

LIBRARIAN'S REPORT, JUNE AND JULY, 2015

Book Acquisitions:

Horsch, John. "Mennonites in Europe." Scottsdale, Pa. : Mennonite Published House, 1950. 2nd ed.; "slightly revised." (Donation—James A. Tshudy)

Eshleman, Edwin D., and Robert S. Walker. "Congress / The Pennsylvania Dutch Representatives 1774-1974. Lancaster, Pa. : Concorde Publishing, 1975. Hardcover, in dust jacket; signed on the flyleaf by the authors. (Donation—James A. Tshudy)

Secor, Robert, ed. "Pennsylvania 1776." University Park, Pa. : Pennsylvania State University Press, 1975. (Donation—James A. Tshudy)

Manuscript Acquisitions:

Loose ruled pages (82; 81 filled), apparently removed from the binding, containing the diary of Emanuel K. Duck (1852-1926) of Brownstown; entries date from August 11, 1873 through June, 1875, with a few for 1872. Earlier entries (excluding those from 1872) cover the same time period as that covered in the diary described below and contain the same content, with some minor variance in wording. (Donation—Fern Martzall)

Diary kept by Emanuel K. Duck of Brownstown; entries date from August 11, 1873 through January 14, 1874. There are a total of 111 ruled pages, of which only the first 26 are used for the body of the diary. At the back of the book are 12 additional pages of entries and notes dated 1877 through 1881, or undated; the lining of the back cover is filled with notes, mainly concerning deaths and a marriage, dated 1876. Most entries fall into a portion of the time range covered in the diary described above; entries for the same days contain the same content, with some minor variance in wording. (Donation—Fern Martzall)

Tax assessment book for West Cocalico Township, 1929, completed by assessor Isaac N. Bechtel. The book lists the real estate owners of the township, their occupations, the persons occupying their properties, post office addresses, acres of timber land and cleared land, gross valuations, money at interest (if any), vehicles for hire (if any), and county tax owed. Tenants are listed separately, with occupations, post office addresses, taxes owed, and the names of the landowners whose properties they occupied. Single persons are also listed separately, with occupations, post office addresses, taxes owed, and the names of the persons with whom they resided. There is also a list of schools and churches exempt from taxation. Each group of listings is semi-alphabetical, with surnames beginning with a common letter grouped together. Bechtel's young son, Ernest Waldo Bechtel, signed the front and back flyleaves of the book and added doodles. (Purchase)

Tax assessment book for West Cocalico Township, 1909, completed by an unknown assessor. The book lists the real estate owners of the township, their occupations, the persons occupying their properties, post office addresses, acres of timber land and cleared land, gross valuations, money at interest (if any), vehicles for hire (if any), and county tax owed. Tenants are listed separately, with occupations, post

office addresses, taxes owed, and the names of the landowners whose properties they occupied. Single persons are also listed separately, with occupations, post office addresses, taxes owed, and the names of the persons with whom they resided. Each group of listings is semi-alphabetical, with surnames beginning with a common letter grouped together. (Purchase)

Letter to Harvey and Annie T. (Steffy) Kramer of Reinholds from their nephew William H. Kramer, serving in the U.S. Army and stationed at Camp Meade, March 18, 1946. William Kramer was a son of Alvin Luther and Ada M. (Smith) Kramer of East Cocalico Twp. (Donation—Sue Kreitz)

Letter to Harvey and Annie T. Kramer from their nephew William H. Kramer, serving with the U.S. Army and stationed in Japan, December 5, 1946. (Donation—Sue Kreitz)

V-mail letter to Harvey and Annie T. Kramer from Cpl. Charles W. Stamm, serving with the U.S. Armed Forces in southern England, November 19, 1944. (Donation—Sue Kreitz)

Typed letter to Dale Leber of Newark, Delaware from his brother John Leber, Lancaster, September 23, 1971. The writer mentions helping with preparations for the Ephrata Fair: "Saw Vernon and Edna at the Fair. I moved 200 chairs-only one helper, Mr. Buck, who almost fainted-disaster. Grace selling lemonade up and down parade route. Ham sandwiches, peanuts 35 cents, chips. Hard work . . . Remainder of chairs set up late in day. Schantz did not show . . ." (Donation—Dale E. Leber)

Copy (duplication) of a Commonwealth Land Title Insurance Company settlement document between Edward, Minnie, and Lottie Leber and their spouses, John W. Leber, Jr. and his wife, and Dale E Leber of the one part and the Denver and Ephrata Telephone and Telegraph Company of the other part, September 16, 1957, for the property at 134 East Main Street, Ephrata. (Donation—Dale E. Leber)

Framed decorative marriage certificate of Rachel Myers (1891-1969) of West Earl Twp. and Harry W. Keller of Ephrata, married in Lancaster on February 19, 1913. Rachel was a daughter of John S. and Lizzie (Aungst) Myers, of West Earl Twp.; the groom was a son of Jacob K. and Katie Bollinger (Widders) Keller. During their married life the couple resided at 241 North State Street, Ephrata. A photo (2015) of the church in which the wedding took place accompanies the certificate; the building was located on North Charlotte Street in Lancaster. (Donation—Gail Huber)

The following documents pertaining to the Ephrata and Lebanon Street Railway Company and Ephrata and Lebanon Traction Company were donated by Mary Lane:

Report (on the letterhead stationery of the Ephrata & Lebanon Street Railway Company,) on a resolution pertaining to the formation of the Ephrata and Lebanon Traction Company, undated, 1914. Text reads, in part, as follows: "Mr. Evans, a director, stated to the meeting that he thought it advisable to bring up the question of the motive power to be used upon the lines of the [Ephrata and Lebanon Street Railway] Company. He said that investigation by engineers at these suggestions . . . showed that the operation of the cars by the storage Battery system was not practicable for a line such as had been built by the Company and in addition the use of storage battery cars would necessitate the expenditure of large sums of money for renewal of batteries; that the use of gasoline electric cars had also been investigated and in the opinion of the engineers would cause a high initial expenditure in equipment and a high cost of operation. He said that the engineers had recommended the construction of [an] ordinary overhead trolley system, such as was commonly in use, not only on account of saving in operation, but also for the reason

that this would throw the line of the Company open to use by other Street Railway Companies with which it connected . . .

He stated that the only funds available for such overhead trolley construction were the sum of \$50,660.00, and that it was proposed to finance such construction . . . by the formation of a Company under the Motor Traction Company's Act of the State of Pennsylvania, with an authorized capital of \$50,660.00, par value of common stock, all of which was to be issued and an authorized bond issue of \$200,000 parvalue of 6% First Mortgage Bonds, which Company should build and own an overhead trolley system to furnish power for the line of this Company, Sub-stations, power equipment and cars. He stated that he believed that if this Company should purchase all the stock of the Traction Company and guarantee the principal and interest of its Bonds (with the lease of the Traction Company of the right to construct its system upon the right of way of this Company and the lease or Contract by the Traction Company of such system and equipment to this Company) the construction of such overhead system could be financed upon terms favorable and acceptable to this Company.

. . . Now therefore, be it resolved that the Board of Directors approve of the purchase by the Company of the entire Capital Stock of the Ephrata & Lebanon Traction Company, a corporation of the State of Pennsylvania, formed for the purpose of supplying motive power, of the par value of \$50,660, for the sum of \$50,660.00 in cash, and approve of the guarantee by this company of the principal and interest on Bonds of the Ephrata and Lebanon Traction Company in the principal amount of \$200,000.00, secured by a Mortgage or deed of Trust upon the property of the Ephrata and Lebanon Traction Company . . .

It is further resolved that the Board of Directors hereby approve of the lease by this Company to the Ephrata & Lebanon Traction Company of the right to place and maintain its poles and wires upon and over the right of way or property of this Company, and further approve of the lease to this Company by the Ephrata & Lebanon Traction Company of the system and equipment of that Company for the operation of the lines of this Company . . .

It is further resolved, that the President be authorized to appoint a Committee of three members of this Board, who shall in conjunction with the Counsel of the Company negotiate with the Ephrata & Lebanon Traction Company the terms of said Mortgage or Deed of trust and Leases or contracts by and to that Company . . .

After an extended general discussion of the Resolution and a report to the Board by Charles D. Collett, an engineer . . . the resolution being duly seconded, was unanimously adopted . . .

Resolved, that a special meeting of the stockholders of the Company be called to be held . . . on the 1st. day of June, 1914 . . . for the purpose of approving or disapproving . . ."

Undated copy, on onionskin paper, of the by-laws of the Ephrata & Lebanon Street Railway Company; in the letterhead envelope of the law firm of Coyle & Keller, addressed to company president A.E. Lane of Clay and postmarked January 24, 1910. The same envelope contains a prototype document, undated and without signatures, reading "We hereby subscribe for the number of shares set opposite our names of the stock of the Ephrata & Lebanon Street Railway Company of the par value of Fifty Dollars (\$50.00) per share and agree to pay ten percent of our subscription when the same is made . . ."

Undated copy of the by-laws of the Ephrata & Lebanon Street Railway Company; word-for-word the same as the above-listed set of by-laws, but separately typed and not a duplicate.

Typed copy, dated September 26, 1913, of the charter of the Ephrata & Lebanon Street Railway Company; the charter was granted December 14, 1909 and recorded in Lancaster County Charter Book 3, p. 144. On the letterhead stationery of the Ephrata & Lebanon Street Railway Company, and in an envelope inscribed with the name of company president A.E. Lane, of Clay.

