

Elias McMellen *Forgotten Man*

By Elizabeth Gipe Caruthers

Bridge builder, Civil War hero, delegate to state and county Republican conventions, owner of the old Exchange Hotel and many surrounding properties downtown, promoter of the Lancaster Street Railway, this prominent resident is unknown to Lancasterians today.

Elias McMellen was definitely a self-made man. Looking over his forebears he stands out, head and shoulders, above any of them. His grandfather, Robert McMellen, came to America from Ulster, arriving just in time to fight in the Revolution, after which he settled down to farming in Lancaster County. One of his sons, Joseph, became a stone mason. Elias' maternal grandparents, John and Barbara (Hess) Derredinger, were native Lancasterians of German ancestry. Their daughter, Barbara, became Joseph's wife.¹

Elias was born in Conestoga Township on November 23, 1838.² In 1841 his father died at the early age of 31, leaving no estate. The mother managed to see that her son got what education was available but their life could not have been easy. In 1850 she married John Kneezel of Montgomery County. Having his mother's attention divided between him and a step-father most likely was very difficult for the child at first, although later it may have been partly responsible for his self-reliance. In any case, at the age of 14 he became a carpenter's apprentice. As early as spring of 1853 he came to Lancaster and started working in a sash factory, not staying there long because he soon had the good fortune to become a journeyman carpenter at bridge building.

Various Lancaster County biographical books refer to the fact that McMellen built his first bridge at Snavelly's Mill at the age of 20.³ But the Bridge Docket tells another story. Quoting it verbatim, "An *Iron Truss Bridge* built in the year 1860 at Henry Snavelly's Mill on the road from the Colebrook Road to the Lancaster, Petersburg and Manheim Road between Rapho and Penn Townships by *Elias McMellen* and *William Cowin* for \$1088.00 . . ." In 1860 he would have been 21! Furthermore one must assume that Cowin was the main builder since Elias had been trained as a carpenter. (This structure is no longer in existence, having been replaced by concrete in 1916.)⁴ However, inside the Pool Forge Covered Bridge (listed in the Bridge Docket as having been built by Levi Fink) are large letters, boldly incised on the arch — ELIAS McMELLEN A. D. 1859. Perhaps this youth was only a helper, but then again it's possible that Fink was the builder in name only and sublet the job; a wooden bridge would be the logical answer to a "first" at the age of 20. Though privately owned, it can still be seen. Just ask the owner of the beautiful Pool Forge mansion (on Route 23 near Churchtown) for permission to drive to the covered bridge.

By 1861 this first spurt of bridge building was interrupted by the Civil War. McMellen was one of those who immediately answered the call to arms printed in the *Lancaster Daily Evening Express* that September. He enlisted as a Private in Company K, 79th Regiment, Pennsylvania Volunteers, which soon became a part of General Negley's Brigade. Mr. Harrison Williams has written a vivid account of this regiment in the *Journal of the Lancaster County Historical Society*, Volume 84 Number 1, so there is no need to go into detail here. One can reread that and imagine McMellen in the mud of Camp Negley, marching incredible distances and finally fighting in the battle at Perryville. Here he contracted a fever owing to exposure and was mustered out on a surgeon's certificate as Second Sergeant.⁵

Either the young man recovered quickly or there is a mistake in the Bridge Docket (which is most unlikely). The latter records that in 1862 he repaired a wooden bridge over the Conestoga River for the sum of \$195.00.⁶ Probably he was having a hard time trying to exist on army pay.

In the spring of 1863 McMellen returned to the fray, being commissioned 1st Lieutenant of Company C, 21st Pennsylvania Cavalry. This was a "six-months regiment" assigned for duty in the Shenandoah Valley of Virginia. At the expiration of this time he reenlisted at Chambersburg for three years,⁷ being appointed recruiting officer by Governor Curtin, with offices in Lancaster and Harrisburg. Once the regiment was reorganized he was appointed Captain of Company I, the color company of the regiment. Captain McMellen and his men then returned to the Army of the Potomac and took a gallant part in the Battles of the Wilderness, Cold Harbor and the siege of Petersburg.⁸

McMellen's granddaughter still has a small leather-covered notebook marked "Roll of Co I" on the front page. Twelve pages of names follow. One,

written in pencil, marked "mess allowance" lists among other items:—

March 23	Candles	.45
24	Potatoes	.50
25	Bread & onions	1.20
27	Potatoes & sugar	.75
28	Beef & bread	1.95

It's too bad the amount of these provisions weren't indicated, but, if the edible items were intended to feed a whole company, the prices are simply beyond belief! Below the complete list is written, "Total \$8.10 Paid by E. McMellen."

