

The Lancaster Stage Dispatch

Lancaster, in the early days, was one of the busiest, if not the very busiest, stage town in the United States, and, as the old geographies tell us, it was also the largest inland city. As far back as 1754, Governor Pownall, in describing the main roads around Philadelphia, made reference to the town in these words: "Lancaster, a pretty considerable town, increasing fast and growing rich; a manufactory here of saddles and pack-saddles; also of guns; a very considerable stage town in the way by two roads to the back road and Indian country; about 500 houses." But, notwithstanding this, comparatively little has been written about the old stage lines which formerly ran between Philadelphia and this city, and thence to the country south and west. Therefore, in view of what is to be presented to you, I have thought that it would not be inappropriate to give to you the result of my inquiries concerning this subject. I know you will pardon all deficiencies.

Dr. Julius F. Sachse, in his interesting article, entitled "Wayside Inns on the Lancaster Pike," published in volumes 21 and 22 of the proceedings of the Pennsylvania German Society, says that in July, 1777, the first attempt was made to run stage wagons between these two places, and that it took two days to travel the distance of sixty miles. My investigations have led me to conclude that he is mistaken in this regard, and the reasons for such a conclusion are these:

The "Father Abraham Pocket Almanac" for the year 1771, printed by John Dunlap, "at the newest printing office in Market street, a few doors below Second street, in Philadelphia," contains this notice: "The Lancaster stage wagon sets out from Rudolph Bonner's at the King of Prussia in Market street on Friday, and arrives at Tyffetaffer's (Diffenderffer's) at the Buck (Leopard) in King street, Lancaster, Saturday; each passenger paying ten shillings; and leaving Lancaster on Monday comes into Philadelphia on Tuesday; each passenger the same price." There also appears in this and also in "The Father Abraham Almanac," which is a larger sized almanac, the following list of road houses and the distances westward between them:

"Roads Westward."

From Philadelphia to Schuylkill..	2
Black Horse	4
Prince of Wales	4
Buck	1
Sorrel Horse	1
Plough	1
Unicorn	3
Blue Ball	4
Ad. Warren	5
White Horse	3
Downing's	7
The Ship	2
Waggon	6
Millar's	6
Douglass	3
The Hat	4
Duke of Cumberland	3
Red Lyon	3
Conestoga Creek	4
Lancaster Court House	2
	—
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I have no doubt that in that early day the running of the stages was

somewhat irregular, but it is evident that they did run before 1777. According to Dr. Sachse, an effort was made, from 1784 to 1788, to establish a line of coaches, but it proved futile. The condition of the great road—the King's highway—was then so bad that travel was almost impossible at times. In a "Summer Jaunt in 1773," written by one who evidently made this trip, it is said: "Wednesday, August 25. Left Lancaster about 3 o'clock afternoon; fine pleasant day, in good spirits; but, alas! a sad accident had like to have turned our mirth into mourning, for W., driving careless and being happily engaged with the lady he had the pleasure of riding with, and not mindful enough of his charge, drove full against a large stump, which stood in the way, by which the chair was overturned and the lady thrown out to a considerable distance, but happily received no hurt."

And now let us digress for a moment. The "Tyffetaffer" mentioned in the Pocket Almanac was Michael Diffenderffer. In 1727, when but six years old, he came to America, with his father, John Michael Diffenderffer, from the Palatinate. The father settled near New Holland, this county, and he was, so far as is known, the first settler at that place. On June 19, 1760, Michael Diffenderffer took up a patent for 268 acres of land, a part of which is now embraced within the limits of the Borough of New Holland. In 1765, the son came to Lancaster, and purchased a lot of ground on East King street. There he built a hotel, which was long known as the "Leopard." Its name has of late years been changed to Hotel Weber. He remained the owner of this hotel until the date of his death, which occurred on September 3, 1789. He was one of the prominent men of the borough.

He was a Commissioner of the county from 1770 to 1772, and a Burgess of the town from 1778 to 1783. When Baron William Henry Stiegel—who, after all, was no baron—fell into financial straits, and his property in and around Manheim was, in 1779, sold by the Sheriff, Michael Diffenderffer purchased it, and he afterwards disposed of it to William Bausman. His son, David Diffenderffer, was a lieutenant of the German regiment in the War of the Revolution. The latter is the grandfather of F. R. Diffenderffer, one of your Vice Presidents. After the death of Michael Diffenderffer, the hotel was kept by Philip Diffenderffer, until about 1812, when it passed out of the family.

