mayer, treasurer and secretary; and James Coleman, Jonas Dorwart, Robert Evans, James Humes, Jacob Kaufman, F. A. Muhlenberg, George B. Porter, Adam Reigart, John Reynolds and Jasper Slaymaker, managers. The next day, July 7th, 1825, a special committee of the board of managers examined the river from Reigart's landing, at the head of navigation, to the mouth of the Conestoga, at Safe Harbor.

The actual work of organizing the Conestoga Navigation Company having been finished, no time was lost in giving consideration to the construction of

canals, locks, towpaths, and such other operations, as might be necessary in order to make the Conestoga river navigable. Before undertaking such activities, it seemed advisable to secure the services of an experienced canal operator, and also to inspect some canals in operation. Within a week following the election of officers and managers, John Reynolds had left Lancaster for the purpose of interviewing Captain Ephraim Beach, of the Raritan canal, and of securing, if possible, his services in overseeing the construction of the proposed Conestoga canal. At the same time, a sub-committee was appointed to examine the "Works on the Lehigh and Schuylkill," with instructions to report back to the managers such information as might be useful.

Captain Beach, because "of his bad health and other engagements," could not accept the appointment as engineer of the proposed Conestoga canal, and the managers selected Simeon Guilford.

COST OF CONSTRUCTION

The next step was to secure estimates covering the cost of construction, and the first notice was dated August 22nd, 1825. The proposals called for the building of twelve dams, each of an average length of about 160 feet, and a height of about nine feet. There were to be the same number of wooden locks, each "100 feet by 22," with an average lift of about five feet. These bids were to be received on the 14th, 15th and 16th days of September next. It is interesting to note the wide circulation given this notice, for not only did it receive considerable publicity in the papers of Lancaster, but the editors of "The National Gazette," Philadelphia, "The Evening Post," New York, Websters' and Skinners' "The Albany Gazette," "The Berks and Schuylkill Journal," Reading, and "The Lebanon Republican," Lebanon, were asked to publish the notice three times.

The latter half of August, and all of September, 1825, were spent by Engineer Guilford and the Board of Managers in locating the proposed locks and dams, and securing estimates as to the cost of constructing the same. The minutes of the corporation, during this period, show that Captain Beach, notwithstanding his previously reported "ill-health and other engagements," did associate himself with the Conestoga canal for a short time. I cannot find a record as to when he was employed, but under date of September 12th, 1825, when a special meeting of the managers of the Conestoga Navigation Company was held, the following minute was adopted: "Resolved, That Messrs. Reigart, Reynolds and Slaymaker be a committee to accompany Messrs. Beach and Guilford down the river to-morrow, and be present when the locks and dams are located." There is further evidence of Captain Beach's employment in an itemized bill of \$203.12 paid him September 17th, 1825, for sundry expenses, one of which reads:

"To 10 days service, at \$10.....\$100."

Estimates for the construction of nine locks and dams, a towpath, and other work incidental to the building of the canal, varied from \$53,240 to

\$100,000. The contract was awarded to Caleb Hammill, the lowest bidder. The locks and dams were to be located as follows:

- "Lock No. 1, seven feet lift, at Light's mill pond.
- " " 2, six feet lift, at Haverstick's.
- " " 3, seven feet lift, at Heiney's.
- " " 4, eight feet lift, half a mile below Bore mill run.
- " " 5, six feet lift, at Rohrer's mill.
- " " 6, nine feet lift, at Miley's mill.
- " " 7, seven feet lift, half a mile below Little Conestoga.
- " " 8, six feet lift, one mile from Susquehanna.
- " " 9, eight feet lift, at Susquehanna."

Mr. Guilford having declined to enter into negotiations with the managers of the Conestoga Navigation Company, with a view to his acting as the engineer "to superintend and direct the erection and execution of the dams, locks, towing path and other works of the company,"³ the board, through Mr. Hammill, the contractor, "obtained the services of Mr. Gay."⁴

WORK STARTED

After several months of careful and thorough activity,—involving the organization of the corporation, the surveying of the project, the laying of the plans, the securing of estimates, and many other tasks incidental to the work at hand,—the Conestoga Navigation Company on the seventh day of December, 1825, signed with Caleb Hammill, contractor, of New York State, articles of agreement covering the construction of the canal, at the cost of \$53,240. Under the terms of this agreement, the corporation obligated itself to pay to the contractor certain sums of money from time to time. Other expenses also proved a heavy demand on the treasury. It is not surprising, therefore, to read that at a stated meeting of the board held January 12th, 1826, two important financial resolutions were adopted: One called for "an instalment of five dollars on each share of the capital stock of the company," payable on or before February 11th, 1826; another five dollars payable on or before March 4th, of the same year; and still a third instalment of five dollars payable on or before the following April 1st. The second resolution instructed the secretary to sell the remaining three hundred and eighty-nine shares of the capital stock of the company.⁵

HEAVY FINES

It is of more than passing interest to call attention to the strict penalty suffered by the stockholder who failed to pay the instalments due. According

³ From minutes of meetings October 10th and 14th, 1825.

