

The First Columbia Bridge

By ROBERT H. GOODELL

On March 28, 1809, an act of Assembly was approved, which authorized the Governor of Pennsylvania to incorporate a company for the purpose of making and erecting a bridge over the Susquehanna River in Lancaster County, at or near the town of Columbia. Among the incorporators were the following from Lancaster County: Caspar Shaffner, Jr., James Wright, John Hubley, Abraham Witmer, Jacob Strickler, Samuel Miller and William Barber.¹

The charter was granted by Governor Snyder on October 19, 1811.

A list of some of the first stockholders follows: John L. Atlee, Sarah Atlee, Peter Bachman, John Barber, William Barber, David R. Barton, John Basler, Peter Baughman, Jacob Beam, Martin Beam, Jacob Berg, Esq., Peter Bier, Edward Brien, Esq., Christian Breneman, William P. Beatty, James Bogle, Gerhard Bubach, Abraham Buckwalter, Thomas Boude, Robert Barber, John Brumfield, Abraham Carpenter, Samuel Clendenin, William Coleman, Robert Coleman, Calvin Cooper, William Cooper, William Dickson, David Eaton, John Eberman, Jacob Eichholtz, Leonard Eichholtz, John Früauff, John Getz, Evan Green, William Green, Andrew Graff, Esq., Benjamin Grimler, Philip Gossler, Michael Gundaker, Christian Haldeman, William Hamilton, Christian Herr, John Hubley, John Humes, Samuel Humes, William Jenkins, Henry Keffer, William Kirkpatrick, Henry Kline, Abraham Levering, John Leman, Jacob Lindsay, William D. McKim, William McKnight, John Michael, Jonathan Mifflin, Samuel Miller, Ann Moore, George Nicholas, Ober and Kline, Robert Patton, Adam Reigart, Jr., John Reynolds, John Risdell, Patton Ross, John Ross, Esq., Molton C. Rogers, Esq., Conrad Schwartz,

References throughout this article are marked: ¹ From Columbia Bridge Company's original minutes book; ² secretary's original minutes before transcription into the minutes book; ³ Ellis and Evans' History of Lancaster County, p. 582 et seq.; ⁴ original receipt; ⁵ original letter; ⁶ original leaflet; ⁷ original paper; ⁸ Lancaster Journal, Friday, June 15, 1821, letter from George B. Porter to Governor William Findlay.

Christian Stehman, Henry Slaymaker, Caspar Shaffner, Jr., Benjamin Vernor, Henry Withers, John Withers, Abraham Witmer, Thomas D. Wright, William Wright, James Wright and James Wright, Jr. There had been a total of twelve hundred and twenty-six shares subscribed for, as of December 23, 1811.

"At an election of the stockholders in the Bridge to be erected over the Susquehanna River in the County of Lancaster at or near the town of Columbia, held agreeable to public notice at the School House in the town of Columbia on the 23rd day of Dec. 1811—the following persons were duly elected officers in the Company to serve one year, and until others are chosen (Viz.)—

William Wright, President.

- | | |
|------------------------|-------------------------|
| 1. Thomas Boude, | 7. John Forrey, Jun., |
| 2. Samuel Bethel, | 8. Abraham Witmer, |
| 3. James Wright, | 9. Henry Slaymaker, |
| 4. Samuel Miller, | 10. William Barber, |
| 5. John Evans, | 11. Jacob Eichelberger, |
| 6. Christian Breneman, | 12. John Tomlinson, |

Managers

William P. Beatty—Treasurer

John Barber—Secretary

Judges of election: James Wright, Jr., and John Snyder." 2

"At a Meeting of the President, Managers of Company for erecting a Bridge over the river Susquehanna at or near the Town of Columbia in the County of Lancaster . . . held at the house of Mary Jeffries, December 28th, 1811—present

William Wright, President

- | | |
|-----------------------|---------------------|
| 1. Thomas Boude | 5. John Evans |
| 2. Samuel Bethel | 6. John Forrey, Jr. |
| 3. James Wright | 7. Henry Slaymaker |
| 4. Christian Breneman | |

"Moved & Seconded That a committee be appointed to ascertain the exact width of the River, by actual Measurement at or near the proposed Scite of the Bridge—agreed to, and Christian Breneman, James Wright & John Evans were appointed said Committee.

"Resolved that a committee be appointed to draw up rules and regulations for the Government of the Company. The committee are Samuel Bethel, Thomas Boude & Samuel Miller.

"Resolved that the President be and he is hereby authorized to advertise in one Newspaper printed in New York, two in Philadelphia, the *Lancaster Journal*, *Susquehanna Watterman* & *York Recorder* for plans & proposals for Building the Bridge, and that the same shall be continued in the aforesaid papers until the last Monday in June next.

"Resolved That H. Slaymaker, S. Miller, James Wright, John Forrey, Jr., & Abm. Witmer be a committee to examine the different quarries in the neighborhood of the contemplated Bridge, to find whether Stone suitable for building the Piers could conveniently be had, and that they are instructed to have the Quarries opened.

"Resolved That Samuel Bethel, C. Breneman & John Evans be a committee to ascertain whether Suitable Boats for transporting Stone and other materials to the Piers, can be had and at what rate, and report to next meeting.

"Ordered That the Secretary be and he is hereby instructed to procure a Book for the purpose of inserting therein the Minutes of the Company—and generally such other Stationary as may be necessary for the use of the Company.

"Resolved That the Commissioners be directed to pay into the Treasury on or before the first day of April next the Amount of monies which they were authorized to receive at the time of taking subscriptions, the Secy. to furnish each of the said commissioners with a copy of the foregoing resolution.

"Ordered that the Secretary furnish each Member of the Board with a Subscription Book, for the purpose of obtaining further Subscriptions to the Bridge.

"Moved & Seconded that the President be and he is hereby authorized to call Special Meetings of the Board at such times and places as the business of the Company may require—agreed to

"Resolved That each Member of the Board living in or near Columbia, be allowed the sum of two Dollars, and those residing in York, Lancaster and Philad. two Dollars & fifty cents per day for each and every day they attend at the Meeting of the Board—

"Resolved That there be four Stated Meetings of the Board in each and every Year, and that they shall be held on the last Mondays in March, June, September & December, and that the aforesaid Meetings shall be held at the house of Mary Jeffries in the Town of Columbia,

"Resolved that the Board are now ready to receive plans & proposals for building Said Bridge and that public notice be thereof given, that if any person or persons have any proposals to offer, either for building the Bridge entire, or for a single pier or piers; or the superstructure, that they be forwarded to Wm. Wright, Pres't of the Board, on or before the last Monday in June next—

"Resolved to adjourn until the last Monday in March next." 2

Some Prominent Promoters

Something might be said regarding the different members of the Board.

William Wright was the son of James Wright, and was a grandson of John Wright, who settled at the site of Columbia about 1727. William Wright lived in the stone mansion on Second street, between Locust and Cherry streets, in Columbia, which mansion is now owned and occupied by Mr. Emmett Rasbridge. William Wright was also first president of the Columbia Water Company, founded in 1823.

Thomas Boude was a son of Dr. Samuel Boude of Lancaster. He was born in 1753, was a major in the Revolutionary War, and was married to Elizabeth Wright, sister of William Wright. He died in 1822, being blind the last few years of his life. 3

Samuel Bethel was the grandson of Samuel Bethel, who owned a tract of land in Lancaster as early as 1717. He was married to Sarah Hand, daughter of General Edward Hand of Revolutionary War fame. He settled in Columbia, and lived on an estate inherited by his grandmother, Sarah Bethel, from her brother, Samuel Blunston, who with John Wright and Robert Barber were the earliest settlers of Columbia. Mr. Bethel was admitted to the Bar in 1795 and served on the State Legislature, 1808-1809. He died 1815.³

James Wright was a brother of William Wright.

John Barber, first secretary, was a direct descendant of Robert Barber, first sheriff of Lancaster County. He was secretary of the Bridge Company from December 28, 1811, to July 7, 1815, and later in 1831 was superintendent of the Columbia, Lancaster & Philadelphia R. R.³

William Barber, brother of John, was admitted to the Bar in 1793. He was a manager of the Bridge Company from December 28, 1811, to July 7, 1814, and president from August, 1824, to March 3, 1834.

John Evans was a merchant of Columbia, and served on the Board from December 28, 1811, to July 3, 1820.

Henry Slaymaker obtained the contract to build the bridge.

William P. Beatty, the first treasurer, was born 1766, died 1848. He was postmaster in Columbia, 1802-1807, chief burgess of Columbia in 1817, cashier of the Bridge Company until 1821. In 1825, he was appointed postmaster of Columbia by John Quincy Adams, and held this position until 1837.³

The meetings of the Board were held at the house of Mary Jeffries, wife of Joseph Jeffries, a tavern keeper of Columbia and Lancaster. Among the papers examined was a receipt for twenty dollars and sixty cents, dated December 21, 1814, for various bottles of wine, whiskey, gin slings and dinners paid by William Wright "on behalf of the Board."

At a special meeting of the Board of Managers held February 25, 1812, the same persons were present, and the object "was to take into consideration the propriety of applying to the Legislature for a Supplement to their present Bridge Law, so that their surplus funds might be invested in a Banking Company at this place. Therefore, Resolved That the following Petition be transcribed, signed and forwarded to the Legislature and that Saml. Miller, James Wright & H. Slaymaker be a committee to attend the Legislature with the same."² The petition was in the form of a four-page printed leaflet, a copy of which was given to each member of the Legislature.