Sometime in the year 1792 Matthias Slough, Hunt Downing and John Dunwoody entered into an agreement to run a line of stages under the title "The Lancaster Stage Dispatch." I read to you from a copy of that agreement, and I present the original—which has lately come into my hands—to the Society. It appears to be in the handwriting of Casper Shaffner. It is as follows:

Articles of agreement, indented, made, concluded and agreed upon the _____ day of _____ in the year of our Lord one thousand, seven hundred and ninety-two. Between Matthias Slough, of the borough of Lancaster, in the county of Lancaster, of the first part, Hunt Downing, of East Calne township, in the county of Chester, of the second part, and John Dunwoody, of the city of Philadelphia, of the third part:

Witnesseth that the said Matthias Slough, Hunt Downing and John Dunwoody have established a line of stages between the city of Philadelphia and the borough of Lancaster, under the title of the Lancaster Stage

Dispatch. And they, having had experience of each other's care and fidelity, in confidence thereof, have agreed to carry on the said line of Stages in Co-partnership. And, therefore, each of them doth respectively, and for their several and respective executors and administrators, covenant, promise and agree to and with the others of them, their executors and administrators, by these presents, that from and after the twenty-fourth day of July last past, they, the said Matthias Slough, Hunt Downing and John Dunwoody, shall be and continue co-partners in carrying on the said line of stages and things incident and belonging to the said business. And also that they shall and will purchase eight good horses, two new carriages and harness complete for eight horses, and that each of the parties shall and will pay an equal proportion of the original price paid for said horses, carriages, harness, and of every other other cost and expenses attending the carrying on the said business. And that each of the said parties shall have the full interest, right and property of in and unto one-third part of the said horses, carriages, harness and other things belonging to the said business, and also of and in all the gains, profits and increase which shall arise, happen, accrue or to be made thereby, and also shall bear and pay one-third part of all losses, costs, expenses or damages which shall at any time happen, arise or come, or be expended or laid out in, about or concerning the said joint business in any wise whatsoever.

And for the orderly proceeding in and carrying on of the business aforesaid, it is mutually covenanted and agreed upon by and between the said parties that they shall and will be just and faithful to each other in all their transactions, relative to the busi-

ness aforesaid, and that each of them shall and will provide himself with a book, in which books shall from time to time during the continuance of the said co-partnership be duly entered and fairly written the names of the passengers, the sums received from them respectively for themselves and surplus baggage, the sums paid for forage at first cost, the drivers' wages, and every other expenditure attending the business, of which said books the said parties and either of them, their respective executors or administrators, shall freely at all times have the sight and perusal, when and as often as it shall be desired, and shall have liberty to transcribe and copy out all or part thereof without any let, hindrance or denial. And, further, that the said Matthias Slough, Hunt Downing and John Dunwoody shall and will, at the end of every three months during the continuance of their said co-partnership, meet at such convenient place as they may agree upon in order to settle their accounts, and whatever sum of money shall at such settlements appear to be justly due to either of them shall be paid by the others. And if moneys shall appear to be in the hands of either of the parties belonging to the said partnership, then the same shall be equally divided between them in manner aforesaid, so as to make them equally in advance as near as possible. And also that the drivers' boarding be charged at reasonable prices, and that either by the week or month, and entered as aforesaid.

And for the true performance of all and every the covenants and agreements aforesaid, each of the said parties bindeth himself, his heirs, executors and administrators unto the others, their executors and administrators, in the penal sum of one thou-

sand pounds, specie money, firmly by these presents.

In witness whereof, the said parties to these presents have hereto interchangeably set their hands and seals the day and year first within said.

MATTHIAS SLOUGH.
(Seal)

HUNT DOWNING.
(Seal)

JOHN DUNWOODY.
(Seal)

Sealed and delivered in the presence of, by Matthias Slough, Cas. Shaffner, Henry Bennett.

Witness at Hunt Downing's signing, D. Whelen, Reuben John.

Sealed and delivered by John Dunwoody, in the presence of us, Jona. Smith, A. W. Foster.

Whether or not the line of stages was started upon the road by these parties in the year 1792 or 1793 is not entirely clear. On May 13, 1796, or thereabouts, there appeared in the newspapers of Philadelphia and Lancaster the following advertisement:

PHILADELPHIA, LANCASTER, MIDDLETOWN, HARRISBURG, CARLISLE AND SHIPPENSBURG STAGES.