Undated manuscript list (1 sheet) of 47 small shareholders in the Ephrata & Lebanon Street Railway Company; the individuals listed held from one to five shares apiece. Following this grouping are the surnames of six individuals apparently holding 6 shares apiece and an additional name(?) paired with the designation "Pittsburgh."

Undated manuscript list (1 sheet) of 20 shareholders in the Ephrata & Lebanon Street Railway Company; the individuals listed held from one to 24 shares apiece, with Grant Steinmetz of Clay holding the greatest number. B.B. Bucher, Harry Longenecker, and Amos W. Landis each held 10 shares.

Typed list of insurance policies carried by the Ephrata & Lebanon Street Railway Company, September 20, 1913. The building and equipment of the company were carried by the National Ben Franklin Fire Insurance Co. and the Millers National Fire Insurance Co.; cars #2 and #3 were insured with the Millers National Fire Insurance Co. and the Ohio Farmers National Insurance Co.; car #4 was insured with the Springfield Fire Insurance Co.; the boiler insurance was with the Hartford Fire Insurance Co. Following this list is another titled "Data on approximate estimate on 6 1/2 Miles of road in operation for the last eight Months from Jan. 1 to Sept. 1- 1913"; lists "Gross Car earnings," unspecified expenditures, "Actual cost of construction Material, Labor, Right of Way, Etc." Submitted by Samuel Y. Wissler, secretary and bookkeeper of the company. The list was received with two E & L tickets clipped to it; one is a "2 Day Excursion Ticket" punched "Ephrata" and September 19; one is an "Auditor's Stub" punched "Hopeland" and "Ephrata," September 19.

Ephrata & Lebanon Street Railway Co. annual report of receipts and disbursements for the year 1913, prepared by treasurer A.B. Gloninger. Receipts totaled \$134,358.06; disbursements \$132,656.10. In addition, J.A. Vandergrift was due \$1,412.10 "on Bonds Sold," leaving a company balance of \$89.95 and an operating account balance of \$174.54. Principal suppliers/creditors included the Federal Storage Battery Co., Charles White (concrete work in Lebanon), the Ephrata Coal & Lumber Co., S.B. Keller and Elam Siegrist (stone), Fred Wunderlich (iron plates), the South Mountain Lumber Co., company president Abram E. Lane (materials, work, cash advanced, note), S.D. Erb and H.W. Smith (salaries), John A. Coyle (attorney's services), and contractor J.A. Vandegrift ("Vandergrift"; construction & materials totaling many thousands of dollars).

Manuscript resolution (1 sheet), June 3, 1912: "Resolved: that the proper officers of the Ephrata and Lebanon St. Ry Co. be authorized to execute a note to A.E. Lane in the sum of Twenty eight hundred (2800) dollars payable in fifteen days without interest.

Resolved: That all collections received by the Treasurer from stock subscriptions on and after this date until the same reach the sum of Twenty eight hundred dollars be pledges as collateral security for the payment of the above note." Signed by company president A.E. Lane and treasurer S.D. Erb and certified by secretary Samuel Y. Wissler as having been passed by the board of directors.

Unsigned copy of an agreement between the Lebanon and Campbelltown Street Railway Company and the Ephrata and Lebanon Street Railway Company, November, 1913. Concerns permission granted by the Lebanon and Campbelltown Company to the Ephrata and Lebanon Company for the latter to operate its cars over the tracks of the former in the city of Lebanon between the intersection of Walnut and Ninth Streets and the point of connection of the tracks of the two companies at Cumberland Street, a distance of 1100 feet: " . . . In consideration of the license the party of the second part (E & L) agrees to pay to the

party of the first part the sum of one dollar (\$1.00) for each day during the period this permission continues in effect, to be paid monthly on the first of each month for the month preceding . . ."

Memorandum from Ephrata and Lebanon Street Railway Company treasurer Samuel Y. Wissler to Abram E. Lane, January 20, 1914: "By your request I hereby give you the names of men who served upon the following committees for the year of 1913 just ended." There follow the names of Martin Kinports, J. Henry Bennetch, and Uriah B. Horst, who served on the Executive Committee, and George D. Krause, A.B. Gloninger, C.E. Seldomridge, and Samuel S. Hauenstein, who served on the Finance Committee.

Letter of application for the "position of Superintendent" of the Ephrata and Lebanon Street Railway Company, January 20, 1914. Submitted by H.B. Rhodes and mailed to Ephrata and Lebanon Street Railway Company president Abram E. Lane, Clay. Text reads, in part: "I am an applicant for the position of Superintendent of your Trolley Road. I have worked on your line and under your instruction and you know what I can and will do. I can give you the very best of references as to my work and sobriety. I am certain that I can save you money in the building and operating of your road by the experience I have gained during my 20 years in the trolley business . . ."

Letter to Abram E. Lane from Howard P. Taylor of the brokerage firm H.P. Taylor & Co., Pittsburgh, June 26, 1914. Text reads, in part: "It has been reported to me by Mr. Evans and Mr. Morand, that it is your desire and that of your directors to replace your present manager with a new and successful one. I have referred this matter to our Mr. C.O. Collett, Managing Engineer of H.P. Taylor & Company, and he has proposed the name of Mr. Fred. C. Hornstein, who has a large and varied experience in operating as well as managing electrical properties. Our Mr. Collett will take supervision over Mr. Hornstein and cooperate with him at no expense to the Railway Company. Mr. Collett will also institute a railroad system of bookkeeping, and will remain on the property until such a time as Mr. Hornstein is thoroughly familiar with his new surroundings. A salary of \$200. per month will have to be paid to Mr. Hornstein, and you will find that he is worth every cent of it . . ."

Typed letter from Abram E. Lane, President of the Ephrata and Lebanon Street Railway Company, to H.W. Smith, General Manager of the company, August 11, 1914. Text reads: "This is inform you that Mr. Fred C. Hornstein has been appointed General Superintendent of the Ephrata & Lebanon Traction Co. to take effect today and you are hereby requested to turn over the entire office and its equipment in addition to all other properties that rightfully belong to the Ephrata & Lebanon Street Rwy. Co. to Mr. Hornstein. Any assistance and courtesy that you may be able to render Mr. Hornstein will be appreciated."

Typed letter, addressed "To Whom it May Concern" and signed by Ephrata and Lebanon Street Railway Company secretary Samuel Y. Wissler, December 18, 1913. Concerns the poor performance of the batteries used to power the company's cars; text reads, in part: "The Ephrata & Lebanon St. Ry. Co. received car #2 on July 22, 1912, and was put into service on the 23 day of same month. Car #3 was received on Aug. 1, 1912 and was put into service Aug. 3, 1912, and was operated [sic] continuously, same as #2 until about Oct. 1, 1913, when it began to get weaker and weaker . . . On Oct. 16, 1913 it was tried out, to see what it was fully able to do. On Oct. 18, 1913, we started to operate #3 to Lincoln only on Saturdays & Sundays, up to this very date. On Oct. 21st. we tried to make a round trip with it to Hopeland, but were hung up on Lincoln hill and had to pull her in to the barn with #2. On Oct. 24, 1913 all the good cells in #3 were placed into #2, and all the bad cells in #2 were placed into #3 where the good ones were taken out, so that #2 would be able to [do] the work." In envelope with list of penciled battery prices.

Typed letter to Abram E. Lane from E.J. Ross, Jr., manager of the Sales Engineering Department of the Edison Storage Battery Co., Orange, N.J., January 5, 1914. Concerns batteries ordered for the Ephrata and Lebanon Street Railway Company; text reads, in part: "We beg to acknowledge receipt of your telegram advising that the cash proposition as set forth in letter dated January 2nd, and signed by yourself, has been accepted by your Board. The batteries are now ready for shipment and will be delivered by our truck to the Central Railroad of New Jersey freight office in Newark the first thing tomorrow morning . . ."

Typed letter to Abram E. Lane from E.J. Ross, Jr., manager of the Sales Engineering Department of the Edison Storage Battery Co., Orange, N.J., January 7, 1914. Concerns batteries ordered for the Ephrata and Lebanon Street Railway Company; text reads, in part: ". . . Yesterday we wrote your Mr. Wissler a letter . . . and advised him that the batteries which we were about to install would carry with them our regular four year guarantee, providing instructions as to charging and care are followed . . ."

Typed letter to Abram E. Lane from Robert A. Bachman, vice-president and general manager of the Edison Storage Battery Co., Orange, N.J., January 8, 1914. Concerns batteries ordered for the Ephrata and Lebanon Street Railway Company; text reads, in part: "In reference to our telephone communication, I beg to enclose herewith copy of telegram sent to our Mr. Hughes, who will install the new battery which you should have received by this time . . . If you have accepted the battery, kindly telegraph Mr. Hughes at once and he will drop the work he is on and stay with you until and installation is practical . . . Assuring you that you cannot lose any money by accepting this lot of batteries sight draft bill of lading. We will either give you a four year guarantee or refund the money for the cells which you purchase by returning them to us . . ." A copy of the telegram (January 8) alluded to accompanies the letter.

Telegram from D.B. Hughes to Abram E. Lane, January 9, 1913: "Wire me hotel Colver, Colver Penna upon arrival of new batteries will arrive Ephrata following receipt of wire."