The next meeting of the Board was held March 30, 1812, at the house of Mary Jeffries. Abraham Witmer, one of the managers, attended for the first time. He was the builder of Witmer Bridge just east of Lancaster, where Route 30 crosses the Conestoga River. The committee appointed to measure the river reported "the width to be 324 rods wide [5346 feet], committee discharged — The measurement was made with a wire ten rods long." "The President Reports, That the advertisements for receiving plans & proposals for Building the Bridge, have been published, in the different Newspapers agreeably to instructions. The Committee appointed to examine the different

Quarries of Stone—Make Report That they have had one Quarry opened on the west side of the River which will be very convenient to the Bridge—where they find excellent Lime Stone, easy to be procured and the appearance of a large body of them”—“The Commissioners Report. That they have not complied with the requisitions of the last board, to pay into the Treasury on or before the first day of April next the monies which they were authorized to collect—They are therefore requested to pay immediate attention to the Same.” “The Secretary, Reports, That he has furnished eight of the Managers with Subscription Books, agreeably to a Resolution to that effect of the 28th December, 1811, and that the remainder are in readiness.” The committee appointed to examine quarries was instructed to “employ hands at those quarries already opened, and to search for and open new ones on each side of the River—with authority to have the Stones removed to the River at the most convenient places to load them into boats, in order to be transported to the piers.” A committee composed of Henry Slaymaker, William Barber and James Wright was formed “to ascertain the most advantageous scite for building the Bridge, and on what terms the same can be had from the proprietors of the Land adjoining the same on either side of the River.”²

On May 6, 1812, Abraham Sandoe was paid seventy-eight dollars for thirty-nine weeks' boarding with William Martin. On May 7, 1812, two dollars and fifty cents was paid for “smith work don by John Flury for Dressing tools on account of William Martin.” Another receipt, dated May 7, 1812, “Rec'd. from Mr. William Martin twelve Dollars in full for a Bbl. of Whiskey Deld. him while Quarrying stone in York County,” signed “Rob. W. Houston.”⁴

It is the intention of this article to show who the men were who worked on the project, and receipts or names of workmen will be mentioned.

By letter, dated Lancaster, June 25, 1812, to William Wright, Jonas Preston mentioned receiving a letter from Roger Griswold, Governor of Connecticut, certifying that one “Jonathan Walcott is a man to be relied on for integrity & well skilled in Bridge building.” Mr. Walcott later was one of the contractors on the first Columbia bridge project.

The Minutes of the third regular meeting of the Board held June 29, 1812, disclose the following: “The Committee appointed for the purpose of drawing up Rules & Regulations for the government of the Company, not being prepared to report are continued—with instructions to report at next meeting.”

“The Committee appointed to examine the different Quarries and to have them opened, Make Report, That they have not found any good Quarries on this side of the River—that they have continued to Quarry on the west side—and have had some of the Stone hauled to the River—Committee discharged.”

“The Committee appointed to procure Boats make report—That having not received any satisfactory answers to their letters on that subject, are not yet ready to report in full—committee discharged.”

"The Commissioners Report that they have collected and paid into the Treasury part of the Subscription money—they are requested to proceed immediately in the collection of the remainder."

"The Committee appointed to examine the Scite for building the bridge, etc., Report that in consequence of high water, they have not been able satisfactorily to fulfill their appointment—and are continued."

"Jonathan Walcott exhibited a plan for the Superstruction of the Bridge accompanied with a proposal to build the same for twenty dollars per foot."

Rufus Granger laid before the Board a proposal for Building the "Stone work of the Bridge, at two dollars & fifty cents for every Sixteen & an half feet cubic measure." A committee was appointed to confer with the above named persons, and have the plans laid before them.

"Resolved that the President be and he is hereby authorized to procure Seal for the Company." 2

On July 1, 1812, William Martin was paid for opening a quarry on the west side of the river. The workmen received sixteen dollars for twenty-four days of work, and board for thirty-nine weeks cost seventy-eight dollars.4

Minutes number four of a meeting of the Board held July 4, 1812, disclose that a proposal from Henry Slaymaker, Samuel Slaymaker, and one from Jonathan Walcott, and another from Theodore Burr, were presented by the committee. Thomas Boude, James Wright and Samuel Bethel were a committee appointed "to view the chain bridges at Wilmington and Schuylkill, and report their opinion to the next meeting of the board." 2

William Barber wrote a letter from York, dated July 6, 1812, stating that he and Mr. Eichelberger would not be able to attend the meeting of the Board the next day, but that both of them "are quite willing, not only so, but will be extremely happy indeed if a contract can be closed" with Mr. Walcott and Messrs. Slaymaker.5

The Slaymaker, Walcott proposal is dated July 7, 1812, and is as follows: "That we will well and Substantially Build or Cause to be Erected Stone Peers of the Following description, Viz.: Forty feet long, ten feet thick and Twenty feet high from Common low Water mark, in a workmanlike manner, and the Superstructure agreeable to the Plan annex'd herewith for the Sum of One Hundred and Fifty Thousand Dollars and find all materials, to be completed by the first of December, in the Year Eighteen hundred and fourteen. If the above Proposal is agreed to, the Subscribers will take Stock Including what they have already Subscribed for to the Amount of Six Thousand dollars." Signed, Henry Slaymaker, Jonathan Walcott, Saml. Slaymaker.5

Part of the contract:

"The Arches or spans to be 100 feet between the Piers—the piers to be at least 40 feet at the Bottom or foundation & brought up to 30 feet at the top & 10 feet thick—the chord to be 12 inches square—the Cap 8 by 12 in. the short post to be 12. Inches square—the braces 12 by 5 in.—lower braces to be 12. Inches square—to form two carriage ways—with a sufficient parti-

tion between, formed as the outward sections—each of the three segments to be completely on one side with a safe railing—but if the board or a Committee thereof should direct to have the three sections of the bridge weather-boarded on both sides & cased or capped, that then the board shall pay to the Contractors the additional sum of \$5000. The floors to be covered with good & substantial 3. Inch planks.”

At a special meeting of the Board held at the house of Mary Jeffries on July 7, 1812, it was moved by Thomas Boude, and seconded by John Forrey, to accept the proposal of Messrs. Slaymaker and Walcott, which was agreed to. A committee was appointed to negotiate with the proprietors of the land adjoining the site of the bridge. They withdrew from the meeting and shortly thereafter reported that William Wright and Samuel Bethel “the proprietors of the land to wit had given their consent that the bridge may

No. 09,

ONE HUNDRED DOLLARS EACH SHARE.

Be it known, That *Sonathan Mifflin*

Sonathan Mifflin is entitled to

Two Shares of STOCK in the SUSQUEHANNA BRIDGE AT COLUMBIA, transferrable only in the presence of the President or Treasurer of the Company, by the said *Sonathan Mifflin*

personally, or by his Attorney duly constituted, subject to all future payments which may be called for agreeably to an Act of Assembly passed the Twenty-Eighth Day of March, in the Year of our Lord, One Thousand Eight Hundred and Nine.

WITNESS the Seal of the Company at Columbia this

Seventeenth Day of *December*

Anno Domini, 1812.

W. Wright President.

ATTEST

A. S. Beatty Treasurer.

be built opposite and adjoining their lands." ² The committee of Samuel Bethel, Samuel Miller and William Wright to draft the Articles of Agreement between the president, managers and Company and Messrs. Slaymaker and Walcott were instructed to form the same on the personal security of the above-named persons under a penalty of twenty thousand dollars. The contract was signed on July 8, 1812.

At a special meeting of the Board held at the house of Joshua Ring, September 5, 1812, "a committee be appointed to confer with the contractors respecting the covering and weatherboarding the three segments of the Bridge, what their additional charge would be to roof the segments with shingles in place of capping, for the better securing of the timbers." ² The committee later reported the cost would be eight hundred dollars, which was agreed to, and a contract signed. A committee of James Wright, Samuel Miller and Christian Breneman staked off the ground for the abutments.

At a special meeting of the Board held September 28, 1812, a committee of Thomas Boude, Samuel Bethel and Abraham Witmer was appointed to prepare a form of the certificates of stock which was attended to, and the secretary ordered to procure fifteen hundred copies.²

At a special meeting held November 30, 1812, a committee was appointed to draw up a petition to the Legislature for an alteration in the law respecting the payment of that part of the stock agreed to be subscribed for by the state, and altering the rates of tolls. This was done, and a committee of Samuel Miller, James Wright and Thomas Boude was appointed "to wait on the Legislature & present the aforesaid petition." The petition follows: "To the Senate and House of Representatives of the Commonwealth of Pennsylvania in general Assembly met.

"The Memorial of the President, Managers and Company for erecting a Bridge over the River Susquehanna at or near the Town of Columbia in the County of Lancaster, Respectfully represents

"That your petitioners have contracted for building said Bridge, to be completed by the first day of December, 1814, at one hundred & fifty-five thousand eight hundred dollars, to be paid as the work progresses; to enable them to comply with this part of the contract, it will be necessary to borrow money, unless your honorable bodies will agree to advance their proportion according to the number of shares which the Legislature of 1810-11 authorized the Governor to subscribe for, on behalf of the Commonwealth.