The proprietors of the Philadelphia and Lancaster stages (Dispatch) return their best thanks to their friends and the public in general for the encouragement they have experienced in this line of business for these three years past, and now beg leave to announce to the public that, in consequence of this encouragement, and the almost completion of the turnpike road from Philadelphia to Lancaster, they have resolved, for the greater accommodation of their friends and cus-

tomers, to run their stages through from Philadelphia to Lancaster in one day, to commence on Monday, the sixteenth day of May, Instant, in the following manner, to wit:

A stage will set out on that day from the house of Matthias Slough, in the Borough of Lancaster, at five o'clock in the morning, and arrive in the city of Philadelphia, at the house of John Dunwoody, the same evening. Another stage will set out from the house of John Dunwoody, in the city of Philadelphia, the sign of the "Spread Eagle," in Market street, on Tuesday morning, at five o'clock, and arrive at Lancaster the same evening. Another stage will set out from the borough of Lancaster on Wednesday morning, at five o'clock, and arrive at Philadelphia the same evening. Another stage will set out from Philadelphia on Thursday morning, at five o'clock, and arrive at Lancaster the same evening. Another stage will set out from Lancaster on Friday morning, at five o'clock, and arrive at Philadelphia the same evening. Another stage will set out from Philadelphia on Saturday morning, at five o'clock, and arrive at Lancaster the same evening—and will commence again Monday following, which they flatter themselves they will, from the encouragement of a generous public, have in their power to prosecute every week during the year. This being a business long wished for, the proprietors are willing to commence it, and hope for encouragement sufficient to carry it into complete effect, as no care and attention shall be wanting on their part to give satisfaction, and the proprietors flatter themselves that, when the expeditious manner in which passengers will be conveyed, together with the sums that they pay for use of the turnpike road is considered, it will

not be thought extravagant in them to raise the fare of each passenger from three dollars to three dollars and a half, and the like sum for every 150 pounds of baggage (after allowing each passenger 14 pounds as usual), and five pence per mile will be the fare for all way passengers.

MATTHIAS SLOUGH.
JOHN DUNWOODY,
HUNT DOWNING.

And the subscribers, having extended the line from Lancaster to Shippensburg, through Middletown, Harrisburg and Carlisle, beg leave to announce to their friends that, from and after the commencement of the running of the stages from Philadelphia to Lancaster through in a day, they will run their stages on this line twice a week from Lancaster to Shippensburg. That is to say, a stage will set out from Shippensburg on Monday morning, and arrive at Lancaster Tuesday evening, so that the passengers may go on Wednesday morning and arrive at Philadelphia the same evening; and passengers leaving Philadelphia on Tuesday morning may go on to the westward from Lancaster on Wednesday morning and arrive at Shippensburg on Thursday evening. Another stage will set out from Shippensburg on Friday morning and arrive at Lancaster on Saturday evening, and the passengers may go on Monday morning and arrive at Philadelphia the same evening. The fare for each passenger on this line will be four dollars, and the same for 150 pounds of baggage (after allowing each passenger 14 pounds as usual), and five pence per mile for all way passengers. This mode of conveyance having been long wished for the subscribers hope for the patronage of a generous public, as

no attention shall be wanting on their part to give general satisfaction.

MATTHIAS SLOUGH,
WILLIAM GEER.

May 13, 1796.

The conclusion will arise from the advertisement thus quoted that the stages had been running continuously for the three preceding years, which would be from 1793, but the partnership agreement, it will be observed, dates from July 24, 1792, and it may be that the line was operated from some time in that year. It is not very material, however, which conclusion is arrived at. As has been shown, the line was, in 1796, extended from Lancaster to Shippensburg by Matthias Slough and William Geer. This arrangement lasted until about February 3, 1797, when the following announcement was made:

"The public are requested to take notice that the partnership which has for some time existed between Matthias Slough, of Lancaster, and William Geer is now dissolved, but not as Mr. Slough insinuates to the public, without just cause, as will more fully appear by a letter on the subject from Mr. Slough to W. Geer, dated 29th of December last." It is signed by W. Geer. From the date of the quarrel which evidently arose between Slough and Geer, the stages to the west, as far as Shippensburg, were run by Slough, Downing and Dunwoody, and the running of this line was continued by them until the partnership was dissolved by Dunwoody's death. On July 4, 1802, there appeared in the Lancaster "Journal" this notice:

"NOTICE.