⁴ From minutes of meeting of January 5th, 1826.

⁵ From minutes of the meeting of the Board of Managers, January 12th, 1826.

to the act of incorporation, section 8, any stockholder who, after twenty days notice in the public papers, neglected to pay such proportion or instalment, was subject to fine at the rate of five per cent per month in addition to the instalment called. If the instalment remained unpaid for such a period of time that the accumulated fines became equal to the amount formerly paid "in part and on account of such shares, the same shall be forfeited" to the company. The company was given the right to sell these forfeited shares for any price obtainable.

LEGISLATURE PETITIONED

As I read and re-read the minutes of this pioneer navigation company of Lancaster county, I was impressed by the vigor, the enthusiasm, and the imagination of these men. The managers of the Conestoga Navigation Company were neither narrow nor selfish in their viewpoint. They were not provincial. They looked ahead. Granted that they were not thinking in terms of the fast automobiles and airplanes of a century later, they were, nevertheless, ahead of many of their contemporaries in appreciating the value of adequate transportation facilities. Consider, if you will, that our forefathers, were, in part, at least, like us in that they were conformists. Not all had a highly developed pioneer spirit; not many thought for themselves. As regards navigation by water, many of the citizens of Pennsylvania in the first quarter of the Nineteenth century accepted the doctrine taught by some writers that rivers were not designed by the God of nature for the purposes of navigation. That the managers of the Conestoga Navigation Company did not believe in this doctrine is evidenced in a "Memorial to the Honorable the Senate and House of Representatives of the Commonwealth of Pennsylvania:" In this petition the attention of the Legislature is called to the fact that it has been estimated that some 20,000 square miles form the basin of the Susquehanna river, and that more than one-half of the population of the Commonwealth was interested in making the river and its tributary streams navigable at all seasons of the year. The petition goes on at length to explain why the Legislature should proceed to gather full and accurate information as to the validity of the suggestion of the Lancaster gentlemen. This suggestion was to have the State employ "one or more scientific professional engineers, of the first skill, talent and experience," to make a minute survey of the river from tide water to the highest navigable sources of both its branches; and likewise of the Juniata, its most important tributary. It was further suggested that the co-operation of the inhabitants of the various counties in which the tributaries of the Susquehanna flow might be secured in opening up the entire region to water transportation and thereby give "the citizens of the Commonwealth a common highway." This would involve work on the Codorus, by the citizens of York county; on the Conedogwinit, by those of Cumberland county; the Mahoney, by those of Northumberland county; and Penn's creek, by those of Union county etc. etc.

FINANCIAL DIFFICULTIES

April 19th, 1826, Jasper Slaymaker and Robert Evans made an audit of the accounts of George L. Mayer, treasurer of the Conestoga Navigation Company. During the preceding months \$16,200 had been received and but \$7,302.53 expended,—a cash balance of \$8,897.47 was being carried in the Farmers Bank of Lancaster. This balance was not to last very long, for we note from the treasurer's report as of July 14th, 1826, that although the receipts during the interim between the report of April 19th and that of July 14th had amounted to \$6,625, expenditures had totalled \$15,139.03, leaving a balance of less than \$384, and the first dam had not been completed. The venture was approximately two years old, and from this time financial difficulties were encountered.

Instalments on the capital stock were being called from time to time as the expense of construction became due. On September 21st, 1826, the "ninth instalment of five dollars" was called, payable on or before October 18th. On October 5th the treasurer had reported a bank balance of \$425.80. Notwithstanding the small cash balance, and the close margins upon which they were working, the president and the managers apparently had confidence in the future success of their undertaking, for we find them entering into an agreement with the contractor, Caleb Hammill, to do some additional work not called for in the original contract. Although the financing of this extra recommendation necessitated the calling of the tenth stock instalment, immediately after the announcing of the ninth, the managers did not hesitate. So far as I can discover, the expenditure of this additional \$6,573 was not for further expansion but simply for the purpose of following the recommendations of the engineer in charge to finish the work on the most improved plan.