In August, 1864, the 21st Pennsylvania Regiment became a part of the cavalry division attached to General Sheridan's Corps. In the battle of Boydton Plank Road, Virginia, on October 27, 1864 McMellen was shot in the left leg. By December 10 he was back with his regiment at Petersburg. He was also wounded at Black Water Swamp in the arm and at Dinwiddie Court House by a fragment of an exploding shell in the hip. Again, at Amelia Springs on April 5, 1865, his left ankle was injured by his horse falling on it, but he did not leave his command.

Captain McMellen participated in the last charge made by the Army of the Potomac on the morning of the surrender of General Lee at Appomattox. After the end of the war, the regiment was ordered to Lynchburg, Virginia and from there the Captain was sent with Companies I and A to Campbell's Court House on provost duty. He was mustered out with the regiment on July 8, 1865.⁹

After returning to Lancaster he must have taken odd jobs to earn money before he was able to continue building bridges. In the small notebook previously mentioned, one page is headed, "Work done for County Commissioners:—

Sept. 5 '65 for buggy hire	1.50
Sept. 7 '65 to Safe Harbor	4.00

* * * * *

Sept. the 11 & 12 for unloading lumber \$3.00" etc.

In addition to these jobs, promises of bridges to be built must have been in the offing.

McMellen by this time had become a fine-looking man with blue eyes, brown hair, mustache and a tanned complexion from being outdoors so much of the time. He was six feet tall and well-built. A large pastelle portrait exists, showing him in uniform and bearing out this description. (Later in life he added a goatee.)¹⁰ So it is no surprise that on September 21, 1865 he was married. The bride, Annie E. Wenditz, whom he had known for a number of years, was the daughter of Christian and Elizabeth (Markley) Wenditz of Chestnut Level.¹¹

Shortly thereafter, another page in the little notebook is of interest:— "Lancaster October 19, 1865 Money (cash) paid by E. McMellen for work in the construction of a bridge at Eshelman's Mill." Levi Fink apparently worked for



Portrait of Captain Elias McMellen, Captain of Company I, 21st Pennsylvania Regiment, at the age of 27. Photo courtesy of Harry Flick, distant relative of McMellen.

McMellen this time because his name appears four times:—

October 15	\$2.00
October 21	\$5.00
October 27	\$1.00
October 28	6.00

No explanation is given, i.e. hours worked or type of work, so we are left up in the air as to why Fink was worth six times as much on the 28th as on the 27th. Other items relating to the same bridge are:—

Timber	11.15
Shingles	3.08
Mason	2.40

And on the next page, all to itself, “Horse feed paid to John Hess to October 21, 1865 5.39.” Eshelman’s Mill Bridge, over Mill Creek, 133 feet in length and costing \$1170.00, was finished on January 15, 1866. (It was replaced by steel in 1933.)¹²

Two covered wooden bridges were built that year, one over the Pequea Creek only 68 feet long but priced at \$1800.¹³ The other, over Muddy Creek, still stands though it has been sadly neglected. Now known as the Red Run Bridge because it is situated beside the Red Run Camp Grounds, it nevertheless does not belong to them. The owner is a man who refuses to sell it to the Camp Grounds yet, paradoxically, won’t lift a finger to repair it after floods, etc. Rather than allow this 128-foot span to fall into the creek, various individuals in the neighborhood have most generously been donating material and labor to save it.