Group of three letters, all in the same envelope addressed to Abram E. Lane, regarding the financing and continuing construction of the Ephrata and Lebanon Street Railway Company, as follows:

- Unsigned copy of a letter to Henry C. Evans, Esq., Pittsburgh, counsel to the H.P. Taylor Co., October 7, 1913, on the stationery of the Ephrata and Lebanon law firm of Coyle & Keller, Lancaster. Text reads, in part: "I attended a meeting of the Board of Directors of the Ephrata & Lebanon Street Railway Company yesterday. The question of a modification of the agreement of the construction of the road with J.A. Vandergrift was considered at great length. They seemed disposed to remit the \$25 per day penalty for delay in completion of the contract and to overlook the failure to put a car in Lebanon on time, provided they could feel morally certain that the road would be completed by January 1, 1914 or thereabouts. They failed to see either the propriety or the necessity of paying Mr. Vandergrift on each estimate 50% more than the actual cost of the work done and material furnished to the time of the estimate . . . The contractor, himself, has given no security for the performance of his contract. An agreement between him and the H.P. Taylor Company for the purchase of the bonds and stock of the company might or might not after its execution, be abandoned by either or both of the parties. The Railway Company would have no hold on that. Again, it is material that the party proposing to purchase the bonds and stock should be strong beyond question. My reports on the H.P. Taylor Company are not to this effect. The banks to whom I have applied, hesitate to express an opinion as to their financial standing and business integrity. From one source we learn that their standing in the community is good; from another that although they are in the brokerage business only, they are not members of the Pittsburg [sic] Exchange, yet have some good associates; from another, that their general reputation is good, but

financial standing not procurable . . . the Board does not feel that there is sufficient certainty of Mr. Vandergrift's ability to sell the stock and bonds of the Company . . . I trust you will be able to make some arrangements with Mr. Vandergrift, whereby your clients will take up the sale of these bonds and stock . . ."

- Two letters to Abram E. Lane from John Coyle of Coyle & Keller, both dated October 7, 1913, and with similar content; both pertain to the H.P. Taylor Company brokerage firm and both refer to the letter described above.

Letter, addressed to "Gentlemen," from the cashier of the Federal National Bank of Pittsburgh, October 9, 1913: "I have your telegram of today inquiring about F.P. Taylor & Co., brokers and bankers, and suppose you refer to H.P. Taylor & Co. of this city. We have never had any direct dealings with this company and we have no definite knowledge in regard to their financial responsibility. They deal mostly in bonds and some of their offerings seem to be very desirable investments. The writer has been acquainted with Mr. H.P. Taylor for a number of years . . . and might state that he has never heard anything derogatory to their standing in any way."

Letter to Abram E. Lane from George Krause of the Geo. Krause Hardware Company, Lebanon, Pa., October 8, 1913: "Herewith find copy of wire report on H.P. Taylor & Co. Will send you copy of mail report soon as received." The wire report is typed beneath. Together with a separately mailed copy of the full report alluded to with a brief cover note, also dated October 8, from George Krause.

Brief note from Henri C. Morand of H.P. Taylor & Company, Pittsburgh, to A.B. Gloninger, treasurer of the Ephrata & Lebanon Street Railway Company, May 6, 1914; in envelope addressed to Gloninger. Reads "Enclosed please find bill for rental of storage battery car from May 1st to May 31st, which kindly pay promptly . . ." The bill referred to is not present.

Letter to Abram E. Lane from Howard P. Taylor of H.P. Taylor & Co., dealers in municipal, railroad and corporation securities, June 29, 1914. Text reads: "This will serve as an authority for Mr. Chas. O. Collett to act in conjunction with yourself in connection with the change of management of the Ephrata & Lebanon St Ry which, I believe, you and the board have in contemplation. I would appreciate if you would settle this question with Mr. Collett, or come to some definite conclusion relative to the policies of the road. You can use Mr. Collett in this connection without cost to the Railway. He will act with you in the matter."

Letter to Abram E. Lane from R.B. Hutchinson, manager of the Sales Department of the brokerage firm of H.P. Taylor & Co., Pittsburgh, August 20, 1914. The letter is a copy of that intended to be sent to potential investors in the Ephrata and Lebanon Street Railway Co.; text reads, in part: ". . . You know the value back of the investments which are secured on industries in your own city. What form of investment would be more satisfactory than a first mortgage upon something that you could look at every day. A Public Utility Security of your own home town would unquestionably be stable. In this regard, you are aware that an interurban traction line has been constructed between Ephrata and Lebanon, Pennsylvania. This line serves a thriving community, and possibly you have not been made aware of the fact that, according to any records we have been able to secure, it has the lowest bonded indebtedness of any traction road in the United States today . . . At this time we are in a position to secure about \$15,000 of the First Mortgage 6% Equipment Bonds of the Ephrata & Lebanon Traction Company . . . If you will advise us by wire, we shall set aside any part of the above \$15,000 bonds at a price of 99 and secured

interest. No additional commission will be charged. These bonds are in denominations of \$500 and \$1,000 . . ."

Letter to Abram E. Lane from Howard P. Taylor of the brokerage firm of H.P. Taylor & Co., Pittsburgh, July 18, 1914. Text reads, in part: "Pursuant to our informal talk yesterday relative to the outstanding indebtedness of the Ephrata & Lebanon Street Ry Co., in thinking this matter over I come to this conclusion, that this indebtedness was incurred by reason of the stockholders failing to take up and pay for their subscription to the stock of the company. Before we entertained this proposition, we were assured by Mr. Vandergrift and by your company that \$146,000 of stock had been subscribed and paid for, or was to be paid for, which was a condition predicated upon our going into the deal. I find now that there is some \$18,000 of stock subscribed but still not paid for. Therefore, from any point of fairness, it is up to the present Board of Directors and stockholders of the Ephrata & Lebanon St Ry Co to make good their representations to us. If this amount was paid in, in full, it would take care of the outstanding indebtedness of the company . . . in the interim I would be very glad to have the Ephrata & Lebanon Traction Co loan the Ephrata & Lebanon St Ry Co sufficient bonds to take care of this present indebtedness, under an absolute agreement to return to the Traction Company the said bonds within a period of six months . . . Regarding the contract with Mr. Vandergrift, if you will kindly set the time when you desire to have Mr. Collett meet you, to audit his accounts and compare statement of the amount of unfinished work in accordance with the terms of his contract, we will be very glad to send him to you without any expense to the Street Railway Company. As a suggestion, it is very likely that as soon as the Public Service Commission has been in office sufficiently long enough to understand their duties prescribed by law, they will call for an itemized statement from the Ephrata & Lebanon St Ry Co., showing the cost of construction in detailed items . . . I would, therefore, urge upon you to have the bookkeeper of the Railway Company get this statement in preparation . . ."

Typed, undated list of 130 subscribed stockholders with unpaid shares in the Ephrata and Lebanon Street Railway Company, ca. 1914; headed "List of shares not paid up." Each stockholder's listing includes his or her post office address, number of shares, portion paid, and balance owing. Person with the highest balances included John Dierwechter of Kleinfeltersville, Samuel Keller of Kleinfeltersville, Jacob Stewart of Kleinfeltersville, F.B. Horst of Schaefferstown, Irwin Horst of Schaefferstown, and Lane Zug of Lebanon.

Copy of an agreement between contractor J.A. Vandegrift [in the document, "Vandergrift"] and the Ephrata and Lebanon Street Railway Company, January 2, 1913; the original was signed by Vandegrift, company president Abram E. Lane, and company secretary Samuel Y. Wissler, though this is not a signed copy. Text of the agreement reads, in part: "Agreement made and concluded . . . between J.A. Vandergrift [sic], of No. 15 Broad Street, New York City, hereinafter called the contractor, and the Ephrata and Lebanon Street Railway Company . . .

1. The contractor , , hereby covenants and agrees to build and completely finish the proposed Railroad of the company from the point to which it is now being operated at or near Hopeland . . . to the City of Lebanon . . . where track of the company is now laid, approximately fifteen miles, according to the plans, specifications, blue prints and survey heretofore made by the engineer or engineers of the company, as well as on any departures from the road which it may be necessary to make: and reballast and align and complete . . . the portions of the track and road bed already built and laid . . . to pay all purchase price or damages assessed . . . for rights of way, which have not already been paid, any rights of way not yet secured and which may become necessary to secure . . . whether by approval or condemnation; to follow the grade according to the original survey, unless . . . it be advisable to change the same . . . to lay 60 lb.

American Society 'T' rails, well spiked with 4 spikes to the tie . . . to build and conclude all necessary bridges and culverts . . .

2. To construct and fully equip . . . all telephone lines, with all necessary instruments at all terminals and turnouts.

3. To construct and finish an extension to the present car barn in the Borough of Ephrata so as to accommodate an additional boiler or engine. These buildings to be of the same character as the one or ones already constructed: to secure and pay for an appropriate site for a car barn in the City of Lebanon and build thereon a car barn and station of a capacity for storing two cars . . .

4. To furnish, erect and complete a duplicate boiler in the plant at Ephrata of sufficient capacity to insure the successful operation of the road . . . the boiler to be a new one . . . and to install in the plant at Lebanon sufficient, suitable and first class apparatus for charging the cars.

5. To furnish one 18' Beach Battery Car, two 28' Beach Double Truck Battery Passenger Cars and one 28' beach Double Truck Battery Car for express and freight; and furnish on the tracks at Lebanon one 18' Beach Battery car for operation in that City on or before February 1, 1913 . . .