"Your memorialists therefore respectfully request the Legislature to pass a supplement to said Law, authorizing the payment of said Stock in such installments as will enable them to avoid paying Interest, a considerable portion of which will ultimately come out of the State Treasury, in consequence of the expense of the Bridge being augmented by the payment of said interest." ⁶

Rates of Toll

The rates of toll for the Columbia Bridge Company were as follows:

"For every foot passenger, six cents; for every carriage of whatever description, used for the purpose of trade and agriculture, having four wheels,

and drawn by six horses, one hundred and fifty cents; for every such carriage having four wheels and drawn by five horses, one hundred and twenty-five cents; for every such carriage having four wheels, drawn by four horses, one hundred cents; for every carriage having four wheels, drawn by three horses, seventy five cents; for every such carriage having four wheels, drawn by two horses, sixty-two and one-half cents; for every such carriage, having four wheels, drawn by one horse, thirty seven and one half cents; for every carriage of whatever description, used for the purpose of personal accomodation or pleasure, having four wheels, and drawn by four horses, one hundred cents; for every such carriage, drawn by two horses, seventy five cents; for every such carriage, drawn by one horse, fifty cents; for every carriage of whatever description, used for the purpose of trade or agriculture, having two wheels and drawn by two horses, thirty-seven and an half cents; for every such carriage, drawn by one horse, twenty-five cents; for every chair or other two wheeled carriage of pleasure for every horse used therein, twenty-five cents; for every sled or sleigh drawn by four horses, seventy-five cents; for every sled or sleigh drawn by two horses, fifty cents; for every sled or sleigh drawn by one horse, thirty-one and one-fourth cents; for every horse, mare, or gelding, with a rider, twenty-five cents; for every horse, mare, or gelding, without a rider, eighteen and three-fourth cents; every carriage drawn by oxen, or partly by oxen and partly by horse, to be rated in the proportion of two oxen for one horse; for every head of horned cattle, three cents; every head of sheep and swine, two cents; Provided That any person or persons going to, and returning from, public worship on Sabbath days, or any detachment of the military, of this state and those who attend funerals, shall at all times be exempted from paying said tolls." 1

A blank book was purchased for the Bridge Company office from Benjamin and Thomas Kites for thirty dollars on March 20, 1813. This book is now in possession of the First Columbia National Bank.⁴

At a special meeting of the Board on December 28, 1812, the committee appointed on November 30, 1812, to present petitions to the Legislature reported that they attended at Harrisburg, and petitions were presented. John Evans, Christian Breneman and Abraham Witmer were appointed "to superintend the quarries to prevent the breaking of the stones, to forbid any stone being broken that can be taken out of the quarry without it."²

At a special meeting of the Board held at the house of Joshua Ring on April 7, 1813, it was decided "that this Board deems it expedient to issue paper in the form of Bank notes—provided (that if authorized by a bye Law of the Stockholders) the extra capital remaining after the Bridge is completed can be thus legally employed." A committee composed of Samuel Miller, Abraham Witmer and Christian Breneman was appointed to consult counsel (Charles Smith and James Hopkins) on the legality of the above. The president was authorized to advertise in newspapers for a superintendent of the stone work of the bridge.²

On April 14, 1813, a Leonard Harbaugh of Baltimore wrote to William Wright applying for the position of superintendent of the bridge company.

Mr. Wright's reply to Mr. Harbaugh, dated May 9, 1813, is very interesting and is presented. "Respected friend, Leonard Harbaugh, At a Meeting of the Board of Managers of the Columbia Bridge Compy, held yesterday it was agreed to accept of thy offer, as stated in thy letter of the 14 Uto, to serve the Compy as Superintendent provided thou art willing to engage by the Mo. at the price thee offer which would be agreeable, \$80. per Mo. to continue at that rate up to the time thee mentioned or any part thereof at the discesion of the Board—we shall expect to see thee here as soon as convenient or to here from thee on the subject." Signed, "Respectfully thy friend—W. W." Mr. Wright was a member of the Society of Friends.⁵

At a special meeting of the Board held at the house of Mrs. Jeffries on Wednesday, April 28, 1813, "Resolved, that Thomas Boude, Jno. Evans & C. Brenneman be a committee to examine the Superstructure of the bridge as they progress in framing to prevent any bad timber from being used—and that they Report monthly or oftener if necessary to the President."²

At a special meeting held at the house of William C. Skiles, May 8, 1813, "Resolved, That Books be opened at the Treasurer's office on the 18th day of June next, for the sale of one thousand additional Shares of Stock in the Company and that ten dollars on each share be paid at the time of subscribing;" "Resolved, That the Secretary give notice in two papers printed in Philad., one in Lancaster, one in York & the *Columbia Waterman* of the above resolution." On this day Mr. Harbaugh was accepted by the Board as superintendent of the bridge. Also a committee was appointed to find out the additional expense "of having the first pier on the eastern side of the river enlarged two feet in width, and of enlarging all the others not already begun, to the same width and any heighth the board may think proper not exceeding four feet."²

The following letter, dated Columbia, May 8, 1813, was sent to every original stockholder: "The Managers of the Susquehanna Bridge at Columbia finding that the several Installments have not come into the Treasury as punctually as was expected, and as would have enabled them to comply with their Contract with the Undertakers without borrowing money, have deemed it expedient and proper to open subscriptions for one thousand additional shares; and if the consent of the Stockholders can be obtained at their next meeting, (of which there is little doubt,) to employ their extra capital in the form of a banking institution, which the present charter authorized them to do agreeably as advised by Council. The Managers have therefore thought it just and right that the original Subscribers should be informed of this, and have a preference in the additional subscription, if they wish it. The Books for the additional Stock will be opened at the office of William P. Beatty, Esquire, Treasurer of the Company, on the Friday 18 day of June next, at 10. O'Clock in the forenoon, where all persons will be at liberty to subscribe—but anytime previous to that day, you will be entitled to subscribe at the aforesaid place, as being an original Stockholder. By order of the Board."⁶

At a special meeting held at the house of Joshua Ring, on May 28, 1813, it was decided to have the piers increased to twelve feet in thickness, and

in height to twenty-three feet, at a cost of three hundred and ten dollars per pier.²

On June 11, 1813, it was decided to drop Leonard Harbaugh as superintendent and to give him the eighty dollars due him.

A bill from William Hamilton, Lancaster printer, shows that the first advertisement relative to opening of the books of the Columbia Bridge Company was made in a Lancaster paper, May 5, 1809. A ledger, seven quires, was bought from Mr. Hamilton at a cost of eighteen dollars on November 20, 1813. A stock book cost seventeen dollars; a transfer book, eight quires, fourteen dollars; and a journal, twelve dollars. The blank receipts for payments of stock installments were printed by Thomas Armor Wilson of Columbia, who also printed sixty-three quires of blank stock certificates on November 16, 1812. Mr. Wilson was publisher of the *Susquehanna Waterman*, a Columbia paper.⁴

RECEIVED of *Peter Bachman* Five

Dollars, being his first payment on *one* share of stock in the Company for erecting a bridge over the river Susquehanna, at or near the town of Columbia, Lancaster County.

August 5th 1807

FOR THE COMMISSIONERS-

Amos Beatty

PETER BACHMAN PAYS FIVE DOLLARS ON ONE SHARE OF STOCK

On June 17, 1813, John Evans, one of the managers, was appointed superintendent of the bridge, at three dollars per day.

On June 28, 1813, the ground for the abutments on the east side of the river had been staked off. The committee obtained the consent of Samuel Béthel to draw and frame the superstruction of the bridge on his ground, but a sum as compensation for the same was not fixed.

At a meeting of the stockholders held on the first Monday in July, 1813, the following were elected to serve as officers for one year: President, William Wright; Managers, Thomas Boude, Samuel Bethel, James Wright, Samuel Miller, John Evans, Christian Breneman, Robert Patton, Christian Herr, D's son, John Tomlinson, William Barber, Abraham Witmer, John Forrey, Jr. Treasurer, William P. Beatty; Clerk, Joseph Mifflin. William Daniel and William F. Houston were judges of the election.²

On June 29, 1813, the company made an agreement with Daniel Loomis and company, which consisted of Daniel Loomis, John Lothrop, E. Young,

and Mr. Ring, to make the additions to the piers as decided upon May 28, 1813. This firm of masons was from Connecticut.

On July 5, 1813, at an annual meeting of the stockholders, it was "Ordnained and declared that the President & Managers or a majority of them at any of their meetings are hereby authorized and empowered to call Special Meetings of the Stockholders."

At this meeting it was "ordained and declared That the President & Managers of the Company, be and they are hereby authorized and empowered to employ the whole Balance of the capital stock of the Company, on Loan, or purchase, or Discount, or otherwise, as to them, or a majority of them, shall appear best adapted to promote all the objects of the said Act of Incorporation."²

On July 12, 1813, it was "Resolved to issue paper in the form of Bank Notes on the credit of the Company, so soon as a sufficient number of shares of stock shall be disposed of." The president was authorized to procure a plate for these bank notes of the following description, "Viz., to strike off at one impression two \$5 notes, one of \$10, & one of \$20. Also to provide a new Seal for the Company." Robert Patton, Christian Herr, John Forrey, Jr., Christian Breneman and John Evans were made a committee to attend to the selling of stock.²

On July 27, 1813, the building committee and John Evans, superintendent, were discharged, because of an unrest among the workmen, who did not like to take orders from them regarding the construction. James Wright, Christian Breneman and John Evans were instructed to inspect the work and report to the Board, but to give no directions to the workmen. The Board from this time on looked to H. Slaymaker and Company to have the work done agreeably to contract.

Five bills for advertising over a period of about a year, were paid in September, 1813, to E. Lewis, Benjamin Grimler, Thomas Armor Wilson, William McCorkle and Hugh Hamilton.

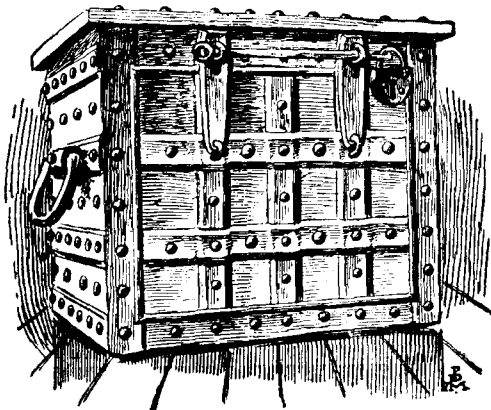
At a special meeting of the Board held on September 6, 1813, it was reported that eight hundred and forty-six shares of stock had been sold.