Another early McMellen bridge, still standing *and in use*, is the well-known Pinetown (also called Nolt’s Point Mill or Shand’s) Bridge. Its date is 1867 and it crosses the Conestoga River. For this work he charged \$4500, one of the highest prices paid for any wooden span in Lancaster County — not to be compared, of course, with the recently completed Hunsecker Bridge which cost the state over \$300,000! (The latter is about a mile downstream from the former.) These two bridges were front-page news when Hurricane Agnes struck in June, 1972. Though the Pinetown had been built 17 feet above low water, the river rose even higher and swept it right off its stone abutments. It sailed majestically downstream, miraculously passing the Hunsecker without so much as touching it (due to the monstrous amount of water swirling around its western end), finally landing on the bank — practically all in one piece. (That \$4500 wasn’t spent for shoddy workmanship!) In less than a year it was back in place. Though the siding and roof are new, the main structure is the same.¹⁴

In 1868 four more wooden bridges were constructed. And so this work continued, plus repairing and rebuilding, until about 1908. Of the 30 covered bridges still standing in Lancaster County — and only Parke County, Indiana,



Covered bridge carrying Bridge Valley Road over Big Chikiswalungo Creek between West Hempfield and Rapho townships. The bridge was built by Elias McMellen in 1869, and is named Forry's Bridge owing to the John Forry residence close by, a magnificent farmhouse presently owned by Mr. and Mrs. Robert Lichty. Mrs. Lichty is a granddaughter of Forry, who boarded McMellen's workmen during the bridge construction. Below: Interior framing of Forry's Bridge. The heavy timber bows are bolted securely to upright timbers, making a durable truss.



of all the counties in the nation, has more – ten of them were built by Elias McMellen! (And this does *not* include Pool Forge.)

As far as iron or steel bridges are concerned, he repaired more than he built (at least in Lancaster County) and none of these remain.¹⁵ We know McMellen worked for various companies – Dean & Westbrook, New York,¹⁶ for example – but the *State Bridge Docket* lists *only* the companies so it's impossible to learn which were built by a particular individual.

By 1869, being an ardent Republican, he was elected a member of Select Council and remained with that body until 1879. Following that he became Prothonotary of Lancaster County for a three-year term. Quoting the *Biographical Annals*, he served “with much credit to himself and satisfaction to all with whom he had to do business.” Frequently he attended the state and county Republican conventions in the capacity of a delegate. He was an alternate delegate to the National Republican Convention which nominated James A. Garfield for President.¹⁷ He was sent to Chicago with Robert Risk, J. Hay Brown, John Hiestand, Frank Diffenderfer, Clayton Myers, William Peiper, S. M. Myers and J. H. Fry in 1880. This was the year the “Famous 306” held out for the third term for President Grant, but Garfield was finally nominated on the 36th ballot.¹⁸ In 1892 and 1894 McMellen was again elected to Select Council.¹⁹

Meanwhile children arrived and died early, as so often occurred in those days. The first one, Ellie Minerva, died in 1871. The second, another daughter, Sarah Elizabeth, was born in 1868 and survived. On July 10, 1871 their first son, Joseph Charles, was born.²⁰

When he was fifteen Joseph decided to earn some money by selling newspapers, fruit, pretzels, etc. to railroad passengers. He asked his father for permission to sell papers, but since he didn't mention selling *on trains*, his father acquiesced. The next he heard of this venture was a few days later when a boy came running to him with Joseph's fruit basket and told him his son was lying by the tracks near Plum Street with both his legs cut off.

No one ever knew exactly how this happened. He had travelled to Harrisburg and back safely the previous day. But on the 16th he was peddling his wares on the “Day Express,” headed for Philadelphia, when the train started to move, apparently without his knowing it. Not wanting to go that far he had no choice but to jump off. (Old-timers will remember the “cut” the trains entered immediately upon leaving the old station at Chestnut and Queen Streets. It would be too dangerous to jump here because another train might come on the other track, leaving no room between the high stone walls that continued below ground-level almost to Plum Street.) At this point Joseph did try jumping from the south side of the train, but there was a “cow-hole”* where he made his first

*The term “cow-hole” must have been in common usage in those days because it appeared in the newspaper repeatedly. Cows like to lie in depressions, hence any large depression was referred to as a “cow-hole.” (Explanation by Mrs. Hill)

attempt, evidenced by some pretzels found in it. When it was too late he must have tried to remain on the car, held on to the hand-rail, was dragged across the "cow-hole" and down the track until he finally had to let go. His legs were resting on the rails and the quick-moving wheels went over them.

His father had him brought home, screaming in agony; pain-killers were of little use. At 4:00 a.m. his suffering ended. The date was November 17, 1886. "Light-hearted, handsome Joe" the *New Era* called him. His mother was in bed with a week-old baby and ill besides, the shock almost killing her.²¹ This was another tragic episode in McMellen's life.