Difficulties in collecting all the stock subscription instalments called were encountered, and at the meeting of the managers held November 20th, 1826, the treasurer presented the following statement of instalments due and unpaid:

"AMOUNT OF INSTALMENTS UNPAID:

| | |
|---------|----------|
| On 2nd, | \$180 |
| " 3rd, | 350 |
| " 4th, | 410 |
| " 5th, | 435 |
| " 6th, | 640 |
| " 7th, | 550 |
| " 8th, | 1,620 |
| Total | \$4,185" |

The board instructed the treasurer to send a printed notice to each delinquent stockholder, requiring payment. In addition, notices were published for twenty days, in all the newspapers printed in the city of Lancaster, stating

"that if the instalments now due were not paid within the time given, then the treasurer is authorized to institute suits forthwith; and that the 8th section of the act of incorporation be published for the information of the stockholders."

That collection of these overdue instalments was not an easy task, and that financial problems were ever present, is evidenced in the minutes of the meeting of January 12th, 1827, when the treasurer made another report of unpaid instalments, together with cash on hand of but \$26.42. Unpaid instalments, amounting to \$4,095, were distributed as follows:

| | |
|---------------------|----------------|
| "On 2nd instalment, | \$160 |
| " 3rd " | 285 |
| " 4th " | 350 |
| " 5th " | 340 |
| " 6th " | 530 |
| " 7th " | 325 |
| " 8th " | 710 |
| " 9th " | 685 |
| " 10th " | 710 |
| Total | <hr/> \$4,095" |

LOAN SECURED

At this meeting, further discussion of the financial problems of the company resulted in the appointment of a committee to ascertain upon what terms a loan of six thousand dollars could be obtained for a term of years. It was further decided that a committee of five be appointed for the purpose of obtaining additional subscriptions for stock. Within two weeks arrangements had been made to borrow six thousand dollars from the office of Discount and Deposit, Lancaster. The security given was a "Bond and Mortgage to the President and Directors of the Bank of Pennsylvania on the mill and property, formerly Martin Light's."

The funds thus obtained lasted but a few months, for on September 10th, 1827, we find a resolution passed authorizing the appointment of a committee, consisting of Messrs. Reynolds, Dorwart and Kaufman, to procure a loan of \$20,000, and "to mortgage the property of the company as security for the payment of said sum." Apparently, this loan was not easy to secure, for it was not until October 15th, 1827, the committee reported that the Farmers Bank of Lancaster was willing to loan \$5,000, at the rate of six per cent per annum, with estate of the company as security, if the Legislature, on or before the expiration of ninety days, authorizes the company to borrow money upon a mortgage of their estate. The need for funds is emphasized in the treasurer's report as of October 1st, 1827, when the very small balance of \$36.73, represented the cash on hand.

On December 14th, 1827, the following petition was addressed to the Legislature of Pennsylvania:

"To the Honorable the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly.

"The Petition of the undersigned, Managers of the Conestoga Navigation Company, Respectfully Represents

"That the sum raised by subscription to the capital stock of the company has been found inadequate to the accomplishment of the work which has been begun and is nearly finished. That it is necessary to raise by loan such further sum as may be requisite for its completion. That hitherto they have been unable to obtain a sufficient loan in consequence of the existence of doubts as to the power of the managers to mortgage the tolls, profits and emoluments of the navigation, and the works belonging to the company. Your petitioners, therefore, pray your honorable bodies, by a supplement to their act of incorporation, to grant them power to mortgage, as a security for such sums as they may borrow, all the tolls, profits and emoluments of the navigation, and all the works and other property of the company; believing that this will be the means of enabling them speedily to accomplish a work which they trust will be alike creditable to the enterprise of those who have embarked in it, and beneficial to the interest of the community at large."

At the same meeting, John Reynolds and John R. Montgomery were appointed as a committee to petition the Legislature to have the State of Pennsylvania subscribe to \$20,000 of capital stock of the Conestoga Navigation Company. It will be recalled that the original contract for the construction of all the work deemed necessary to make the Conestoga river navigable called for the expenditure of \$53,240. Certain alterations in plans, soon increased this figure to \$59,813. Total subscriptions to the capital stock of the company had amounted to \$55,000, and we have mentioned some of the difficulties in collecting overdue payments on instalments. Not only were financial difficulties encountered, but other troubles befell the company. Before the completion of the canal, storms and freshets had done much damage. In October, 1827, an especially severe freshet in the Conestoga river destroyed several of the completed dams and damaged others. The president and managers of the Conestoga Navigation Company were faced in the fall of 1827, and prior to the completion of the canal, with the need for more funds. Attention has been called to the amount borrowed. The request to the State for a subscription of \$20,000 to the capital stock of the corporation was in line with the intention of "making the whole capital of the company \$80,000;" and in the petition to the State Legislature was itemized, to cover the payment of the following additional items of expenditures:

| | |
|--|---------|
| “Engineering | \$3,500 |
| Toll houses | 3,500 |
| Damages for lands overflowed and mills injured | 9,000 |
| Incidental expenses | 4,000 |
| | <hr/> |
| Total | 20,000” |