At a meeting held October 4, 1813, the treasurer's salary was fixed at one thousand dollars per annum, and a "committee appointed on the 13th Ult. to provide a house, are desired to communicate the foregoing Resolution to the Treasurer." Mr. Beatty's house was not convenient, as there the vault would have had to be placed in the cellar.²

The Treasure Chest

At a special meeting of the Board held at the house of William C. Skiles on Monday, November 10, 1813, the president reported that he had procured the plate and two thousand impressions, and deposited the plate with the treasurer. The bank-note paper came from Joshua and Thomas Gilpin, Philadelphia, and the engraving was done by Murray, Draper and Company of Philadelphia. The president also reported that he procured an

iron chest, which was delivered to the treasurer. The cost was one hundred and seventy-five dollars. This iron chest is at present in the cellar vault of the First Columbia National Bank. It is about the size of a large trunk, with massive key and heavily reinforced with iron bands. At this meeting it was decided that twenty thousand dollars of notes be delivered to the president for his signature. The five-dollar notes were to be filled with the signature of C. Breneman, the ten-dollar notes to be filled with the



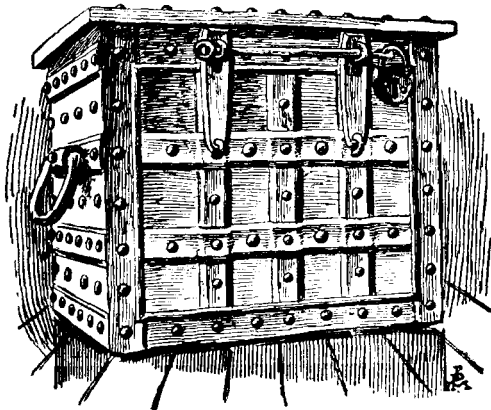
TREASURE CHEST

signature of Robert Patton, and the twenty-dollar notes to be filled with the signature of John Evans. The committee appointed to find the treasurer a house, reported that they examined the houses of A. Ellmaker and Samuel Miller. A. Ellmaker could not give a definite answer, but Mr. Miller was willing to sell for twelve thousand dollars.²

At an adjourned meeting held November 13, 1813, it was moved and seconded "that the remainder of the stock amounting to eight hundred and seventy-four shares be offered for sale, as follows, Vz. 374 at the house of Mary Jeffries in the town of Columbia, 500 at the house of John Michael in the Borough of Lancaster." Notice of these sales appeared in one paper in Lancaster, and one in Columbia. The treasurer was "authorized to provide such books and stationery for the use of the instn as he may find necessary," and the secretary was instructed to "be employed to give his assistance in the treasurer's office from after the first day of next month."²

The eight hundred and seventy-four shares of stock were sold by December 4, 1813. A list of stockholders who had made no payment was presented at a meeting of the Board on December 4, 1813, and these shares were declared forfeited to the company, to be sold. The treasurer was instructed "to call on the Stockholders to pay up in such manner, so that the sum of \$40 shall be paid on each and every share by the 12th of Jan. 1814." The president and treasurer were "authorized to make such arrangements,

iron chest, which was delivered to the treasurer. The cost was one hundred and seventy-five dollars. This iron chest is at present in the cellar vault of the First Columbia National Bank. It is about the size of a large trunk, with massive key and heavily reinforced with iron bands. At this meeting it was decided that twenty thousand dollars of notes be delivered to the president for his signature. The five-dollar notes were to be filled with the signature of C. Breneman, the ten-dollar notes to be filled with the



TREASURE CHEST

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committee to report rules for the government of the Board in place of Samuel Miller, resigned.²

The contractors were informed that weather-boarding of the bridge should be done with seasoned, merchantable boards; the inspection committee finding and reporting faulty timber.

Bills for hauling stone for the bridge were received from Walter Fowler and C. Detwiler in January, 1814, and two thousand bricks were purchased from Samuel McClane for twenty-eight dollars on January 15, 1814. Bar iron was bought from Edward Brien of Martick, and sheet iron from Jonathan Williams of Brandywine. Stone, planks, sand and lumber for the bridge were hauled by John Greenleaf. George Nicolas and Casper Peters worked on the banking rooms, and furnished shutter hinges, and rings and irons for the wall, and two doors and frames. Eighteen dollars were paid to John Norris for two lamps for the office. On April 4, 1814, John Hoff was paid sixty-five dollars by Robert Patton for expenses of transporting forty boxes of silver from Philadelphia to Lancaster. This same John Hoff made clocks on West King Street in Lancaster. Daniel Herr did the plastering work in the bridge company office. Fourteen Windsor chairs were purchased from Thomas Wright for nineteen dollars and twenty-five cents on April 11, 1814. The white pine planks, shingles and boards were furnished by Thomas Boude.⁴

On April 21, 1814, Robert Patton was added to the inspection committee, and weekly reports to the Board ordered.

Francis Harmer was paid on June 1, 1814, for eighty-one day's work, building vault and watch-house, and also for carpenter work.⁴

According to a receipt, dated June 1, 1814, Joseph Mifflin, clerk, was paid a salary of eight hundred dollars per year. William P. Beatty, treasurer, received one thousand dollars per year.

Robert Barber and William Martin laid the hearth in the office, for which they were paid one dollar and fifty cents. John Greenleaf hauled lumber from Lancaster and furnished lumber for the "watch-box." Lewis Wislar received eighteen dollars and twenty cents for twenty-six hundred plating bricks hauled to the bank, and three dollars for three hundred bricks from Robert Barber's. Samuel Miller furnished iron for hinges. A hickory broom for the office cost thirteen cents, while a counter and desk cost thirty-five dollars, and a pine desk twenty-two dollars. The forty thousand silver dollars brought from Philadelphia to Lancaster by John Hoff, were transported from Lancaster to the Bridge Company office by John Forrey, Jr., and Robert Patton, who received five dollars for their expenses. Henry Slaymaker was paid for attending the Legislature in Harrisburg; the expense averaging seven dollars per trip.⁴

At an election held at the Columbia school house on July 4, 1814, the following were elected for one year:

William Wright, president; William P. Beatty, treasurer; Joseph Mifflin, clerk.

Managers: Thomas Boude, James Wright, Christian Breneman, Samuel Bethel, John Evans, John Forrey, Jr., Robert Patton, Robert W. Houston, John Mathiot, John Barber, Warwick Miller, Christian Herr, D's son.

John M. Patton and Peter Epley, clerks of the election. John Snyder and William Epley, judges of the election.

On July 14, 1814, a new committee of inspection was formed, consisting of James Wright, Christian Breneman, John Forrey, Jr., John Evans and John Mathiot. The committee to report rules and regulations for the government of the office was reappointed, with the addition of John Barber.²

On July 20, 1814, Christian Breneman and Robert W. Houston were paid sixty-three dollars and thirty-two cents for expenses in going to Chambersburg and Carlisle to exchange and collect paper.⁴

At a meeting of the Board, held July 21, 1814, Christian Breneman and James Wright were requested and given authority to negotiate for ground for a toll house. A letter having been received from the cashier of the Lancaster Trading Company, William Wright, John Evans and John Barber were appointed a "committee to meet a deputation from the several Banking Institutions in the Borough & County of Lancaster." Christian Breneman and James Wright were members of a "committee to go to York and bring the balance which stands in our favor in that Bank."²

"At a Meeting of the Committees appointed by the Farmers Bank, the Trading Company, the Susquehanna Bridge Company & the Marietta Bank, on the 23rd day of July, at Col. Slough's:

"1. Resolved that the most liberal policy consistant with individual Safety be practiced by each Institution towards all.

"2. Resolved that the Liquidations of the Balances amongst the said Institutions shall take place every two weeks.

"3. Resolved that it shall be optional after the said liquidation for the Creditor institution to demand the balance or leave it standing as a credit upon which Interest shall be payable from five days after the liquidation, if not paid off.

"4. Resolved that each Institution consider itself bound in honor not to pay out any of the paper of Institutions to which it stands indebted.

"5. Resolved that every member of these Institutions welcome his best endeavors to prevail on the Inhabitants of the county who take produce to the City of Philad. to receive pay only in the notes of the city, specie or notes of the county.

"6. Resolved that for mutual accomodation when any of these Institutions think it expedient to send the paper of Institutions at a remote distance, or for payment, that it be communicated to the other Institutions that they may if they find it necessary to embrace the same conveyance on bearing an equal proportion of the expense in proportion to the sum sent.

"7. Resolved that the committees of the several banks lay the above Resolutions before their respective boards of Directors at their first meeting and if adopted, that such adoption be respectively communicated to each institution by their respective cashiers."²

These resolutions were adopted by the Columbia Bridge Company, July 28, 1814.

The blank checks, stock certificates and toll tickets were printed from April 5 to July 2, 1814, by William Greer, of Columbia.

Messrs. Haldeman and Elder supplied five hundred and sixteen feet of oak planks for fifteen dollars and forty-eight cents on September 12, 1814. Shovel and tongs were bought from Amos H. Slaymaker. James Wright and Christian Breneman went to York for specie on August 22, 1814. Borough tax on the property of the company for 1814 was eleven dollars and twenty-five cents.⁴

At a meeting of the Board, August 25, 1814, "Resolved that there be a Toll-house built at each end of the Bridge & 2 Toll-gatherers imployd. Resolved that John Evans & James Wright be a committee to have the said Toll-houses built & to have foot ways made on the Bridge."²

On October 28, 1814, Lewis Wislar presented a bill for Seventeen dollars and sixty cents for sixteen hundred bricks hauled to the toll house.⁴ Robert Chaffin made two lightning rods for the office for nine dollars.

The Board met Thursday, July 21, 1814, and each Thursday thereafter through September 22, 1814, but no business of consequence was recorded by the secretary.