6. To construct and furnish all of the above in a first class manner, using throughout the best of materials . . . the intent and meaning of this contract being that the contractor shall turn over to the company a road completely built in a first class manner, with all necessary cars, equipment, machinery and everything for the successful operation of the road . . .

7. The contractor will begin the work at once and rush the same to completion . . . not later than nine months from January 1, 1913. For every day beyond the said nine months that the road is not completed . . . the contractor shall pay . . . the sum of Twenty-five Dollars . . .

10. The contractor agrees that there shall be deducted from the consideration which he is to receive, hereinafter mentioned, such amount as will equal the interest to April 1, 1913 in any of the issue of \$250,000 of bonds already authorized to be issued, and which may be sold prior to April 1 . . .

11. The contractor agrees that he will sell for the company, at par and for cash, \$167,000 of the capital stock of the company, and the entire issue of \$250,000 of first mortgage bonds, already authorized to be issued at a price of not less than \$82.50 per 100.

12. In consideration whereof the company . . . agrees to pay the contractor . . . the sum of Three Hundred and Seventy-Three Thousand Two Hundred Fifty Dollars . . .

13. Under no circumstances shall the company be liable for the payment of any money to the contractor . . . unless, nor before, the contractor has sold for the company at least an equivalent amount of its stock and bonds . . . nor shall the final payment be made to the contractor unless he has sold all of the bonds and stock . . . and the cash for all of them been paid into the treasury of the company . . . In the event that the contractor fails at any time within the period allotted for the completion of the road, to sell the said stock and bonds, the company shall be at liberty to terminate this agreement without the payment to the contractor for any labor or material or equipment which he may have rendered or furnished, and for the actual value of which he has not sold and paid in cash to the treasury of the company a sufficient amount of bonds or stock . . ."

Agreement between contractor J.A. Vandegrift [in body of document, "Vandergrift"], New York City, and the Ephrata and Lebanon Street Railway Company, October 27, 1913; signed by Vandegrift, company president Abram E. Lane, and company secretary Samuel Y. Wissler. Text of the agreement reads, in part: "Whereas the parties hereto entered into an agreement dated January 2, 1913, for the construction of the railroad of the Company, And whereas said agreement has been partially completed and said railroad has been partly built and the parties hereto are desirous of amending or supplementing said agreement, Now, therefore . . . it is mutually agreed and understood:

1. That the contractor has furnished one 18 foot Beach battery car for operation in the City of Lebanon in a manner and at a time satisfactory to the Company . . .
2. That if the contractor shall enter into a firm and binding contract with H.P. Taylor & Company, a corporation of the City of Pittsburgh, Pennsylvania, for the sale of \$200,000 par value of the bonds of the Railway Company, the Company will extend the time fixed for the completion of said contract and said railroad until January 1, 1914.
3. That if the contractor shall enter into a firm contract for the sale of said \$200,000.00 of bonds . . . the Company will pay to the contractor, in addition to the actual cost of labor and material done and furnished, in the future, an amount equal to 40% in addition thereto, out of the proceeds of the sale of the stock of the Company . . .
4. This agreement shall not be used in any way as a change or alteration of any of the other provisions of the contract to the injury of the Company . . ."

Brief note to Abram E. Lane from John A. Coyle of the firm of Coyle & Keller, Lancaster, July 26, 1913: "I herewith enclose you the copy of the agreement between Vandergrift [sic] and the Railroad company, as well as a copy of the by-laws which you handed me the other day and a news paper account of the meeting of the stockholders." A clipped, undated newspaper article entitled "Ephrata-Lebanon Road to be Rushed / Stock-holders Hold Harmonious Meeting at Kleinfeltersville" accompanies the note.

Typed letter from John A. Coyle of the firm Coyle & Keller to Abram E. Lane, August 16, 1913. Text reads, in part: "I did not get to see Mr. Brown yesterday. When I found you had given me but one certificate of stock, and that it was for two hundred shares, in the name of J.A. Vandegrift, I didn't know just what to do with it. You understand the \$10,000 of stock were to be placed in the hands of some body in Philadelphia, to be delivered to Vandegrift upon the sale of \$40,000 of bonds, and if he did not sell them all at one time, he was to be given a proportionate amount of the stock. If, for example, he sold \$10,000 of bonds he was to have one fourth of this stock or fifty shares . . . It seems to me that this stock better be split up into certificates, say of about ten shares each, which would be the amount he would be entitled to have upon the sale of \$2,000 of bonds. If he sells more than \$2,000 at any time of course they can deliver more than one certificate, but not deliver more than the proportion of what was sold . . . I believe that Vandegrift will agree to it that the Trust Company at Lebanon should be made the custodian . . . I enclose you the certificate, it being numbered 607 . . ."

Unsigned copy of a letter to the Franklin Trust Company, Philadelphia, August 22, 1913; written on behalf of the Ephrata and Lebanon Street Railway Company. Text reads, in part: "On behalf of the Ephrata & Lebanon Street Railway Company I desire to notify you that on the 14th day of August, 1913, the following resolution was adopted at a special meeting of the Board of Directors . . . 'Moved by Mr. Cilly and seconded by Mr. Stein, that J.A. Vandegrift be paid the sum of Five Thousand Dollars (\$5,000) out of the proceeds of the sale of stock of the Company on account of his contract price in addition to the amount already paid him. And that he be paid in addition to the actual cost of labor and material done and furnished in the future an amount equal to 30% in addition thereto, out of the proceeds of the sale of the stock of the Company, for the next Thirty-three Thousand Dollars of labor done and material furnished . . . That these payments shall be made only with the express understanding, to which Mr. Vandegrift shall give his formal assent, that they are not to be a precedent . . . ' Mr. Vandegrift assented to the above . . . Under and in pursuit of the authority contained in said resolution . . . I herewith hand you Certificate Nos. 611 to 635 inclusive, totaling 200 shares . . . you are directed to hold these certificates in escrow and to deliver them to J.A. Vandegrift . . . The terms of any sale or sales of the said bonds of the Ephrata & Lebanon Street Railway Company and the terms and amounts of any loan or loans thereof are matter[s]

with which you are to have no concern, your sole duty being to transfer the said stock to the said J.A. Vandegrift . . ." Clipped to three additional items, as follows:

- Receipt from the treasurer of the Franklin Trust Company of Philadelphia: "Received from A.E. Lane, President of the Ephrata & Lebanon Street Railway Company, 200 shares of capital stock . . . to be used, as per letter of instructions of August 22, 1913."
- Handwritten, unsigned note from a representative of the Ephrata and Lebanon Street Railway Company to representatives of the Franklin Trust Company of Philadelphia, November 7, 1913: "Kindly deliver to J.A. Vandegrift the balance of stock of the Ephrata & Lebanon St Ry Co. left with you by me to be turned over to him. This balance amounts to one hundred and forty shares . . ."
- Reilly Bros. & Raub Hardware (Lancaster) "duplicate bill," made out to A.E. Lane, for half a dozen broad hatchets, a butt chisel and a vixen wrench, November 15, 1913.

Commonwealth of Pennsylvania judgment, case of E.C. Alsop, plaintiff, vs. J.A. Vandegrift, entered in the November Term of 1913. "To the Sheriff of Lancaster County . . . We Command you to Attach . . . the goods and chattels . . . of the said Defendant in whose hands the same may be, and especially in the hands and possession of Ephrata and Lebanon Street Railway Company. And also that you summon the said Ephrata and Lebanon Street Railway Company as Garnishee, to be and appear before our Court of Common Pleas, for the County of Lancaster . . . on the third Monday in December 1913 . . ."

Typed letter to Abram E. Lane from attorney William W. Weigley of Philadelphia, January 9, 1914. Text reads, in part: "'I received a letter this morning from Schaefferstown stating that your contractor, Vandegrift, notwithstanding my protest, attempted to lay tracks along the side of the street instead of the middle as required by Law, and also attempted to put down a T rail, but that the Supervisor stood by the property owners and blocked the game. You will excuse my comment when I say that I never knew of such unparalleled stupidity as is disclosed by this man Vandegrift or whoever else attempted to put the owners of the property and the public, generally, to the great inconvenience which the T. rail contemplated . . . I have about come to the conclusion that the President of the Company did not have very much to do with the working out of this contract, otherwise he would have taken these matters into consideration. From a private source, which I do not wish to put on paper, I am advised that you fellows will get it in the neck before you get much further. Hope that you, personally, will get through unscathed and that you will have a Happy new Year, notwithstanding the gathering clouds."

Typed letter to Abram E. Lane from Elmer Parsly of the investment firm of Harper & Turner, Philadelphia, January 14, 1914. Text reads, in part: "One of my clients is interested in the Ephrata & Lebanon Street Railway Co. First Mortgage 5% Bonds, due October 1942, and wishes to obtain some information as to the present earnings of this road, the number of miles in operation, and the amount of Bonds now outstanding; also, if possible, when it is likely that this road will be completed. The writer understands that Mr. T. Nelson Vandegrift has a contract for the construction of this road . . ."

Typed letter to Abram E. Lane from John A. Coyle of the law firm of Coyle & Keller, Lancaster, February 20, 1914. Text reads: "The counsel in Harrisburg for the creditor of Vandegrift [sic] insists that the interrogatories in the attachment proceeding, which were served on you by the sheriff about two weeks ago, shall be answered without delay. This matter had better be given attention as there is danger of judgment being entered against the company if it is not properly attended to."