A large tombstone to Joseph stands beside the memorial to his mother and is the same size. Next to Joseph lies Ellie, then Walter Elias, born January 27, 1874, who lived to be nearly four. These stones are considerably smaller. The last one in the row has no dates and is the smallest of all. It reads simply, "In memory of our BABY Daughter of Elias and Annie E. McMellen."²² She was born September 11, 1884 and died the same day.²³ Fortunately the baby born just before Joseph's accident lived; James Donald undoubtedly was a comfort to his parents after losing their first son. It is likely the baby was named to honor the son of Simon Cameron, James Donald, who was Republican National Chairman at the 1880 Convention and leader of the GOP "Stalwarts." But having only two children out of six reach adulthood is sad.

Fate often seems to lay a heavy hand on those who least deserve it. McMellen was known for his generosity and consideration of others. He gave liberally to the poor. Those who worked for the Republican Party were well-rewarded by him.²⁴ When building bridges he generally "set up camp" for the workers. His granddaughter says he had a book of various medicines to use in case the men got sick. (The ever-recurring notebook corroborates this. In it are seven pages of "Erb Medicines," some for people and some for horses.) To top it off, when "Sadie" married Dr. Maurice M. Denlinger, "papa" bought them a house, the necessary equipment for an office and even a horse and buggy.²⁵

Ten years after the war ended, the "Captain," as his friends called him, had built 23 covered bridges in Lancaster County alone.²⁶ He was considered one of the most successful bridge builders in eastern Pennsylvania.²⁷ Of the 30 remaining here today, he has the distinction of having built the shortest and the longest. The 53-foot Landis Mill Bridge (1873) bore the weight of bulldozers and other heavy equipment during the construction of the Covered Bridge Apartments. It can be seen to the west without setting foot outside of Park City. Pine Grove — 204 feet — is a two-spanner shared with Chester County.²⁸ This one also made the front page in Lancaster Newspapers during May of 1977 when the state wanted to replace it with concrete and was met with violent disapproval from the residents of Little Britain Township! Finally, Harrisburg sent men to the site to persuade the local people their request was foolish. But the speakers

were greeted by such an angry crowd from far and near that the Pennsylvania Department of Transportation changed its mind and instead repaired the old bridge (1884).

In the midst of his prolific bridge-building he always found time for politics. He acted as marshal of many notable parades, successful for the most part because of his personality. He had a large following among the Grand Army of the Republic and, according to the *Semi-Weekly Intelligencer*, he "had a great many friends and . . . was very kind-hearted."

By 1876 he was able to buy the Exchange Hotel which once stood on the southwest corner of East King and Christian Streets. Two years later he completely remodeled and enlarged it.²⁹ Gradually he bought parts of downtown Lancaster until, for example, the whole north side of the block of Vine Street between Queen and Prince Streets belonged to him.

The Grand Army of the Republic (General George Thomas Post 84; Admiral William Reynolds Post 405; Women's Relief Corps, No. 77), Sons of Union Veterans, Gen. George Thomas Camp No. 19, Union Veteran Legion, Col. Emlen Franklin Circle of Ladies of the GAR, and Sara Ann Huber Tent 47 of Daughters of Union Veterans had their headquarters and meeting halls in the upper floors of Reilly Bros. and Raub hardware store at 42 North Queen Street. On February 10, 1910, the entire structure was destroyed in a general alarm fire. The Civil War veterans and their ladies' units started a campaign to raise funds to purchase their own building at 45 South Duke Street. McMellen was a major contributor to this project. Here the organizations continued to meet until the mid-1960s when they were mostly inactive, and Trinity Lutheran Church wanted to raze the structure to enhance the appearance of the historic Trinity complex.³⁰

In many other places, land under his hand burgeoned into houses. For his family he built a house at 28 East Vine Street,³¹ presently occupied by Givant's Restaurant. Next door, after his step-father died in 1882 or 1883³² he "provided a handsome and commodious home for his mother" (to quote the Victorian prose of the *Biographical Annals* again). However, in her later years she preferred living with her son. She died of influenza on January 7, 1894 at the ripe old age of 82.³³

Vandalism reared its ugly head even in her lifetime. On the tombstone in memory of Ellie Minerva was a small block of marble shaped like a Bible and inscribed "Ellie's Bible," fastened there simply with screws. The *Lancaster Weekly Intelligencer* of May 31, 1882 stated, "some one lost to all sense of decency and without a spark of the ordinary sentiment that is supposed to pervade the human breast had wrenched the block from the tombstone and carried it off." Multiply these words by all the acts of vandalism that occur today and there wouldn't be space for anything else in the newspapers!