The minutes of a meeting held October 13, 1814, show that Christian Breneman, Jno. Forrey, Jun., and Jno. Mathiot were a "committeee to meet Philip Snyder & to settle damages under the 8th Section of the Bridges Law about damages." Damages to Mr. Snyder's land by the stone quarry were appraised at seventy-five dollars, and paid by the Bridge Company on November 10, 1814.²

At a meeting of the Board held October 15, 1814, "Resolved that C. Breneman be & he is hereby authorized to go to Philad. in order to make an arrangement with L. Hollingsworth & Son or such other factor as he shall approve, to enable us to pay our contractor in such circulating medium as will answer them & to enable to make S'd arrangement we do hereby authorize him to place to L. H. & Son or such other as he shall think proper from 10 to \$20,000. in this office subject to their drafts, immediately on condition they place a fund in N. York Subject to our Drafts, etc."¹

Gatekeepers

On October 20, 1814, James Wright and Robert Patton were appointed a "committee to call on the Governor in order to get the subscription on behalf of the State & secure the first payment of \$45000, agreeable to the Act of Legislature." At this time the treasurer was instructed to "give notice in the *Susquehanna Waterman* that two suitable persons are wanted to attend the gates at the Bridge to collect Toll, etc."²

On October 22, 1814, William Wright, James Wright, Robert Patton and John Evans were appointed a "committee to make arrangements with the contractors relative to the payment of the ballance due them."²

At a special meeting held October 24, 1814, Robert Patton was "authorized & instructed to go to Philad. & take with him \$10,000, to be deposited with L. Hollingsworth & Son or such other Factor as he shall think proper to be laid out in Flour & that again to be sold for Philad. or N. York Paper, if for Philad. Paper then to exchange it for N. Y. paper provided it can be done without a greater loss than one %."²

On October 28, 1814, six hundred and sixty dollars of New York bank² notes were bought from Thomas Biddle and John Wharton, of Philadelphia.⁴

The minutes of the meeting held November 3, 1814, disclose that thirteen men applied for the position of gatekeeper, and that Zachias Davis was appointed for the west gate, and Michael Heisley for the east gate at three hundred dollars each per year, upon giving security of one thousand dollars each. Their contracts were to commence January 1, 1815.²

On November 18, 1814, Walter Fowler, of Connecticut, was paid sixteen hundred and three dollars and fifty cents for building western abutment and filling in the same. This same month hard coal was bought from Calvin Cooper for ten dollars and fifty cents per ton.

An interesting receipt appears under date of December 2, 1814, "To William Hensil—For viewing the Superstructure of the Susquehanna Bridge and reporting to the Governor & to Hack hire, tole, and other expenses \$9.00."⁴

Charity Unabridged

At a special meeting of the Board held on November 15, 1814, "Whereas it has been represented to this board that two orphan boys who work'd the last season at the Bridge were captured by the British on their way home & lost all they had earn'd, therefore Resolved that the Prest. draw his order on the Treas. in favor of Dan'l Loomis for one Hundred Dollars, to be by him presented to the aforesaid Boys in the name of this Compy."²

An inkstand for the office cost thirty-eight cents. The borough tax was eleven dollars and twenty-five cents, the receipt signed by Michael Wislar, collector, August 31, 1814. Shovel and tongs were bought from A. H. Slaymaker for five dollars and fifty cents. James Wright and Christian Breneman were paid six dollars for expenses in going to York for specie. John Mathiot was postmaster of Columbia at this time, and collected quarterly for postage from the bridge company.⁴

At a meeting of the Board on January 5, 1815, "Resolved that any person having wood to take across the Bridge, they may take it at the rate of one Dollar per Cord & return with the empty waggon, free of charge, provided no less than a Cord is hauled at once." "Resolved that John Forrey, Jr., John Mathiot & Jas. Wright be a committee to procure ash plank or other cheap plank for the floor of the Bridge." "Report that they think the Bridge might be let out to Family, by the Year for their foot passengers at \$6.50 per year, payable in advance."²

On January 19, 1815, David R. Barton, of Lancaster, was paid for sheet iron at fourteen dollars per twelve feet. On January 23, 1815, Christopher Mayer was paid one dollar and twenty-six cents for German door locks; a

thumb latch and screws were also bought from Mr. Mayer, the receipt being signed by Jacob Mayer. Samuel Bethel was paid three hundred dollars for use of his store for framing timber, and twenty-four hundred dollars for erecting the eastern abutment on his land. Robert W. Houston was paid twelve dollars on February 3, 1815, for stage fare to and returning from Philadelphia. William Kneass of Philadelphia, formerly of Lancaster, who in 1802 had a stationery store on West King Street, was paid for engraving a plate with five notes, and six thousand impressions. The receipt is dated February 20, 1815. Robert Barber built a chimney in the toll house and received twenty dollars for the job, March 12, 1815.⁴

At a meeting of the Board, March 23, 1815, "Resolved that the Pres't call on Jas. Hopkins or C. Smith & get the form of a Resolution or bye-law to prevent travelers from traveling too fast on the Bridge—also to prevent them from taking a lighted Segar or pipe on the Bridge—prepared by stating the reasons for said bye law."⁶ At this meeting it was decided to employ William Epley to go up the river to procure timber for casing the heads of the piers, for which Mr. Epley was paid three hundred dollars. On March 8, 1815, Murray, Draper & Co. of Philadelphia were paid twelve hundred and ninety-seven dollars and seven cents for engraving a plate containing two notes of five, one of ten, and one of twenty dollars; also two notes of two, and two of three, and four notes of one-dollar denomination. This firm printed from the above plates, fifteen thousand two hundred and fifty-two impressions. John Smith was paid twelve dollars for walling the cellar of the toll-house. Quills for the office at this period cost three dollars and a half per hundred.

At a meeting of the Board held April 6, 1815, a committee was appointed to have footways erected on the bridge and to procure material for repairing the floor.²

On April 12, 1815, John Getz of Lancaster was paid three dollars and fifty cents for an oil pot; and on April 15, twenty-five hundred feet of timber, ninety thousand laths and twenty-five hundred shingles were bought from Joseph Bibbens for two hundred dollars. William F. Houston's account, settled May 27, 1815, shows the following prices for various articles: six pounds of 12d nails cost seventy-five cents; one pound of wrought nails, twenty cents; two sheets of sandpaper, twenty-nine cents; eight pounds of putty, one dollar; one half box of glass, seven dollars and seventy-five cents; one dozen screws, fifteen cents; four thumb latches, one dollar and twenty-five cents; fifteen squares of glass eight by ten, one dollar and forty-two cents. One coil of best white rope, one hundred thirty feet long for tackle falls, was bought from Samuel Slaymaker on June 12, 1815, for fifty-two dollars. On June 24, 1815, twenty-three dollars were paid to John McGlauchlin for making and painting two signs for the Bridge Company office.

At a meeting of the stockholders, July 3, 1815, the following officers were elected: president, William Wright; treasurer, William P. Beatty; clerk, Joseph Mifflin; managers, Thomas Boude, James Wright, Christian Brene-man, John Evans, John Forrey, Jr., Robert W. Houston, Christian Herr,

D's son, John Mathiot, John Barber, Samuel Miller, Jasper Slaymaker, Caleb Kirk. Henry Slaymaker and William F. Houston were judges of the election.²

Paying Dividends

At a meeting of the Board held July 27, 1815, the first dividend on the stock was declared, the amount being three dollars per share.²

On August 3, 1815, "Resolved that public notice be given in the several newspapers, inviting proposals for roofing the Bridge, to be handed into the Board on or before the 2nd day of Nov. next." "Resolved that Jasper Slaymaker, C. Breneman & John Barber be a committee to settle with Abm. Witmer, agent."² On this day Gurden C. Burnham received one hundred dollars on account of his contract for building ice breakers.⁴

On August 3, 1815, a dividend of one dollar and fifty cents per share, for tolls received, and two dollars and fifty cents per share being interest or discounts received on monies loaned, were declared by the president and managers. Notice of these dividends appeared in the *Lancaster Journal*, *Freeman Journal* of Philadelphia, *York Recorder* and *Columbia Waterman*.

On August 5, 1815, one hundred dollars were paid for "Turnpiking Second Street in Wrightsville, from the End of the Bridge to the Susquehanna & York Borough Turnpike."⁴

On August 8, 1815, Christian Breneman was instructed to call upon the Administrators of Samuel Bethel, deceased, to obtain a formal conveyance for ground purchased and certain privileges on the banks of the river close to the eastern end of the bridge, from Samuel Bethel, whose receipt was dated March 28, 1815.²

A receipt for thirty-six hundred dollars, being the dividend of four dollars per share on stock owned by the State, is dated September 16, 1815, and signed for William Findlay, Treasurer, by Alexander Wilson. The tax on two dividends was paid to James Humes, collector, September 19, 1815, the amount being two hundred dollars and seventy cents, or one and one-half per cent.⁴

At a meeting of the Board on October 19, 1815, "Resolved that the Toll for passing the Bridge for mules and asses (since not included in the List of Tolls in the Act of Incorporation) be 12½ Cents each when in droves, and when performing the duties of Horses the same rate as Horses, and that the Clerk furnish each of the Gate Keepers with a copy of the above resolution." Copies were furnished the same day by Joseph Mifflin, clerk.⁶

On October 25, 1815, Robert Patton was paid twenty-one dollars for seven days' time spent in getting exchange in Philadelphia, and twenty-three dollars and fifty cents for stage fare and expenses.⁴

"Columbia, November 8th, 1815. The Subscriber makes the following Proposal to the President and Directors of the Columbia Penna. Bridge, Viz., That I will put or cause to be put a good and substantial Ruff on the Columbia Penna. Bridge with eighteen-inch Shingles, agreeable to the wish of the Directors, as may be agreed by the parties when they may article, for the Sum of Thirty-one thousand dollars. Signed, Henry Slaymaker."⁵

On November 8, 1815, Shubael Allyn paid James Wilson one hundred and seventy-three dollars for fifty-seven weeks and fourteen meals boarding at three dollars per week. The following men employed by Shubael Allyn were paid thirty dollars per month: Elihu Morgan, Alpheus Palmer and Enartos Canada. George Mason received eight dollars for making and putting up a clock case. On November 24, 1815, the following were paid by John Evans for work at the bridge: Henry Miller, Henry Payne, Joseph Hunt, Jacob Miller, Joseph Doan and John H. Clair. Attached to the receipt is a memorandum that twenty-two quarts of gin cost six dollars and fifty cents, which the workmen evidently consumed while working at the bridge. Johns Evans' account under date of February 22, 1816, shows the following items:

"October 7, 1814, 6000 shingles at \$7½ per thousand. December 1, 1814, 1 barrel Flour on account of Carpenters, \$7.75. December 1, 1814, 1 barrel Herring, \$6.50. December 15, 1814, 1250 shingles at \$11 per thousand. January 4, 1815, to George Nicholas, making 10 ft. stove pipe, \$3.09. April 10, 1815, Cash pd. for 2 rafts of Timber, \$415. April 14, 1815, 1 barrel flour, \$7. November 1815, 1 Ten-plate Stove, \$27.4

A note for two hundred and fifty dollars, dated Bellefonte, March 12, 1816, payable to John Norris, Esq., cashier of the Center Bank of Pennsylvania, was signed by Roland Curtin, and accepted by John Evans on March 28, 1816.