Three typed letters from J.A. Vandegrift to representatives of the Ephrata and Lebanon Street Railway Co., all dated March 13, 1914, as follows:

- Letter to the board of directors, with text reading as follows: "The Treasurer, after due notice, has failed to pay me monies due to me under my contract. His failure to perform his duties as Treasurer has caused me financial embarrassment and has delayed me in the completion of my contract with your company to complete the road. I hereby notify you that I will hold your Company responsible for whatever loss and damage I may incur, through the failure of your officers to perform their duties."

- Letter to A.B. Gloninger, treasurer of the Ephrata and Lebanon Street Railway Company, from J.A. Vandegrift, with text reading as follows: "I have been informed by the Farmers Trust Company that the \$4125. due me from the proceeds of bonds has not been transferred to my account, notwithstanding your agreement with me on Tuesday evening that it would be done the next morning. Your failure to attend to this matter has made it impossible for me to pay my obligations and to purchase new material needed for the construction of the Ephrata & Lebanon Street Railway. I wish to notify you that I hold you personally responsible for all damages caused by this delay."

- Letter to Abram E. Lane, with text as follows: "I have been notified by the Farmers Trust Company of Lebanon that the \$4125. for proceeds from the sale of Ephrata & Lebanon Street Railway Bonds due me on estimates has not been deposited in my account, as per agreement with you and the Treasurer of the Railway. I am also informed that the Treasurer has not transferred this money owing to instructions from you. I hereby notify you that the failure to perform this agreement has caused me financial embarrassment and delayed my completing the road . . . I will hold you personally responsible for whatever loss I may incur . . ."

Letter to Abram E. Lane from George Krause, Lebanon, Pa., March 14, 1914; refers to the three letters described above. Text reads, in part: "I enclose herewith letters from J.A. Vandegrift received today by registered mail, By Dr. Gloninger and myself. It appears to me that under strict construction of section 12 on contract with him, especially the latter part, that we are not obligated to pay him unless he produces receipts for same or evidence equivalent thereto. The section referred to reads, as follows: 'No money shall be paid on any estimate for work or labor done or equipment or material furnished, save upon the production of vouchers or receipts showing the same has been paid for . . . or accompanied with such provisions as will be the equivalent thereof.'" I called up Mr. Coyle who says that my interpretation is correct, and further that if he does not furnish the money for interest charges as agreed, we can hold back the penalty of twenty five dollars a day to April first. Have written Mr. Vandegrift as per copy of letter herewith. Hope same meets with your approval . . ." Attached to a copy of the letter referred to; text reads: "Your letter to the Board of Directors of the Ephrata & Lebanon St. Ry. Co. has been referred to Mr. Coyle, Solicitor. He calls attention to article twelve of contract between the Railway Company and yourself, particularly the last sentence of same which conditions must be complied with, if insisted upon, and receipts or their equivalents furnished for all estimates presented before money shall be paid on same."

Brief note from John A. Coyle of the firm of Coyle & Keller, Lancaster, to Abram E. Lane, December 9, 1913. Text reads "I herewith enclose you the proposed agreement with A.H. Armstrong. It seems to be in good form." The agreement alluded to is not present.

Two copies of an undated list of the stockholders of the Ephrata and Lebanon Street Railway Company, ca. late 1913. Among the larger shareholders were the Arlington Real Estate Company (37 shares), Joseph Buch of Stevens (20 shares), Jacob S. Buch of Lincoln (25 shares), N.O. Bard of Lincoln (20 shares), J.S. Bashore of Lebanon (20 shares), J. Henry Bennetch of Richland (20 shares), "Clay Circle B. of A.," Hopeland (20 shares), S.D. Erb, Ephrata (30 shares), Andrew B. Gloninger, Lebanon (20 shares), Jonas H. Herr, Ephrata (20 shares), Emanuel H. Hammer, Schaefferstown (22 shares), Samuel S. Hauenstein,

Lincoln (38 shares), Wayne Hibshman, Reading (20 shares), Addison B. Hollinger, Lincoln (30 shares), Ulysses S. Hollinger, Lincoln (20 shares), Frank P. Hammer, Lebanon (88 shares), the Krause Hardware Company, Lebanon (25 shares), Edwin H. Kurtz, Myerstown (20 shares), the Jacob Konigmacher estate, Ephrata (40 shares), the Martin Kinports estate, Ephrata (54 shares), Abram E. Lane, Clay (53 shares), Samuel Martin, New Holland (36 shares), Martin H. Shirk, Lincoln (32 shares), Charles Seldomridge, Ephrata (20 shares), Grant Steinmetz, Clay (20 shares), John M. Seldomridge, Ephrata (20 shares), Reuben Stine, Ephrata (28 shares), J. Milton Sprecher, Ephrata (20 shares), contractor J.A. Vandegrift, Lebanon and New York City (700 shares), Samuel H. Wissler, Lincoln (20 shares), Henry Westerhoff, Ephrata (43 shares), Benjamin Wissler, Lincoln (54 shares), and Lane Zug, Schaefferstown (20 shares).

Copy of a list of the stockholders of the Ephrata and Lebanon Street Railway Company as of December 13, 1913. Among the larger shareholders were the Arlington Real Estate Company (51 shares), Joseph S. Buch of Stevens (20 shares), Jacob S. Buch of Lincoln (25 shares), Nathan O. Bard of Lincoln (20 shares), J.S. Bashore of Lebanon (20 shares), J. Henry Bennetch of Richland (20 shares), Clay Lodge 915, International Order of Odd Fellows (20 shares), A.K. Dierwechter (20 shares), S.D. Erb, Ephrata (30 shares), Andrew B. Gloninger, Lebanon (20 shares), Jonas H. Herr, Ephrata (20 shares), Samuel S. Hauenstein, Lincoln (38 shares), Wayne Hibshman, Reading (20 shares), Addison B. Hollinger, Lincoln (30 shares), Ulysses S. Hollinger, Lincoln (20 shares), trustee Frank P. Hammer, Lebanon (98 shares), C.W. Johnson (100 shares), the Krause Hardware Company, Lebanon (25 shares), Edwin H. Kurtz, Myerstown (20 shares), the Jacob Konigmacher estate, Ephrata (40 shares), S.K. Keller (22 shares), the Martin Kinports estate, Ephrata (54 shares), Abram E. Lane, Clay (53 shares), Harry Long (70 shares), Walter Newhouse (110 shares), T.H. Paist (80 shares), Martin H. Shirk, Lincoln (32 shares), Grant Steinmetz, Clay (24 shares), A.L. Spayd (20 shares), John M. Seldomridge, Ephrata (20 shares), J. Milton Sprecher, Ephrata (20 shares), contractor J.A. Vandegrift, Lebanon and New York City (2,567 shares), Samuel H. Wissler, Lincoln (20 shares), Benjamin Wissler, Lincoln (54 shares), and Ralph Yocum (50 shares).

Copy of an unsigned agreement between the Hershey Transit Company and the Ephrata and Lebanon Street Railway Company, full date crossed off, 1914. Text of the document reads, in part: "Whereas, the party of the first part [Hershey Transit] owns and operates a line of street railway, part of which is located on Ninth Street between Cumberland and Oak Streets, in the City and County of Lebanon . . . and Whereas the party of the second part owns and operates a line of street railway, part of which is located on Walnut Street between the eastern limits of the city and Ninth Street . . . and Whereas the party of the second part is desirous of connecting its tracks with the tracks of the party of the first part at Walnut and Ninth Streets, and operating its cars over the tracks of the party of the first part between the points of connection and Cumberland Street . . . a distance of one thousand one hundred feet . . . and Whereas the party of the first part is willing that the cars of the party of the second part shall be operated over its tracks between the points above named, and is willing to grant to the party of the second part a license so to do, upon the terms and conditions [these follow] hereinafter set forth . . ." Ephrata and Lebanon was to pay Hershey Transit one dollar per day for its privileges, to be remitted monthly. The agreement is accompanied by a letter from John A. Coyle, of the firm of Coyle and Keller, to Ephrata and Lebanon president Abram E. Lane, July 2, 1914: "I herewith enclose you the old agreement prepared by Mr. Snyder, as well as two copies of the new agreement prepared by him for execution by the Ephrata & Lebanon Co. and the Hershey Transit Co. You will know whether the description of the streets in the contract is correct. If so, it can be executed by you . . . and by the Secretary, with the seal of the company attached. Both copies should be executed and both sent either to me or Mr. Snyder at Hershey . . ."

Letter from John E. Snyder of the Hershey Trust Company to attorney John A. Coyle of Coyle & Keller, Lancaster, September 22, 1914. Text reads, in part: "I enclose you herewith a copy of a letter written on behalf of the residents in the neighborhood of Ninth and Walnut Streets, in the City of Lebanon. Their cause of complaint is well founded. The connection is either improperly constructed or improperly placed, and I understand the Ephrata and Lebanon cars cannot operate over it, but leave the track if they do. The noise and jarring is caused by the cars of the Hershey Transit Company running over the frog, which is so placed that the flange of the wheel strikes it forcibly. I wish you could use your efforts to have this remedied promptly . . ." Attached letter of complaint (unsigned copy) addressed to Mr. Snyder is dated September 19 and reads, in part: "I am sorry to trouble you again with a complaint about the frog and switch connection of the Lebanon & Ephrata Railway with the track of the Campbelltown & Lebanon Railway [Hershey Transit] at 9th and Walnut Sts. as it is the cause of a great annoyance to the residents of this locality; and I have been requested by a number of them to ask your Company to have it removed, as the Lebanon and Ephrata Company are not using it, and have paid no attention to complaints . . . It is true that a few weeks ago they had a gang of men trying to improve conditions by digging up the ballast on the track, but they accomplished nothing . . . The trouble is the connection is not properly made, or rather the frog is not, and the Hershey cars in passing over strike it with such force as to shake every house within a radius of several hundred feet, besides having a racking effect on the cars . . ." Together with a second copy of the letter of complaint attached to a letter from Snyder to Abram E. Lane; Snyder's letter is similar to that written to Coyle, and is also dated September 22. Also together with a letter from Coyle to Lane, September 23, 1914: "I herewith enclose you a letter from John E. Snyder, attorney for the Hershey Transit Co, with reference to the conditions at Ninth and Walnut Streets in Lebanon. I am very much afraid if this trouble is not obviated at once that Mr. Hershey may give notice of the termination of the agreement with the Hershey Transit Co. . ."