An odd bit of information is the fact that Thurston, the magician, was a friend. McMellen would have a dinner for him that included many prominent Lancastrians, after which Thurston would stay overnight at the Vine Street house.

The McMellens attended different churches. Elias was a member of St. Mary's Roman Catholic Church while Annie attended Grace Lutheran Church. After a time she transferred her membership to Trinity Lutheran because of its proximity to her home. Eventually she became a deaconess. She donated liberally to that church for many years^{3 4} until she passed away on April 1, 1899.^{3 5} Elias had a disagreement with a priest at St. Mary's over a nun who was his son's teacher.^{3 6} Years later when his granddaughter, Ella (daughter of James Donald), was baptized by Reverend C. Elvin Haupt of Grace Lutheran Church, Elias also was baptized with her on May 1, 1910.^{3 7}

There were only three grandchildren -- Walter M. Denlinger (1892--1930),^{3 8} the afore-mentioned Ella and her younger brother William (1913-1979).^{3 9} Their real grandmother lived only long enough to know Walter, so there is a paucity of information about her. We know her son was devoted to her because he is supposed to have cried so much every Mother's Day that the family actually teased him about it.

Another side of the Captain's life was his life-long love of horses, Most men who have served in a war as cavalymen vow they'll never climb on a horse's back again as long as they live. On the contrary, the long forced rides never changed him. He had stables built on Christian Street in back of the hotel and once even had a horse he named "Black Beauty." His granddaughter said, when he was older, "if he couldn't be found at home, he was either at G. A. R., the Court House or his stables."

On June 8, 1903 McMellen married for the second time. The new wife was Anna B. Neher^{4 0} (no danger of embarrassment caused by calling the second wife by the first wife's name), daughter of Jacob and Eva Neher.

The next year, as might be expected, McMellen took an active part in the Theodore Roosevelt campaign. He was called "Colonel of the Rough Riders" though naturally his age prevented his active participation. However "at his own expense, he equipped a club of colored men in the 7th ward for this campaign."^{4 1}

In spite of his increasing age, he continued to be listed in the City Directory as "bridge builder." Our newest stone bridge is a lovely 3-arch one dated 1901. The usual gray stone is trimmed with red sandstone common to the northern part of the county. It crosses the Cocalico Creek very close to North State Street (a road in spite of its name) and can easily be seen about 1¾ miles east from the center of Ephrata. Though McMellen built only three stone bridges in

Lancaster County every one still exists. The 3-arched one over the Little Chiques Creek, dated 1884, is another beauty. If you follow Pinkerton Road south from Mount Joy you will cross it. Hurricane Agnes in 1972 practically ruined it, but the arches held. Since stones don't float away like the wood in a covered bridge, the workers simply replaced them. The third has but a single arch. It's close to the restaurant known as "Country Mill" on Old Blue Rock Road west of Millersville but is rather hard to see.⁴²

When our former trolley lines were organized, McMellen was one of the early promoters and a member of the first Board of Directors. As might be anticipated, he was also among the first stockholders in the Lancaster Traction Company.⁴³ What a pity this whole system was dismantled just when we need cheap and non-polluting transportation!

In spite of the old accounts (1902) of how "vigorous and hardy" the Captain was, "bearing himself with the ease and power of a man in his prime,"⁴⁴ time takes its toll. By 1912 he began suffering with kidney trouble.⁴⁵ His granddaughter, Ella, wrote, "My brother Bill was only 3 years old when Granddad died - I was 7. He never talked very much that I can remember; he was a partial invalid and walked with a cane most of the time. Besides, his second wife, whom we called 'Muzzie,' didn't want us to bother him, so we couldn't be with him very much." His condition gradually worsened until 1916 when he was confined to bed for two weeks. He finally passed away peacefully on March 3rd.⁴⁶ His death was front-page news in all Lancaster papers.