I have been unable to find any record of the State subscribing to the capital stock of the company, but by an act of December 20th, 1827, it did authorize the company to borrow money from banks, and to mortgage the real estate, as requested.

Damages by freshets and floods, lack of sufficient subscriptions to stock in the company, lack of sufficient working capital, and at times lack of sufficient business, all combined to cause the corporation to fight against too great obstacles.

HISTORY OF COMPANY

The primary purpose of this paper is accurately to portray the organization and the early history of the company and not to write a complete history of the pioneering venture in the field of “slack-water navigation.” The period covered herein was, approximately, three and one-half years, namely, from May 15th, 1824, to December 31st, 1827. The work of construction was finished shortly after the latter date, and navigation commenced. As far as the financial history of the corporation is concerned, brief mention will be made of two facts subsequent to the period covered by this paper. May 15th, 1829, exactly five years after the meeting of the citizens of Lancaster for considering the incorporation of “a company for the purpose of making the waters of the Conestoga navigable,” a town-meeting was held in the local court house, and the select and common councils of Lancaster were authorized to subscribe for two hundred shares of the stock of the Conestoga Navigation Company.

The other fact to which I would call attention, has to do with the sale of the company. Although business improved for a time, a sheriff’s sale of the company was held June 1st, 1833. The sale was upon a \$5,000 judgment recovered by the Farmers Bank of Lancaster, and was subject to a mortgage of \$1,000 held by the Bank of Pennsylvania on the grist mill at lock No. 1. In addition to the \$6,000 just mentioned, the sum of \$17,500 cash represented the proceeds of the sale of the property to William and Edward Coleman. It is very evident that the building operations of the Conestoga Navigation Company proved a heavy financial loss to the stockholders. It is not within the scope of this paper to follow the subsequent history of the canal, which passed through several hands, before it was finally abandoned.

SLACK-WATER NAVIGATION

Before closing this interesting history of water navigation in Lancaster county, it seems worth while to outline the plan of navigation while these

builders had in mind. The Conestoga river was to be made navigable by what is termed slack-water navigation,—i. e., “a connected system of ponds formed by dams and locks entirely independent of canals.” The entire distance, by the course of the stream, was seventeen miles, seventy-one chains. The whole fall was about sixty-four feet divided into nine ponds. The ponds had an average width of two hundred feet, and were “never less than four feet deep in the channel.” The reason for such a plan, rather than the construction of a canal, is expressed in the following words: “The greater expanse of water permits crafts of larger burden to be employed than on canals; and it has been demonstrated that vessels of the same dimensions are drawn with less expense of power and with more celerity than on canals. This has been satisfactorily tested on that part of the work which has been completed, the common rate of a packet boat, sixty feet keel by twelve feet beam, with one hundred passengers on board, drawn by two horses, being found to average six miles per hour. The same power applied to a similar packet, upon a canal of the width, experience justifies us in saying will not exceed three miles per hour, consequently the number of boats, horses, and hands, employed to convey the same tonnage, for a given number of miles upon the Conestoga, is, to the number employed upon a canal, as three is to six, which, of course, produces a relative difference in the cost of transportation.

“Should the experiment for the navigation of the Conestoga river ever prove successful, of which no doubt can now be entertained, its general adoption as a system, for the improvement of our streams, will be found of immense importance to the interest of Pennsylvania, not only as being superior to canals for the purpose of navigation, but less liable to accident, requiring not one-fourth the expenditure of money and time in construction, and affording water power of great value to our rising manufacturers.”⁶