"The old line of Stage Dispatch from Philadelphia to Lancaster and

Harrisburg will leave John Dunwoody's No. 285 sign of The United Eagle, Market street, Philadelphia, every morning in the week to Lancaster, and return to Philadelphia the same day in the evening from the sign of the Swan kept by Matthias Slough at Lancaster. The proprietors of this line return their sincere thanks for the favors they have received from the commencement of their old line, hoping a continuance of the same from a generous public. The Great Western mail goes by this line of stages; it leaves Philadelphia every Wednesday and Saturday and passes through Columbia, York, Frederic, Carlisle and Shippensburg, and return; on Friday; a line of stages is also established from Lancaster, via Columbia, York and Frederic Town, to the City of Washington, so that gentlemen preferring that route to the federal city can be accommodated; 14 pounds of baggage free with each passenger—150 pounds equal to one passenger, which is to remain at the risque of the owners. The subscribers pledge themselves to the public that nothing in their power shall be wanting to render the old line worthy a generous patronage.

JOHN DUNWOODY,
MATTHIAS SLOUGH,
HUNT DOWNING.

“N. B.—Those who prefer traveling from Philadelphia to Lancaster in coaches can be accommodated at the above stage office, same to go in two days.”

This advertisement was published continuously in the Lancaster “Journal” from the above date until December 18, 1802, and it also appears in several Philadelphia newspapers during the same period.

It is not necessary to dwell with any elaboration upon the life of Matthias

Slough. He was, as every one knows, a tavern keeper in this city, and the proprietor of a hotel, first called the Swan, and afterwards the White Swan. Several members of this society have already placed upon the records short histories of his career. He evidently was the western end of the combination, for it was from his tavern that the stages departed, both eastward and westward. In order, however, to fix definitely the time when he retired from business, which is stated in my sketch, entitled "Major Andre's German Letter," as having been in 1806, I quote from the Lancaster "Journal" of October 24, 1806, the following notice:

"WHITE SWAN INN.

"Jacob Slough respectfully informs his friends and the public that he has removed from Columbia to that old stand formerly occupied by his father, in the borough of Lancaster, the southeast corner of Centre Square, opposite the State House, where he hopes, by careful attention to business and genteel accommodations, to merit and receive a share of the public patronage."

It is evident that about this date Matthias Slough was succeeded by Jacob Slough, his son. Two of the waybills on the route to Carlisle and Shippensburg are now in my possession, and the following are copies of them:

WAY BILLS OF THE OLD LANCASTER DISPATCH.

Passengers Names.	Number of Seats	Weight of extra baggage.	Way Bill For	L.S. D.	By whom received	
					Lancaster Monday 16th July 1796	
David Pferfors	2		to Shippensburg	3 0 0	Rec'd by within 1.10.0 for extra baggage of Mrs. Peiffer	
Miss Ruth Stubbs	1		to Middletown	11 3		
Mrs. McDonald McQuin	1		to Harrisburg	15 0		
Mr. Bancroft Woodcock	1		to Shippensburg	1 10 0		
Mr. Matthias Huber	2		to Harrisburg	1 10 0		
Mr. Frederick Ritter	1		to Shippensburg	1 10 0		
Mrs. Ann H. Anderson	1		to Shippensburg	1 10 0		
Mr. David Hall	2		to Harrisburg	1 10 0		
Mr. & Mrs. Kinsey			A V to Harrisburg	3 9		Matthias Slough
Esq. Dontzele	1		to be paid by Mr. Goss	7 6		
Elsy Bradburn	1		Hbh to Carlisle	7 6		
Mr. Knox	1		Do to Do	11 3		
			27 miles			
	1		to Shippensburg	7 6		

Passengers Names	Number of Seats	Weight of extra baggage.	Way Bill For	L.S. D.			By whom received
							Lancaster Monday 16th July 1796
Mr. Isaac Corvan	1		to Middletown		11	3	
Mr. Robert Fitzgerald	2		to Carlisle		2	5	0
Mrs. Hall	2		to Harrisburg		1	10	0
Mrs. John Smith	1		B.			5	5
Mr. Sharp	1		From Carlisle to Harrisburgh	pd	7	6	Matthias Slough
Miss J Arthurs	1		9 miles				
					3	9	Natl Weakley

The originals have Matthias Slough's signature thereon. From the Day Book of Francis and Robert Bailey, who were printers both in this city and in Philadelphia, it appears that, on April 13, 1799, they printed for John Dunwoody "One ream of Way Bills, \$20." These were, without doubt, for the use of the stage line.