With the burial of Elias McMellen in Woodward Hill Cemetery beside his first wife, this narration should be complete, but inasmuch as this man today (May, 1981) still has *no tombstone*,* more needs to be told.

Only two days before he died McMellen signed his will. It states that his wife is to have "the incomes, rents, issues and profits" during her lifetime (the principal eventually to go to his family), and lastly it appoints her and an attorney, who was his friend, as executors of the will. In this capacity they are given the "authority to sell . . . any and all of my real estate." By the time Anna had died in 1923 the only parcel of real estate left was the house in which she lived.

*EDITOR'S NOTE: Approximately eight years ago Mr. Joseph Smith, an elderly gentleman of Troy, N. Y., was given a copy of Mrs. Caruthers' book, *Seeing Lancaster County's Covered Bridges*, inasmuch as he had an interest in covered bridges. When he read that Elias McMellen had an unmarked grave, Mr. Smith wrote to the author, urging her to request a veterans' association or governmental bureau to take care of placing a headstone on his grave. Mrs. Caruthers made three efforts without success, and Mr. Smith kept making requests until his own death several years ago. While editing this article your editor felt the same outrage, and communicated with Congressman Robert S. Walker, Congressman Walker took the matter up with Donald L. Wardle, Director of the Monument Service, V. A. We are pleased to report a regulation veteran's headstone was erected on Captain McMellen's grave during the week of 8 June 1981, and a simple, dignified ceremony is planned in spring of 1982.

A plethora of legal documents resulted from the estates of Captain and Anna McMellen; perusal of this bundle of papers tells an unhappy story of diminished assets, costs of years of sickness, and an apparent failure to conserve assets for the children.

About a month after his death, Anna prepared her own will in which she described in detail the type of marker "the Captain wanted."^{4 7} Although his estate must have been a shocking disappointment, the Captain's wishes never materialized, and his grave has stood unmarked since 1916.

All veterans are entitled to free headstones. Forms from the Veteran's Administration, with information concerning Captain McMellen documented with newspaper clippings, citations from the *Biographical Annals* and Samuel Bates' *History of Pennsylvania Volunteers*, etc. have been forwarded to Washington three times! The latest word is that they have no record of such a man. Records of his service can be found in the Pennsylvania Adjutant General's office, the State Archives, and in the Lancaster County Courthouse. Surely someone in authority should remedy this disgraceful situation. Meanwhile the grave in Woodward Hill Cemetery — a short distance from President James Buchanan's last resting place — lies unmarked!

Notes

¹ *Portrait and Biographical Record of Lancaster County, Pennsylvania*, p. 405.

² *McMellen Family Bible*, owned by William J. McMellen, Jr., a great grandson.

³ *Portrait and Biographical Record*, pp. 405, 406.

⁴ *Old Bridge Docket of Lancaster County*, p. 223.

⁵ *Portrait and Biographical Record*, p. 405.

⁶ *Old Bridge Docket*, p. 151.

⁷ Ellis and Evans, *History of Lancaster County, Pennsylvania*, p. 160.

⁸ *Portrait and Biographical Record*, p. 405.

⁹ *Biographical Annals of Lancaster County, Pennsylvania*, p. 139.

¹⁰ Mrs. Harold Hill (Ella McMellen Hill), granddaughter.

¹¹ *Portrait and Biographical Record*, p. 406.

¹² *Old Bridge Docket*, p. 327.

¹³ *Ibid.*, p. 427.

¹⁴ E. G. Caruthers, *Seeing Lancaster County's Covered Bridges*, pp. 14, 15.

¹⁵ *Old Bridge Docket*.

¹⁶ Photographs in the possession of Mrs. Hill.

¹⁷ *Biographical Annals*, p. 139.

¹⁸ James I. Pyle, "Robert Blair Risk." *Papers of the Lancaster County Historical Society*, Vol. LVI, No. 5.

¹⁹ *Biographical Annals*, p. 139.

²⁰ Woodward Hill Cemetery

For those interested in the "cut," its path can still be followed today. (The old station occupied the parking lot between Queen, Chestnut and Christian Streets, the tracks leading northwest beside the Buchanan Hotel and northeast to connect with the main line of the Pennsylvania Railroad.) Stand on the northwest corner of Duke and Chestnut Streets beside the stairs descending to a side entrance of the Police Station. Look down. The stone wall on your right was once part of the bridge carrying Duke Street traffic over the beginning of the "cut." The small cement layer above the stone formed the top of a low wall when Duke Street was about 3 feet lower. The drop on the other side went all the way to the track bed so it was a great temptation for children to walk on; one boy actually rode a *bicycle* on it!