Note to Abram E. Lane from John Eberly of Kleinfeltersville, November 20, 1910: "They are nearing my place with the trolley road and I have no agreement please come to my place I want to talk with you as soon as you get this letter and before the[y] go over my land."

Letter from Samuel Y. Wissler to Abram E. Lane, August 7, 1914: "Enclosed find letter to me from Mr. Coyle asking for rights of way of Michael Eberly and Henry Hackman. Enclosed find that of Henry Hackman which was paid early in 1912 according to the Books of the company. There never was any right of way for Michael Eberly in the office while I was here, nor ever before. I give this in your hands to deal with as you see fit."

Letter to Abram E. Lane from attorney H. Edgar Sherts, Lancaster, December 19, 1913. Text reads, in part: "I am requested by Mrs. Mary Ann Bingeman to notify you that you are trespassing upon her property, consisting of two wood lots containing respectively 13 acres 8 perches and 10 acres 35 perches in Clay Township. She informs me that the Ephrata and Lebanon Railway Co. have been cutting wood off these wood lots and clearing off a right of way and using the material and that this is being done entirely without authority and that it must be stopped at once . . ."

Note to Abram E. Lane from justice of the peace E.B. Hauenstein of Lincoln, January 19, 1914: "I wish you would have a check for amount of commissions due me on collections, send at once, I am hard up, the amount will be somewhere near \$75.00, kindly give this your kind consideration, Mr Wissler has the list, I am ready to go to Lebanon anytime you say so, I would not put it out to [sic] long." Together with a copy of a note from John A. Coyle of Coyle & Keller to E.B. Hauenstein, also dated January 19: "I have your letter of January 16 with reference to your bringing suit in Lebanon for a stock subscription. I would

not do that for a few days until I have further conference with Mr. Zerbe as to what the difficulties are in his mind with reference to the cases." In the same envelope as the two letters is a copy of the printed financial statement of the Ephrata and Lebanon Street Railway Company for the year 1913.

Letter from attorney John E. Malone of Lancaster to John A. Coyle of the firm of Coyle & Keller, February 18, 1914. Text reads, in part: "Mrs. Hauenstein, who is executrix for her husband S.S. Hauenstein, placed in my hands for collection a claim of \$505. against the Ephrata and Lebanon Street Railway Co. Mr. Hauenstein had a contract with the company whereby he was to obtain subscriptions for the stock of said company and was to be allowed a commission of five per cent. He did obtain subscriptions for 202 shares, and on a basis of five per cent his claim amounts to \$505.00. There was a resolution in reference to this matter passed by the Board of Directors on September 6, 1910. Will you kindly let me know what the directors intend doing in reference to this claim." Together in the same envelope with a note from Coyle to Abram E. Lane: "I enclose you a letter from Mr. Malone, with reference to S.S. Hauenstein's bill. Do you not think my bill ought to be paid before this one? Of course, you know, it amounts to considerably more than when I presented it over a year ago, and when I received a partial payment."

Letter to Abram E. Lane from justice of the peace Harry L. Wealand, Clay, July 27, 1914: "At the request of the Clay township School Board I am to notify you that your railroad is in very close proximity to the Hopeland school house and without any protection put there so as to avoid accidents, the said board will look to your company for damages done. So please give this matter close attention and put up a fence before school commences Aug. 31, 1914."

Letter to Abram E. Lane from W.W. Griest, Lancaster, July 12, 1914. "I see in the Ephrata Review of this week the very familiar face of yourself and complimentary reference to the completion of the Ephrata and Lebanon Street Railway, of which you are President. This has been a great undertaking and I congratulate you heartily upon its completion, and beg to express the earnest wish that it may prove to be as much of a financial success as it is a convenience to the people living along its line. I beg to assure you that the Conestoga Traction Company will gladly co-operate with you and your Company in any way that may be to their mutual advantage or to the advantage of the communities served by them."

Note to Harry H. Light from Abram E. Lane, January 7, 1914: "My dear friend, I enclose blank proxy if you feel so inclined please sign & mail to me at once." With Light's penciled note beneath: "Yes sir: I signed proxy some time ago for John Cilley which I understood was in your interest. I however sign this one. Please fill in number of shares." Together with the signed proxy in the same envelope.

Proxy form: "Know all men by these Presents that we, the undersigned . . . do hereby appoint [left blank] to be our and each of our substitutes and Proxy for us . . . to vote at the election for a President and Directors of the Ephrata and Lebanon Street Railway Company and on all other matters which at the annual meeting of the Stockholders of said Company may properly come before them to be held on January 10th 1916 . . ." Signed by Horace Kinports for the Martin Kinports estate, J. Schlott, and Robert M. Carter.

Letter from Samuel Y. Wissler to H.H. Urich, May 6, 1914: "Enclosed find voucher in favor of John Stephan for hauling coal, etc., which must be paid at once or he will get unpleasant. This check is to be drawn from your operating account at that end, as we cannot possibly do it at this end. This is the express orders of Mr. Lane, or president to me. If I get the check here by Saturday evening at seven o'clock it is

early to get it to its destination that night. Hoping you are not inconvenienced by this request." With Ulrich's typed note beneath: "I am returning this voucher as there is not sufficient money in the operating or general fund to pay this amount."

Ephrata and Lebanon Street Railway Co. note, First National Bank of Schaefferstown: "Your note for \$2565 will be due Nov. 4 [1914] . . ."

Ephrata and Lebanon Street Railway Co. note, First National Bank of Schaefferstown: "Your note for \$2558 in favor of this Bank was due . . . May 6, 1914." Together with a note from Samuel Wissler to A.E. Lane: "I got this notice yesterday. What will we do about it?"

Ephrata and Lebanon Street Railway Co. lists ("Ephrata End" and "Lebanon End") of unpaid bills "on hand to date," April 7, 1914. "Lebanon End" bills total \$592.19; "Ephrata End" bills total \$1118.71.

19 Ephrata and Lebanon Street Railway Company notes, December 4, 1913 through May 19, 1916, drawn on the Lincoln National Bank. Accompanying letter from H. Alexander Dean to Abram E. Lane reads: "We enclose herewith our check and voucher for \$274.77 in payment of the \$250.00 note at the Lincoln National Bank, which we would ask you to kindly call and settle . . ."

"100 ride coupon book" for the Ephrata and Lebanon Street Railway Company; stamped "No. 1" and sold to Abram E. Lane. One 5-cent fare coupon has been left in the book.

Treasurer's Report, Ephrata and Lebanon Street Railway Company, 1919, listing net income of \$22,176.14.

List of stockholders, Ephrata and Lebanon Street Railway Company, January 1, 1915.

Five blank Ephrata and Lebanon Street Railway Co. stock subscription forms dated 1910.

Photograph Acquisitions:

Carte-de-visite album containing portraits of members of the Hacker, Keller, Herchelroth, and Kline families of Ephrata, Clay, and Elizabeth Townships, ca. 1860's. The presentation page is inscribed "Alice Keller." There are 47 images (3 tintypes and 44 cartes-de-visite) and a calling card belonging to Nina E. Hacker; the majority of subjects are unidentified. Identified subjects are as follows: Susanna ("Grandmother") Hacker; "Uncle Sam'l Hacker & Sarah Ann"; Christian and Catharine Herchelroth; "Uncle John Hacker & Rosa"; William and Susan Kline; "Uncle Jake Hacker"; Henry Herchelroth; John Herchelroth; Emma Herchelroth; siblings Jake and Amanda Herchelroth; siblings Alice and Kate Kline with third unidentified child; Lizzie and Susan Shirk; "Uncle Jake Hacker" (tintype); Lillian Hacker; Amanda Keller; "Uncle Ben Hacker"; Susanna ("Great Grand Mother") Hacker; and William and Susanna (Hacker) Kline ("Grand Mother & Father)." (Purchase)

Carte-de-visite album containing portraits of members of the Hacker, Herchelroth, Walter, etc. families of Ephrata, Clay, and Elizabeth Townships, ca. 1860's through 1880's. There are 49 images, of which five are tintypes; some are also included in the above album. The majority of subjects are identified, as follows: "Uncle Sam Hacker & Sarah Ann"; Jacob and Kate Walter; John and Marie Walter; George Hacker; Jacob Herchelroth; Amanda Herchelroth (3 copies of carte-de-visite, 1 identified as Amanda