Ice Breakers

At a meeting held March 21, 1816, "Resolved that the Clerk advertise for the building of Ice breakers—proposals be handed in by the last Thursday in April."²

On March 25, 1816, Abraham Witmer, agent, settled his account. On March 28, 1816, John Evans and James Wright were made a committee of superintendence. Under date of April 3, 1816, a proposal was sent by Thomas Williams and James Roberts to the company to erect ten ice breakers to the piers on the York County side for the sum of two dollars and fifty cents a perch, Bridge Company to supply the necessary timber and other materials. On April 6, 1816, William Hamilton was paid for advertising in the *Lancaster Journal*, the receipt being signed by John H. Hamilton. On May 6, 1816, John Barber, treasurer, received one hundred dollars for inserting his name and numbering bank notes, the work being done in the office, and requiring thirty-six days. On June 6, 1816, Laurence Miller received eleven hundred and eighty-three dollars and seventy-six cents for twenty-nine thousand five hundred and ninety-four feet of oak and pine plank, at forty dollars per thousand.⁴

On June 27, 1816, the name of James Buchanan appears for the first time among the bridge company's papers. A note for two hundred and fifty dollars, dated June 27, 1816, signed by Christian Correll and endorsed by Andrew Kauffman, Esq., is held by Mr. Buchanan. William Epley received the contract for building ice breakers and was paid one thousand dollars on account, on August 7, 1816.

On August 17, 1816, a resolution was passed at the Board meeting allowing William Wright two hundred dollars each year in addition to his salary, for extra services.

At the annual meeting of stockholders, held July 1, 1816, the following were elected as officers for one year: President, William Wright; treasurer, William P. Beatty; clerk, Joseph Mifflin; managers, James Wright, Christian Breneman, Robert W. Houston, John Forrey, Jr., Jasper Slaymaker, Christian Herr, D's son, John Mathiot, Caleb Kirk, John Evans, Thomas Boude, John Barber, Edward Wilson. Judges of the election were Philip Gossler and William Kirkwood. On this day "Resolved that it is the interest of this institution to become a stockholder in the said National Bank to the amount of such sum as the President and Managers may think proper not exceeding \$100,000, and that such sum of money of the funds of this Co. be invested in the said Nat'l. Bank and that the officers of this establishment do vest the same accordingly upon the best terms they can effect for this Co." 2

AN ORDER BY WILLIAM WRIGHT:

January 23rd. 1817
Treasurer of the Columbian, Pinney's Bridge
Company, Pay to Order of Lewis Wislar
(Twenty Nine Dollars, being the Amount of his
Account for hauling gravel to the Bridge)

Abstract
Joseph Mifflin Clk

Wm. Wright Pres.

Another receipt for one hundred twelve dollars and fifty-six cents, dated November 27, 1816, shows a dividend was paid on the Bridge Company stock in 1816. 4

On December 5, 1816, a notice to travelers was issued warning whom it may concern that the Board means to stand by the ordinance, passed May 25, 1815, relating to galloping of horses, etc., on the bridge. 6

On December 17, 1816, Jacob Strickler was paid for timber, both pine and oak, delivered in October. On December 19, 1816, Henry Slaymaker was paid one hundred and two thousand, seven hundred and five dollars, which was the balance due the contractors. On January 9, 1817, Thomas Boude and John Barber were paid for rafters, collar beams, scantling, shingles and yellow pine boards, delivered December 18, 1816. On January 22, 1817, a

receipt for four hundred dollars is signed by Calvin Cooper "on account of contract for Roofing Bridge." This contract for covering the first Columbia bridge was given to Calvin and Israel Cooper, but the date of contract is unknown. A total of twenty-three thousand, six hundred and three dollars and forty-two cents had been paid to contractors for roofing, to August 23, 1817.⁴ A great-great-great-granddaughter of Calvin Cooper, Mrs. H. W. Barnard, is living in Lancaster at present.

At this time the Columbia Bridge Company was transacting business with banks at Gettysburg, York, Swatara, Marietta, Chambersburg, Milton and Carlisle, as well as with the Center Bank of Bellefonte, the Farmers Bank of Lancaster, and The Lancaster Trading Co.⁷

At a meeting of the Board on March 20, 1817, "Resolved that the President be and he is hereby authorized to go to Philadelphia and make such arrangements with some of the Banks there for receiving our paper, etc., on the best terms he can. . . . Notice to Travelers: Take Notice, that from & after the first day of April next, no notes will be taken for Toll at the Columbia, Penna., Bridge, but of such Banks as pay Specie on demand—And none further west than Chambersburg. The Treasurer is directed to have 100 copies printed, signed by the Clerk, and stuck for the information of Travelers."²

At a meeting of the stockholders on July 7, 1817, for the purpose of electing officers for one year, the same men were reelected, with the exception of Caleb Kirk who was replaced by William Kirkwood. At a general meeting of stockholders the same day: "As The Lancaster Trading Co. contemplated moving to Columbia, the President and Managers were authorized to subscribe into said Trading Co. such number of shares and to such an amount not over \$200,000 provided they remove their office to this Place."² The Lancaster Trading Company, however, remained in Lancaster.

A power of attorney, empowering James Wright to transfer one share of stock in the estate of Dr. Frederick Kuhn, was signed by Augustus Kuhn, and witnessed by William Jenkins, August 22, 1817.⁷ On October 23, 1817, William Wright was paid nine dollars for eighteen locust posts. Coal was bought from Leander Smith of Columbia for nine dollars per ton, at this time. The price of quills was seventy-five cents per hundred, and one ream of letter paper three dollars seventy-five cents. On November 28, 1817, Samuel Clendenin of Port Deposit transferred his two shares of stock to Robert Evans of Lancaster.⁷ Mr. Clendenin had been the first cashier of the Farmers Bank of Lancaster.

During the first three months of 1818 the following were paid for work done on the bridge, hauling of planks, etc.: William Liston, John Greenleaf, John Wilson, Adam Otstat, William B. Hunt, Patrick Trainer, John Trump and Jacob Strickler. James Humes, collector, was paid one hundred and sixty-eight dollars and fifty-seven cents, which was one and one-half per cent of dividends paid up to August 7, 1817. Henry Martin, tax collector, received ten dollars which was the borough tax on the bridge company's prop-

erty for 1817.—A number of rafts of logs were purchased at this time from John Barber and J. Myers. Five hundred feet of culling plank were bought from Anthony Ellmaker at five dollars per thousand, on July 6, 1818.⁴

At an election held at the bridge office on July 6, 1818, the following officers were elected: president, William Wright; treasurer, William P. Beatty; clerk, Joseph Mifflin; managers, James Wright, Christian Breneman, John Evans, John Barber, John Mathiot, John Forrey, Jr., William Kirkwood, Edward Wilson, Jasper Slaymaker, Robert W. Houston, Jacob Gossler and Christian Herr, D's son. William B. Hunt and Joseph Quarll were judges of the election.²

On July 6, 1818, culling plank was bought from Samuel Holl at ten dollars per thousand, double that paid to A. Ellmaker. On July 11, Abraham Bruner was paid for culling planks at rate of five dollars per thousand feet, and the same rate prevailed in August, same being bought from Evan Green and James Given. On September 3, the price for culling planks was six dollars, bought from Jacob Witmer.⁴

On October 1, 1818, Jasper Slaymaker sold two shares of stock to Amos H. Slaymaker, for two hundred dollars.⁷ Gabriel Hill, Samuel Wilson and Samuel Lowry were paid for work done at the bridge. Some items of a receipt, dated October 29, 1818, are interesting: five bushels of lime, two dollars; locust posts, fifty cents each. James E. Mifflin's boat was hired for twenty dollars; James Boyd, N. Brown, R. Rice, and T. Hill were paid five dollars and twenty-five cents for one day's work at the bridge. On January 1, 1819, Robert Barber was postmaster of Columbia, and collected the quarterly postage bill from William P. Beatty. On February 20, 1819, James Humes, collector, received sixty-six dollars and four cents, being one and one-half per cent of eleven thousand, two hundred and thirty-eight dollars paid as dividends for four months and twenty-three days, ending December 31, 1817.⁴

The committee of James Wright, Jacob Gossler, and William Kirkwood, appointed on February 18, 1819, reported on March 9, that "after a careful examination and counting of the money in the Vault and in the hands of the Treasurer find the following, Viz., In our own paper, \$198,792.30; foreign paper of other banks, \$4,942; Gold U. S. and foreign, \$140.60; Silver, \$2,093.92." ⁷

On March 12, 1819, a committee of James Wright and Jacob Gossler reported that Columbia Bridge Company notes to an amount of ninety-nine thousand, six hundred and sixty-seven dollars and five cents had been burned, according to the duties assigned them. These were in denominations of one-dollar to twenty-dollar notes, and tickets from six and one-quarter cents to fifty cents.⁷