Now look east. Behind the small brick building is an old warehouse, the back of which curves to the north. Then look left to the apartment building, formerly a fire house. Instead of a curve the south wall is indented to accommodate the trains which, obviously ran between the two buildings.*

Most of the "cut" has been filled in and turned into parking lots. Except for a barrier between Duke and Cherry Streets, you can easily walk all the way back to Shippen Street. Between Cherry and Lime Streets sizeable sections of wall remain that match perfectly the massive stone blocks one saw when looking out of the train windows long ago. Near Shippen Street however only a depression topped by a wire fence is left to hint at what lies below. This fence definitely marks the ends of people's yards and makes one wonder if the stonework on the other side of Lime Street served the same purpose.

The low wall on Shippen Street was part of the last bridge over the tracks. Beyond this point you can look directly down on the only visible remains of the "cut" because the tracks came up to ground level at Plum Street.

*Harry T. Aichele, Lieutenant, Lancaster Bureau of Police.

²² Woodward Hill Cemetery.

²³ McMellen Family Bible.

²⁴ *Biographical Annals*, p. 139.

²⁵ Mrs. Hill.

²⁶ *Old Bridge Docket*.

²⁷ *Portrait and Biographical Record*, p. 406.

²⁸ *Seeing Lancaster County's Covered Bridges*, pp. 26, 27, 46.

²⁹ *Biographical Annals*, p. 139.

³⁰ Research notes of John W. W. Loose on Reilly Brothers and Raub Store fire and destruction of G. A. R. Headquarters.

³¹ *Biographical Annals*, p. 139.

³² *Lancaster City Directory*.

³³ *Portrait and Biographical Record*, p. 406.

³⁴ Mrs. Hill.

³⁵ *Biographical Annals*, p. 139.

³⁶ Mrs. Hill.

³⁷ *Parish Register of Grace Lutheran Church*.

³⁸ Woodward Hill Cemetery.

³⁹ Mrs. William McMellen.

⁴⁰ *The Lancaster Daily Examiner*, March 4, 1916.

⁴¹ *Semi-Weekly New Era*, March 8, 1916.

⁴² *Old Bridge Docket*, p. 189.

⁴³ *Portrait and Biographical Record*, p. 406.

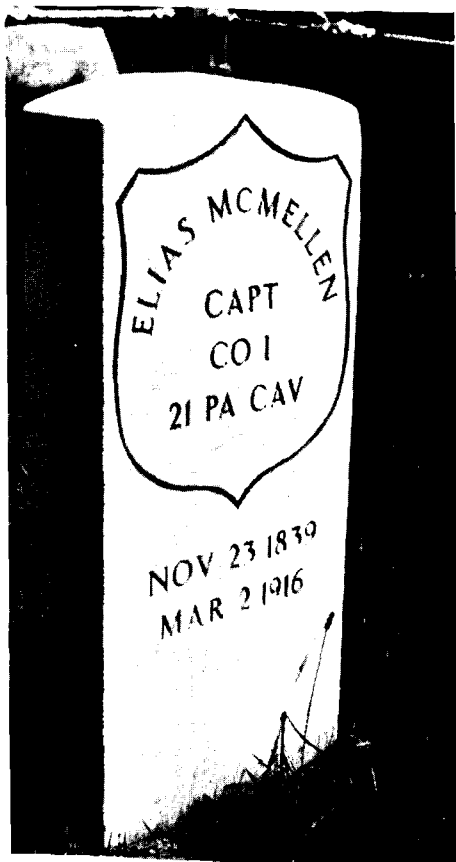
44 *Biographical Annals*, p. 139.

45 *Semi-Weekly Intelligencer*, March 8, 1916.

46 *Semi-Weekly New Era*, March 8, 1916.

47 Lancaster County Courthouse Archives.

48 Veterans Administration, Lancaster County Courthouse.



Headstone for Captain Elias McMellen provided by the Veterans Administration. The stone was installed in Woodward Hill Cemetery in June 1981, 65 years after McMellen's death.