Keller; additional copy identified in above album as Amanda Keller); Amanda Herchelroth (tintype); Christian and Catherine Herchelroth; Rev. Ephraim Stein Brownmiller; John and Rosa Hacker (2 differing); Henry Keller; Edwin Hacker; "Uncle Ben Hacker"; Emma Herchelroth; Kate Hacker; Marie Hacker; Elmira Keller; Lily Hacker (2 differing tintype, 3 differing cartes-de-visite); Henry Herchelroth; John Herchelroth; Arthur Keller (2 copies); Samuel Walter (2 differing); Ella Walter Eitnier; Adam and Marie Eaby; "Uncle Jake Hacker"; Helen Hacker; Viola Herchelroth; Jerome and Lizzie Hacker; siblings Jake and Amanda Herchelroth; Lizzie Walter; Jake Herchelroth; Susanna ("Great Grand Mother") Hacker. (Purchase)

Mounted "Ferree" photograph of secondary students at the Franklin Street School, Ephrata, ca. 1930's. No one in the photograph is identified. (Donation—Kathy Hess)

Mounted photograph of Washington Avenue School students grouped outside the newly-constructed school building with an unidentified teacher, ca. 1899-1901. (Donation—Kathy Hess)

Mounted "Fritz" (Ephrata) photograph of a group of intermediate students at the Franklin Street School, Ephrata, ca. 1930's. (Donation—Bill Buckwalter)

Mounted "Stoner" (Ephrata) photograph of a group of fifth-grade students and an unidentified teacher at the Franklin Street School, ca. 1920's. (Donation—Bill Buckwalter)

Mounted photograph of a group of fourth-grade students and an unidentified teacher at the Franklin Street School, ca. 1920's. (Donation—Bill Buckwalter)

Printed postcard titled "Tobacco Day, West Main St. Ephrata, Pa." The card shows westbound tobacco wagons lined up along West Main Street, ca. 1910; the Connell Manson can be seen in the distance. Unmailed, but inscribed on the reverse "There is a great deal of tobacco raised in this section of the county. One farmer had a crop that paid him fifty thousand last year." (Donation—Charlotte Klein)

The following photographs were donated by Alice Richwine:

Small snapshot of a portion of Rettew's Mill near Akron, n.d., ca. 1920's or 1930's.

Small snapshot of the Westerhoff Silk Mill, Ephrata, ca. 1920.

Small snapshot of a 20-Mule Team Borax wagon passing through Ephrata, ca. 1920's.

Miniature postcard (2 3/4" x 4 1/4") of a group of children at play at the Steinmetz School near Akron, ca. 1915.

3 1/4" x 4 1/4" photo of female students at the Steinmetz School, ca. 1912-1915.

Real-photo postcard of the "Steinmetz School Sewing Circle," 1913; 7 girls and their teacher, Bertha R. Miller, are seated outside the school building with their sewing. Inscribed on the reverse "Mary Kurtz"; she was a daughter of Abraham G. and Alice (Kreider) Kurtz.

Real-photo postcard of children playing ball outside the Steinmetz School, ca. 1912-1915.

Small snapshot of Steinmetz School pupils grouped outside a stone barn, ca. 1912-1915; inscribed on the reverse "a gathering of some of part of Steinmetz School at Metzlers."

3" x 4 1/4" photograph of five girls, students at the Steinmetz School, leaning over a rail fence; one is identified as Mary K. Kurtz.

Real-photo postcard portrait of Bertha R. Miller, teacher at the Steinmetz School, ca. 1912-1915.

4 1/2" x 6 3/4" photograph of Steinmetz School pupils with teacher Bertha R. Miller, 1909-1910.

4 1/2" x 6 3/4" photograph of Steinmetz School pupils with an unidentified teacher, ca. 1905-1907.

8" x 10" copy photo of students at the Steinmetz School, ca. 1890.

Small copy photo of an A.G. Kurtz & Sons stone quarry truck, Ephrata Twp., ca. 1915.

3 3/4" x 5 3/4" photo taken from the west side of the stone bridge over the Cocalico on West Main Street, Ephrata, looking east towards town, ca. 1910.

3 3/4" x 5 3/4" photo of the stone arch bridge over the Cocalico on West Main Street, Ephrata, ca. 1910.

The following photographs were donated by Barbara Fichthorn:

Matted Stoner Studio (Ephrata) portrait of Orpha Kern as a small girl, ca. 1924; born in Rothsville, she was a daughter of Clarence Kern and his first wife, Margie Kissinger, and a granddaughter of Clara and Lloyd Kissinger.

Matted Stoner Studio portrait of Orpha Kern as a small girl, ca. 1927.

Mounted photograph of Luke B. Youndt as a small boy, ca. 1917; he was a son of Evy R. and Sally (Binkley) Youndt of Adamstown. The first radiologist at the Ephrata Community Hospital, he became chief of radiology at the hospital in 1949 and remained in the position nearly 30 years.

Mounted Strunk Studio (Reading) portrait of Stephen/Steven Reddig of near Adamstown as a young man; he was a son of Hoyer and Lizzie (Sheaffer) Redding.

Mounted Wolf Studio (Lancaster) portrait of Bertha Overholtzer/Oberholtzer, ca. 1918-1920; she was a daughter of Peter W. and Katie (Good) Overholtzer of Terre Hill.

Matted D. Walter Miesse (Lancaster) portrait of Jacob A. Kern of Brecknock Twp., Lancaster County, ca. 1920.

Matted Stoner Studio portrait of Ellen Elizabeth Kern as a baby, ca. 1926; she was a daughter of Jacob A. and Edna G. Kern of Brecknock Twp., Lancaster County.

Matted Stoner Studio portrait of Ellen Elizabeth Kern as a small girl, ca. 1928.

Matted Stoner Studio portrait of Ellen Elizabeth Kern at the time of her high school graduation, ca. 1943.

Five photographic Christmas cards sent by the Kenneth and Ellen E. (Kern) Hagy family, 1949 through 1953.

The following real-photo postcards were donated by Bob Dickersheid:

Portrait of Minnie Shoemaker, ca. 1920; she was a daughter of Henry S. and Lillie (Borry) Shoemaker of Hopeland. Inscribed on the reverse "Minnie Shoemaker / Edna Wieland sister."

Portrait of Susan Wealand, ca. 1908-1911; she was a daughter of Peter E. and Susanna E. (Rudy) Wealand of Schoeneck. Second portrait of Susan Wealand, ca. 1908-1911; inscribed on reverse "my sister Susan."

Portrait of Mazie/Macie Wealand, ca. 1916-1918; she was a daughter of Peter E. and Susanna E. (Rudy) Wealand of Schoeneck. Inscribed on the reverse "my sister Macie."

Portrait of Katie (Wealand) Martzall, a daughter of Peter E. and Susanna (Rudy) Wealand of Schoeneck and the wife of John Martzall; inscribed on the reverse "this is sister Katie Martzall."

Portrait of a young man, inscribed on the reverse "this is my brother"; the subject is thought to have been Harry/Henry Rudy Wealand (b. 1896), son of Peter E. and Susanna (Rudy) Wealand.

Portrait of Nora ("Norna") Pennypacker/Pennabecker; the subject is thought to have been Nora E. (Enck) Pennabecker, daughter of Jacob and Sara (Heinicke) Enck of West Cocalico Twp. and wife of Adam U. Pennabecker of Schoeneck.

Portrait of Elsie (Hehnly) Bensing as a young woman, ca. 1909; she was a daughter of Reuben and Stella Enck Hehnly of Hopeland and the wife of John S. Bensing.

Portrait of M. Zenobia Bensing as a small baby, 1913; born in Ephrata, she was the daughter of John S. and Elsie (Hehnly) Bensing.

Portrait of Goldie Snyder, ca. 1920; it is believed that the subject was Goldie (Wealand) Snyder, a daughter of Jacob and Louisa (Wolf) Wealand of Clay Twp. and the wife of Willis S. Snyder.

Portrait of a young woman, inscribed on the reverse "Vena Mower." The subject is thought possibly to have been Vena (Moore) Weidman, a daughter of Thomas D. and Sadie (Ruth) Moore of Clay Twp. and the wife of William H. Weidman.

Portrait of Anna Viola (Shoemaker) Evans, ca. 1910-1912; she was a daughter of Henry S. and Lillie W (Borry) Shoemaker of Clay Twp. and the wife of George F. Evans.

Informal portrait of three girls, ca. 1923, inscribed on the reverse "Marie, Anna Evans / Mary Schools." The eldest child is thought to be Marie Evans, daughter of Anna Shoemaker Evans and George F. Evans. Mary Schools, the middle child, is thought to be the daughter of Charles Schools and Anna's Shoemaker's

sister Ella Shoemaker. The smallest child appears on two other postcards (all three photos were taken the same day), on which she is identified as "Viola Evans"; she is believed to be Anna Viola Evans, daughter of George F. and Anna Evans. Viola Evans married Guy Hanna Furst in Norfolk, Virginia in 1942.

Portrait of Anna Viola Evans as a baby, ca. 1920.

Photo of Aaron A. and Elizabeth "Lizzie" (Sherk) Kaylor on the porch of their home on Front Street, Lititz, ca. 1908. He was a son of Henry and Catharine Kaylor; she was a daughter of Joseph and Mary (Greider) Sherk.

2 c., portrait of Milton Borry Druckenbrod as a young man, ca. 1913-1915; he was a son of Ezra and Beckie (Borry) Druckenbrod of Clay Twp.

Portrait of George Weachter as a young man, ca. 1913-1915; he is thought to have been a son of James and Emma (Ressler) Weachter of Clay Twp.