INTERESTING SIDE-LIGHTS

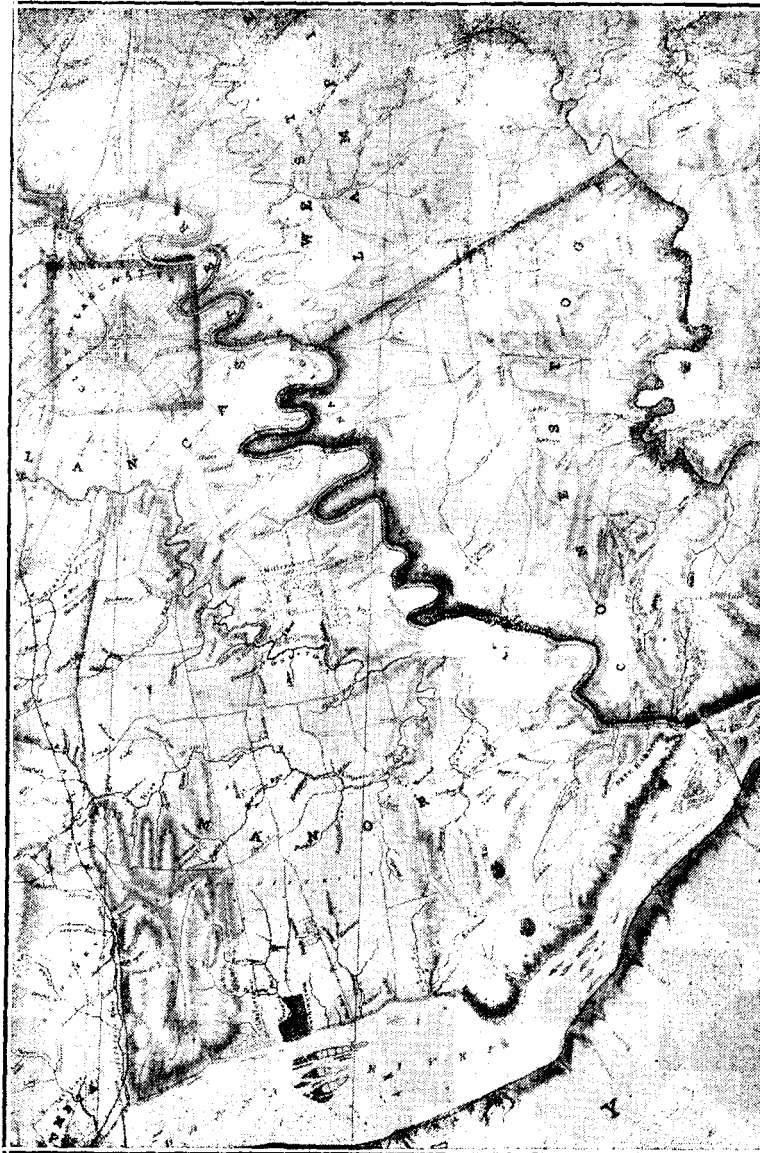
It is from such original sources as that from which most of the material for this paper has been gathered, that one gleans many important historical facts. For example: during the summer months of 1825 one of the regularly scheduled meetings of the board of managers of the Conestoga Navigation Company was postponed from July 28th, due to the fact that “General Lafayette being in Lancaster, no quorum could be formed.” Still another interesting side-light, reflects the difficulties of communication and transportation in these parts one hundred years ago. John Reynolds, in his report covering his interview with Captain Ephraim Beach, relative to the possibilities of the latter accepting the appointment as engineer of the Conestoga Navigation Company, shows that he spent almost a week in performing a task which to-day could be done in a few hours, or at the most, in a day's time. Mr. Reynolds left Lancaster on the morning of July 13th, for New York, by way

⁶ From minutes of meeting of January 30th, 1827.

of Philadelphia. He did not reach New York until the evening of the 14th, where he learned that Captain Beach was "somewhere in the neighborhood of Morristown, New Jersey." Reaching Morristown on the afternoon of the 15th, Mr. Reynolds, after many "fruitless enquiries," was informed that "Captain Beach had been at a place called Dover [about ten miles distant], on the preceding day." After considerable difficulty, he procured a conveyance to Dover, and there had the interview with Captain Beach, only to find that the captain could not accept the offer. Contrast this journey of several days with these times of telephone, telegraph, automobile and other means of rapid communication and transportation!

The relative importance of the inland town of Lancaster during the colonial period, and the first few decades of our history as a nation, is well-known and was due to several factors. As the country grew, and as conditions changed, the forward-looking leaders of this county saw the increasing importance of transportation facilities as determining influences effecting the growth and development of any region.

The organization and history of the Conestoga Navigation Company bear testimony to the initiative and the courage of these citizens.



MAP SHOWING THE PART OF THE CONESTOGA RIVER USED BY THE CONESTOGA NAVIGATION COMPANY