On July 5, 1819, an election was held at the office, and the same persons were reelected, except that Andrew Gerber replaced John Mathiot as a manager, and William F. Houston replaced Joseph Mifflin as clerk. Judges of the election were Wm. A. Martin and Joseph Quarll.²

A memorandum regarding stock shows that there had been twelve hundred and thirty-six shares subscribed, October, 1811; one thousand and fifty

shares on second subscription, June 18, 1813; nine hundred and fifteen shares on third subscription, November 23, 1813; twenty-six shares on fourth and fifth subscriptions, May 4 and 25, 1814; Henry Slaymaker, fifty-four shares, on June 25, 1814; State subscription on November 25, 1816, of nine hundred shares; making a total of four thousand, one hundred and eighty-one shares. On December 4, 1813, three hundred and twenty-nine shares of old stock were forfeited; on January 26, 1815, ninety-nine shares, old and new, were forfeited; on August 19, 1815, one share was taken from Jacob Miller; on March 20, 1816, five shares were taken from George W. Gibbons; on March 21, 1816, one share of William Ferree was forfeited; and on October 22, 1817, twenty-one shares were taken from A. Witmer, making a total of four hundred and fifty-six shares, and leaving a total of thirty-seven hundred and twenty-five shares outstanding. Stock taken in payment since September 20, 1819, amounted to five hundred and fifty-nine shares, leaving a net amount outstanding of thirty-one hundred and sixty-six shares. Of this amount, Seventeen hundred and ninety shares were old or Bridge stock.⁷

Coal in the fall of 1819 was priced at eight dollars per ton. Thomas Little was county tax collector and Geo. A. Eberman was postmaster of Columbia. John Mathiot was elected sheriff of Lancaster County in November.

At a meeting of the stockholders, held at the Company's office on April 19, 1820, "William Kirkpatrick was called to the chair and Joseph Gratz appointed secretary. Stockholders' names and amount of shares held by each were listed, and represented nineteen hundred and thirty-eight shares, out of thirty-one hundred and sixty-six shares outstanding. Some of the largest holders were: State of Pennsylvania, nine hundred shares; James Duval, one hundred and fifty shares; Benjamin Chew of Philadelphia, one hundred shares; Jeremiah Brown, one hundred shares; Jacob Beam, forty-five shares; James Miffin, forty shares. Two women attended this meeting, Sarah Keen and Rebecca Fletcher, sister of William Vicary, holders of eight and twenty-five shares, respectively.

"The following documents were submitted: proceeding of the Board of Managers of 16 September, 1819, and letter containing opinion of James Buchanan, dated Lancaster, 13th Sept., 1819, relating to the taking of stock in payment for debts. Proceedings of the Board of Managers of 26th August 1819. Law of the General Assembly enabling the Co. to sue for and recover debts & passed 24 February, 1820. Proceedings of the Board of Managers, Oct. 28, 1819, and April 8, 1820, relating to stock taken in payment after the suspension of the resolution of 16 September, 1819." "Called for and produced. The original Subscription Book for the new stock, June 18, 1813. Proceedings of the Board of Managers, November 4, 1819, authorizing the publication of the resolution of 16 September, 1819," William McKnight, Joseph Gratz and William Vickary were appointed a committee "to procure an account of the Debts now due the Company and in what manner those Debts originated . . . The meeting adjourned at about 1 O'clock to meet at the same place at 3 O'clock P. M. The Chairman having taken his seat, the Committee reported that they had attended to the duties assigned

to them, and had prepared lists of Debts, etc., due the institution, to be delivered to the Committee of investigation, to be appointed by the stockholders at their present meeting."

The stockholders present proceeded to choose a president in place of William Wright, resigned. Christian Breneman was duly elected president. William Vickary and John Haldeman were elected managers in place of Andrew Gerber, resigned, and Christian Breneman elected president. Adam Reigart, M. C. Rogers, Benj. Ober, and Wm. McKnight were appointed a committee "to examine and make report of the situation of the affairs of the institution, the manner in which the same has been conducted, and what further proceedings should be adopted for the advantage of the institution."¹

Flares in Finances

At an adjourned meeting of the stockholders at the Company's office on May 4, 1820, William Kirkpatrick was chairman and John Meyer, secretary. The names of the stockholders, and number of shares each held, were taken down and entered in the Minutes. "The committee appointed at the last meeting made a report, which was read, and adopted. The report of this committee to examine the situation was: that on September 16, 1819, the Board passed a resolution authorizing the treasurer to receive and transfer all or any part of the new stock in payment of debts due the Company; to take said stock at par and allow interest since August 1, 1818, and take bonds for balance due Company. Before this resolution was published, November 12, 1819, there were seventeen thousand nine-hundred dollars of stock transferred to the Company for payment of debts due, chief of which was transferred by managers. There have since been transferred thirty-five thousand dollars of stock. Of this proceeding the Committee cannot approve. If it was found advantageous to the Company to take stock in payment of debts, it should have been taken at current price, on day it was paid into the Company, which was very much below par, some at 59% . . . But after taking the stock at par, to allow interest thereon from the 1st August, 1818, is too absurd and unjust to meet the approbation of any disinterested mind . . . Committee believes Board had no power to pass such a resolution. That it was prejudiced to the interests of the institution, and the managers should have been the *last*, instead of the *first* persons to avail themselves of it . . . Committee is of opinion that the *then* President and Manager should yet be compelled to settle their accounts by allowing for the Stock transferred only the current price thereof at the time the transfers were made, and that they should be compelled to refund the interest received or allowed them on the Stock from 1st August, 1818."

"A number of Bonds payable in 1, 2, 3, 4 & 5 years have been taken in payment of notes, etc., due, without security, the interest not payable annually but included in the Bonds. This the Committee also considers as improper. . . . The Committee believes that the President, or persons taking these Bonds without having the approbation of the Board, is liable and should be compelled to make good the same . . . There was also on the 23 September, 1819, the following strange procedure had by the Board at a meeting attended by

William Wright the President and four Managers, the impropriety of which must be admitted by all, Viz., William Wright proposed to give John L. Wright's and William Wright's bonds, five in number, payable in one, two, three, four and five years with interest, amounting the principal to \$3500, in part payment and on account of his Bond already held by the Company now due for \$6090, with interest from the 14th November, 1817, which was agreed to . . . The Committee believes that William Wright should be compelled to pay the whole amount forthwith." There were a number of irregularities. One case "is that of the Mortgage on property in York County, now in dispute, assigned by Jonathan Mifflin to the Company to discharge his Note of \$5046.74, on which William Wright, then President of the Company, was endorser . . . The Committee recommends employing an able councillor for advice," and also recommends "payment of all Bonds and notes now due should be demanded," also recommends retrenchment in expenses, and as the treasurer has little to do, he cannot expect as much salary; also that gatekeepers' salaries be reduced, and tolls lowered. As stated previously, the committee whose report is above was composed of Adam Reigart, G. B. Porter, Benjamin Ober and William McKnight.^{1,8}

At an election held by stockholders in the Company's office on July 3, 1820, Jeremiah Brown was chairman and Benjamin Ober, secretary. The following were elected officers: president, William Vicary; treasurer, William P. Beatty; clerk, Hugh McCorkle; managers, Christian Breneman, John Forrey, James Wright, Michael Bachman, Christian Haldeman, Jacob Forrey, Jasper Slaymaker, William McKnight, Jacob Upp, Jeremiah Brown, James J. Duval and Benjamin Chew.²

A meeting was held by this Board on August 7, 1820, at which time Mr. Upp reported that nothing may be expected from the property of Caleb Kirk in payment of the Wright and Slaymaker bond. Mr. Slaymaker was added to a committee to take up purchase of the ferry rights on the York County side.²

At a meeting held on August 17, 1820, the salary of the president was fixed at one hundred dollars, and that of the treasurer, four hundred dollars per year.

Lawyers Necessary

Whereas, by a special act of Assembly of the Commonwealth of Pennsylvania passed, February 24, 1820, the Columbia Bridge Company was authorized to recover their debts due to them, providing the company gave security to the Court of Common Pleas of Lancaster County. Bond in the sum of ten thousand dollars was presented and approved on August 21, 1820. This law passed by the state, was made possible by the efforts of Jasper Slaymaker, Esq., of Lancaster, who was paid eighty dollars by the Bridge Company for his services.

Circulars were sent to various persons indebted to the Company, and a number of suits ordered to collect debts due the company. At a meeting of the Board held September 4, 1820, letters were read from debtors of the

Company. Some of these pleas for time to pay their debts were allowed, but the Board recommended generally a perseverance in legal proceedings, where the proffered conditions were not complied with.¹ One of the first to reply to the request of the Board was William Jenkins, Esq., of Lancaster. Benjamin Champneys, Esq., was engaged as the Company's attorney at a salary of ten dollars per month.

On October 25, 1820, James Buchanan, Esq., sent a receipt to the Company for seventy-seven dollars and eighty-one cents for services rendered.

Mr. Beatty was notified on December 4, 1820, that "the house he now lives in belonging to the Bridge Company, must be given up by the first of April next."²

Henry Slaymaker wrote a letter from Lancaster, dated December 16, 1820, stating that a committee of David Witmer, Henry Slaymaker, Jacob Shearer, Doctor Humes, and William Daniel was formed at a meeting of old stockholders, held at Jacob Slough's. The committee asked the Board "how many shares of new stock are yet out, and how many were exchanged for debts owing the office; how much money is due to the Company, how much the Company owes, & how much cash in hand, & the amount of notes yet out."⁶

At a meeting of the Board held March 5, 1821, "Christian Breneman who was appointed August 8, 1815, to have verified the handwriting of Samuel Bethel, from whom the Company purchased land, and who died in 1815, reported "that he has performed that duty, and that he paid Squire Lloyd twenty-five cents, and recorder one dollar." At this meeting the president, Mr. Vickary, was instructed to proceed to Harrisburg, to use his influence in getting through the Legislature, a law or supplement to the charter of the Columbia Bridge Company, granting banking privileges. Mr. Vickary and Mr. McKnight were in Harrisburg March 5 to 7.