Portrait of Sam ("Sammy") Furlow as a young man, ca. 1910; he is thought to have been Samuel Mellinger Furlow, son of Zacharias Taylor Furlow and Lizzie (Mellinger) Furlow of Clay Twp.

Portrait of James P. Wilson as a young man, ca. 1914-1916. Born in Clinton County, a son of William and Ida Wilson, he resided in Hopeland most of his life.

Portrait of John B. Palm (1894-1940) as a young man, ca. 1912-1914; he was a son of Jacob and Clara (Binner) Palm of Clay Twp.

Portrait of John B. Palm (1894-1940) as a young man, ca. 1909-1911; he was a son of Jacob and Clara (Binner) Palm of Clay Twp.

Portrait of William Ditzler as a young man, ca. 1908-1910; he is thought to have been a son of William and Rebecca (Sartor) Ditzler of Clay Twp.

Portrait of a baby, labeled on the reverse "Elizabeth Keller," ca. 1908-1909. The child's identity is uncertain; she may have been a daughter of Wayne G. and Annie Keller of Manheim Twp.

Portrait of a young woman, inscribed on the reverse "Millie Hehnly," ca. 1910. The subject's identity is unknown; she may possibly have been Minnie Hehnly, a daughter of Emanuel and Annie Hehnly of Mt. Airy, Clay Twp.

Portrait of a small girl, inscribed on the reverse "Mrs. Jacob Hainly," ca. 1920; the identity of the subject is otherwise unknown.

Portrait of a baby in a baptismal gown, ca. 1911-1912, addressed to "Dear Aunt Lillie and all"; message reads "Come to see me this is only my picture / your niece / Thelma G. Borry." The subject is believed to be Thelma Gertrude Borry, daughter of Samuel Wolf Borry and Edna (Hunter) Borry of Reading; "Aunt Lillie" is believed to be Lillie Borry of Clay Twp., wife of Moses Borry.

Portrait of a young woman with a baby, ca. 1913, labeled "Annie Wechter"; the subjects are believed to be Anna Wechter/Weachter, wife of George Weachter, and the couple's oldest child, Charles.

Portrait of Earl Edwards as a small boy, ca. 1911; the child is believed to be a son of Susan H. Nessinger and ____ Wealand and a stepson of William Paul Edwards.

Portrait of Herman Donmoyer as a young man, ca. 1910; he was a son of George and Hattie (Drybread) Donmoyer of Clay Twp.

Portrait of a young woman, ca. 1912, inscribed on the reverse "Gertie Wenerich." The subject is thought to be a member of the Wenrich family from the vicinity of Clay Twp., but her identity is otherwise unknown.

Portrait of a young woman, ca. 1910, inscribed on the reverse "Mammie Naisering / [another hand] Neisinger." The subject is thought possibly to be Mamie Nessinger, daughter of Levi and Martha (Firestone) Nessinger of Clay Twp. and the wife of William H. Hacker.

Snapshot of George Evans of Clay Twp. with baby daughter Marie, ca. 1910-1911. Snapshot of Marie Evans holding a cat, ca. 1907.

The following photographs were donated by Mary Lane:

12 copy photos, 5" x 7", all of subjects connected with the Ephrata and Lebanon Street Railway Company. 10 of the 12 views originally accompanied a 1926 report (a copy of which is included) summarizing the assets of the company. The grouping consists of one photo each of the Ephrata car barn; the Lebanon car barn, front/side view; the Lebanon car barn, rear view; the trolley bridge at Hopeland; Main Street, Clay; trolley on tracks, Main Street, Clay; Kleinfeltersville waiting station; trolley bridge over the Cocalico, Ephrata; Car #31 at undetermined location, probably Ephrata; Car #40 at Lebanon car barn; substation, Clay; substation, Iona. This group of photographs was sent to the donor by Elmer W. Fry, of Akron, who labeled each of them save one; Fry sent, as well, a copy of the report.

Set of 26 2 1/2" x 4 1/8" photographs documenting the construction of the Ephrata and Lebanon Street Railway Company tracks through Schaefferstown and in the town's vicinity, and the subsequent operation of the line, ca. 1914. Some of the photos were taken in downtown Schaefferstown and others in the surrounding countryside; a few show people apparently affiliated with the trolley line, but no one is identified.

Real-photo postcard showing work equipment at what appears to be a switching point (parallel tracks) along the Ephrata and Lebanon Street Railway Company line, ca. 1914. A car and freight wagons occupy one of the tracks.

3 1/2" x 5" color photograph of a model of Ephrata and Lebanon Street Railway Company trolley car No. 20, constructed by Elmer W. Fry of Akron and dated on the reverse July, 1997.

The following photographs were lent for copying by Mary Lane:

"Ulrich Studio" (Lebanon) family portrait of Abram W. (son of Abram E) and Clytemnestra "Clytie" (Krall) Lane of Clay with their children Cameron K., Clair K., and Ellen K., ca. 1925.

"Ulrich Studio" portrait of Cameron, Clair, and Ellen Lane, children of Abram W. and Clytie (Krall) Lane, ca. 1925; taken on the same date as the above.

Two "Blazier Studio" (Lebanon) baby portraits of Cameron Lane, son of Abram W. and Clytie (Krall) Lane, ca. 1919-1920.

3 1/2" x 5 1/2" photo of Abram W. Lane of Clay holding his baby son Cameron, 1919.

Snapshot of Cameron K. Lane, as a toddler, standing beside a pedal car or similar child's car, ca. 1920-1921.

Photo of Cameron Lane as a boy at the Lane home, with a pet goat, ca. 1929.

Photo of Cameron, Clair, and Ellen Lane dressed in "Indian" outfits with fringed leggings and feather headdresses, ca. 1928-1929.

Photo of Clair and Ellen Lane with bouquets of flowers, ca. 1928-1929.

8" x 10" portrait of Cameron K. Lane, then residing in Colorado, at work at his desk and wearing a U.S. Air Force uniform shirt with a technical sergeant's chevrons. ca. 1950; Lane served in the Air Force 21 years.

Color portrait of Cameron K. Lane, then residing in Colorado, in a dress U.S. Air Force uniform jacket with a master sergeant's chevrons, ca. 1960's.

Small color photo of Ann Lane, widow of Cameron E. Lane, December 15, 1972.

"Otto Weber" (Lancaster) cabinet card portrait of Abram W. Lane as a baby, ca. 1894-1895; he was a son of Abram E. and Alice (Wissler) Lane.

"Rote" (Lancaster) portrait of Clyde Erb Lane as a young man; ca. 1898; he was a son of Andrew and Barbara (Erb) Lane.

Portrait of Alice (Lane) Goodheart, ca. 1918-1920; she was a daughter of Abram E. and Alice (Wissler) Lane.

"Cummings" (Lancaster) carte-de-visite portrait of Sabina L. Wissler, ca. 1880's; she was a daughter of John B. and ____ Wissler.

"Wareham" (Freeport, Illinois) cabinet card portrait of Sabina L. Wissler, 1893. Sabina, a sister to Alice (Wissler) Lane, married Jacob G. Huber in 1905.

"Lease" (Lancaster) cabinet card portrait of Sabina L. Wissler.

"Trask" (Philadelphia) cabinet card portrait of Sabina L. Wissler.

"Wareham" (Freeport, Illinois) cabinet card portrait of Caroline (Eberly) Wissler, ca. 1893; she the wife of John B. Wissler of Warwick Twp. and the mother of Alice (Wissler) Lane and Sabina (Wissler) Huber.

Real-photo postcard showing three unidentified girls standing next to an Ephrata fire truck, ca. 1920's.

Miscellaneous Print and Print Artifact Acquisitions:

Akron High School commencement invitation, 1943, with card of graduate Elizabeth E. Kern.
(Donation—Barbara Fichthorn)

Invitation to the wedding of Ellen Elizabeth Kern and Kenneth E. Hagy, Akron, April 17, 1948.
(Donation—Barbara Fichthorn)

Steinmetz School souvenir leaflet listing names of pupils and school directors, 1915; a small photograph of the school is mounted inside. Belonged to Anna Kurtz, a daughter of Abraham G. and Alice (Kreider) Kurtz. (Donation—Alice Richwine)

Commencement announcement, Ephrata High School Class of 1926. (Donation—Alice Richwine)

The following items of local baseball ephemera were donated by Harlan E. Shirk:

Ticket, All-Star game, City-County League vs. Eastern Lancaster County League, Schoeneck, July 15, 1953.

Tickets (3), Eastern Lancaster County Baseball League semi-finals, date not given, ca. early 1950's.

Tickets (3), girls' baseball game, New York Nifties vs. Philadelphia Fillies, Schoeneck Baseball Park, June 25, 1952.

Tickets (2) Eastern [Lancaster] County Baseball League semi-final, 1953.

Business cards of gunsmith Harvey Hollenbach, Stevens (2 differing), each stamped on the reverse "Schoeneck vs. New Holland."

Eastern Lancaster County Baseball League 1952 schedule leaflet.

Artifact Acquisitions:

Two plain sect dresses purchased at an auction held for the estate of Alice E. Steffy, who resided in East Cocalico Township between Denver and Reamstown. A native of Orrstown, Franklin County, daughter of Solomon and Mary Catherine (Gipe) Beltz, Mrs. Steffy moved to East Cocalico Twp. in or around 1932. Married to Harvey S. Steffy, she attended the Mohler Church of the Brethren. (Donation—John Klopp)