On Monday, April 2, 1821, it was decided that "if William P. Beatty will continue to reside in the Bridge office, he shall have free use of it, with the exception of the two rooms reserved for the office, until the first day of April next."²

The Board considered that the contractors for roofing the Bridge had not finished the work agreeable to contract, therefore three disinterested men, Thomas Jeffries, George Mason and Alexander Miller, were appointed to meet on Monday, June 10, 1821, at 10 o'clock, at the Banking House.⁷ On July 2, 1823, Israel Cooper, surviving contractor, Calvin Cooper being dead, was paid one hundred and five dollars, the balance awarded. The Board granted permission to committee which met at Col. Jacob Slough's, in December, 1820, to examine into the matters mentioned in Mr. Slaymaker's letter of December 16, 1820.

At an election by stockholders held in the Company's office, July 2, 1821, the following officers were elected: president, Christian Haldeman; treasurer, William McKnight; clerk, Hugh McCorkle; managers, John Schmidt, of York, Christian Breneman, Jacob Strickler, Michael Elder, Michael Baughman, Jeremiah Brown, Henry Keffer, Benjamin Grimler, Benjamin Ober, John Buck-

walter, and Benjamin Chew and Joseph Gratz of Philadelphia. Judges of the election were William B. Hunt and William Daniel.

The report of the committee of investigation decided that they were in error regarding the report of May 4, 1820, censoring the late President William Wright and the Board of Managers, and this part of the report was ordered to be expunged from the Minutes of the Company. A dividend was not declared, and no money was used except for current expenses and legal demands at this time. Proceedings of this meeting were published in *Poulson's Advertiser* in Philadelphia, and in all Lancaster papers.¹

At this period, John Reitzel was recorder in Lancaster, Robert Richardson was County tax collector, and George A. Eberman, postmaster of Columbia. Rafts of logs for ice breakers were bought from James Wright and Sam'l Hopkins of Marietta. Joseph Wade received one dollar for piloting a raft from Marietta to Columbia. John Andrews took specie to Lancaster on July 11, 1821. And an arbitration between David Witmer and several Bridge Company managers was held at Slaymaker's tavern in Lancaster on the same day. Mr. McKnight was in York on July 30, and stayed at McGrath's tavern, where meals cost thirty-seven and one-half cents; lodging twelve and one-half cents; punch, two glasses for a quarter; and three and one-half gallons of hay and oats, eighty-one and one-fourth cents. Hugh Maxwell was paid for advertising "last notice to debtors" on April 2, 1822, and Richard Abbott was paid for an insertion in a Columbia paper. Michael Heisley was paid one hundred and ten dollars on July 1, 1822, which was for six months' services collecting tolls, his salary being lowered from three hundred dollars annually to two hundred and twenty dollars.⁴

At a meeting of stockholders held on July 1, 1822, Adam Reigart was chairman, and William Boyd of Philadelphia, secretary. A general statement was presented showing credit in bills, bonds and notes, with the cost of the Bridge to be \$380,852.88. Claims against Company, including capital stock, notes in circulation and dividends undemanded were \$322,593.23, leaving a balance of \$58,259.65.

The managers were instructed to invest money in stock of the United States, bearing six per cent interest at a premium not exceeding three per cent, reserving sums necessary for repairs and contingent expenses. The stock was to be registered in the name of the Company, and not sold or transferred without sanction of the stockholders. John Barber and John F. Steinman, Jr., were judges of the election, and William Kirkpatrick was elected president; William McKnight, treasurer; Hugh McCorkle, clerk, and the same managers as before excepting Michael Elder, who was replaced by Abraham Heistand.¹

At a meeting of stockholders held at the house of Samuel Slaymaker in Lancaster, September 2, 1822, Adam Reigart was chairman and Henry Eichholtz, secretary. There having been difficulty in investing funds in United States stock at a three per cent premium, it was decided to let the managers decide on the premium to pay for this investment.¹

In the summer of 1822, the ice breakers needed repairing, which was done by Amos Bennett and John Wilson, at a cost of two hundred forty-five dollars and forty-three and one-half cents.⁴

George B. Porter, Esq., received one hundred dollars as a fee, in the suit against James E. Miffin. In November, the front of the Bridge office was painted by Charles B. T. Waggoner at a cost of four dollars and fifty cents. John Reynolds was paid for advertising, and Samuel Slaymaker received one dollar, eighty-seven and one-half cents for three pints of wine, and two dollars and twenty-five cents for six dinners, in December, 1822.⁴

The breaking up of the ice in January, 1823, seriously damaged some of the ice breakers, which were repaired by John Wilson.

At a meeting of stockholders held in the Company office, Monday, July 7, 1823, Adam Reigart was chairman, and Benjamin Champneys secretary. A committee of Mr. Witmer, Mr. Schmidt and Mr. Gest, was appointed to examine affairs of the Company, and later the same day made report that \$65,103.18 had been invested in United States six per cent stock, the cost of the Bridge \$231,922.97, real estate \$18,340, stock unsettled \$4,084, bills discounted \$28,956.64, receivables \$39,959.51, cash on hand \$1,200. Farmers Bank \$1,146.44, Committee \$7.03, Capital stock \$316,000, notes in circulation \$3,972.42, and Dividends undemanded \$2,515. James Clyde and Isaac Vaughn were judges of the election, and the following were elected officers: president, William Kirkpatrick; treasurer, William McKnight; clerk, Hugh McCorkle; managers, Henry Keffer, Benjamin Grimler, Benjamin Ober, Adam Reigart, Jeremiah Brown, John Buckwalter, Abraham Heistand, Christian Haldeman, Christian Breneman, Benjamin Chew, Joseph Gratz and James Duval.¹

In 1823, a padlock was bought from John F. Steinman, and the Board met at Slaymaker's, Duchman's, Wm. Cooper's, and John Michael's taverns. Henry Keffer attended the Legislature in Harrisburg to obtain a banking charter. Thomas Johnson received thirty-seven and one-half cents for sweeping two chimneys, in October, 1823. Jacob Grosh of Marietta sold a raft of logs to the Company for thirty-five dollars. By January, 1824, the salary of gatekeepers had been reduced to two hundred dollars per year. The subpoenas and notices to debtors from July, 1821, to January, 1824, were served by John Wilson for the Columbia Bridge Company.⁷

At a meeting of stockholders, held June 7, 1824, Jeremiah Brown was chairman and William Boyd secretary. "The law of the Legislature, of the 29th March last, granting banking privileges was read." It was voted to accept the charter for banking purposes, and that the managers be authorized to notify the proper authorities.¹ This was the last meeting on record of the Columbia Bridge Company.

An interesting receipt of 1821 gives the cost of the following articles purchased from Christian Haldeman: one-half dozen best ink powder, seventy-five cents; one-quarter dozen best quills, fifty cents; one best lead pencil, twelve and one-half cents; two papers of sand, twelve and one-half cents; two glasses, twenty cents; two pieces of Worsted binding, fifty cents; and one ream of letter paper, four dollars and fifty cents. On January 16, 1824,

the Board met at the Grape Tavern and Johannes Michael was paid fifty cents for a pint of brandy, six and one-quarter cents for a pint of beer, three dollars and seventy-five cents for three bottles and one and one-half pints of wine, and two dollars and seventy-five cents for eleven dinners at twenty-five cents each.⁴

The following tolls were collected from December 5, 1814, to December 25, 1820:

From 5th Dec. 1814 to 5th Dec. 1815,	\$15,507.56
" " " 1815 " " " 1816,	12,133.78
" " " 1816 " " " 1817,	10,495.98
" " " 1817 " " " 1818,	11,829.17
" " " 1818 " " " 1819,	10,546.01
" " " 1819 " " " 1820,	7,835.65
(Decrease due to lowering of toll rates)	
" " " 1820 " 25th " 1820,	363.77
	\$68,711.92 ⁷

In October, 1829, the Columbia Bridge Company offered a loan to the Commonwealth of Pennsylvania of twenty-five thousand dollars at the rate of five per cent per annum, for a term of six months, to be specially applied to the Columbia and Philadelphia Railroad. Mr. C. Blythe, Secretary's office at Harrisburg, replied to Cashier John McKissick's letter, stating that the Governor "accepts the loan and to place the amount to the credit of the Commissioners of the Internal Improvement Fund, and that necessary drafts would be forwarded to place the money at the disposal of the superintendent of the railroad."

The Bridge Goes Down

The first Columbia bridge was badly damaged by an ice freshet in the spring of 1832, and being totally unfit for use, a new company, known as the Columbia Bank and Bridge Company, was formed to build another bridge.

In the original bridge papers, of 1811 to 1832, are found five hundred and fifty-one signatures, every one of some historic interest. For lack of space, we cull but a few: Arthur Armstrong, James Buchanan, Jacob Berg, Theodore Burr (see vol. 41, p. 137), Samuel Clendenin, Robert Coleman, Gerardus Clarkson, James Cameron, C. Detwiler, Mary Dickson, Samuel Dale, Samuel Dufresne, Jacob Duchman, John Eberman, Jacob Eichholtz, Philip Ferree, Jacob Frey, William Findlay, Walter Franklin, Simon Gratz, Rebecca Gratz, John Getz, Joseph Gorgas, John Hoff, John Hubley, William Jenkins, George H. Krug, John Light, Nathaniel Lightner, George Louis Mayer, F. A. Muhlenberg, Jeremiah Mosher, George B. Porter, Joseph Rittenhouse, Molton C. Rogers, John F. Steinman, Henry Shippen, Caspar Shaffner, Godlib Sener, Peter Shindel, Conrad Swartz, J. and F. Sener, Lewis Wislar, Abraham Witmer, Jonathan Walcott and Mathias Zahm.

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