Hunt Downing was born in the township of Caln, in Chester county, on January 12, 1757. He was born in the house now occupied by John T. and Clara Downing Fox, at the east end of Downingtown, on the north side of the turnpike, at the junction of the Lionville Road. The turnpike at that point was laid on the Old Road. He was the son and fifth child of John Downing and Elizabeth Hunt Downing. John Downing was the son of Thomas Downing, who came from England in 1720. The original patent taken out by the settler was for 2,000 acres of land, called Northwood. It is situated from the Whiteland township line westward to the east branch of Brandywine Creek, and it covered the larger part of the present borough of Downingtown. The Manor house in which Thomas Downing lived is east of Downingtown, in East Caln township, and it is now owned by J. Havan Downing, a descendent. Hunt Downing married Deborah Miller, a daughter of Patrick and Patience Haines Miller. She was born on February 28, 1760. Patrick Miller and his wife kept "The Buck," on the Old Road (now turnpike) just east of the present Bryn Mawr station of the Pennsylvania Railroad. John Downing became a tavern keeper about 1760; but after several years he quit that business, and was succeeded by Richard Cheyney. He kept tavern at the "Sign of the King in Arms." The Revolutionary Committee for Chester

county met at this place in 1776. Hunt Downing began keeping tavern at the "Sign of General Washington," in Downingtown, about 1786, and he continued to follow that occupation there for many years. This tavern was the same as that which was formerly known as the "Sign of the King in Arms," the name having been patriotically changed. He was the first postmaster of Downingtown, which was the first postoffice established in Chester county. At the time of the Whiskey Insurrection, he was quartermaster to some of the United States troops, who were in camp near the tavern. In 1787, when articles of luxury were heavily taxed in order to raise revenue for the Government, four citizens of East Caln township were taxed as owners of riding chairs (a species of coaches), and he paid £1 10s. for his aristocratic pre-eminence. In 1790, John Edge, who was a storekeeper, asked for a license to keep a tavern on the great road from Philadelphia to Lancaster, in the vicinity of the Downing tavern. It seems that Downing, a short time before, had opened an opposition store. His friends presented a counter-petition against the license, and it was therein intimated that Edge's design was to suppress the Downing store. The petitioners stated that the moderate prices at which they were enabled to purchase their supplies from Downing "justified the latter." Notwithstanding the protest, the license was granted. Hunt Downing died on February 15, 1834. His wife died on December 27, 1833. Both are buried in the Friends Burying Ground, at Downingtown. This graveyard is located just a little south of the turnpike east of the borough. They both died at the house of their son, Joseph M. Downing, with whom they then lived. They

had three children, namely, Joseph M. Downing, Isaac Downing and Israel W. Downing.

Hunt Downing was not unknown in this city. On April 1, 1830, James Buchanan and John Reynolds, administrators of Jasper Slaymaker, deceased, conveyed the tavern property on East King street, which was formerly known as the "Pennsylvania Arms," to him and Jonathan Miller, and on August 19, 1835, David Miller, High Sheriff, under proceedings in partition between Miller and the Downing heirs, sold the same to John Jungling, who subsequently conveyed it to Benjamin Champneys. The Downing heirs were Joseph M. Downing, Isaac Downing and Richard H. and Rebecca M. Downing, minor children of Israel W. Downing, deceased.

It has been considerable of a task to ascertain the history of John Dunwoody, for only here and there are brief references made to him. He was the son of David and Agnes Dunwoody. David is supposed to have come from Ireland, among the many emigrants of Scotch ancestry. He owned a farm in West Whiteland township, Chester county, and on September 11, 1777, when the Battle of Brandywine was fought, and a few days succeeding, a part of the British army camped upon it and committed considerable depredations thereon. His claim, as well as that of his son, James, was afterwards presented to and allowed by the general government. David Dunwoody had the following children: 1, John; 2, James; 3, William; 4, Sarah; 5, Anne.

John Dunwoody was born in 1758. I cannot with certainty say where, but most probably upon his father's farm in West Whiteland township. He married Ruth Miller, a daughter of Patrick and Patience Haines Mil-

ler. A John Dunwoody at one time drove a stage from West Chester to Reading, but I cannot identify him as the subject of this sketch. The children of Dunwoody were: 1, Joseph, who died young; 2, A. Mary Ann, who married Thomas Harris, and who died in 1865 in the eighty-ninth year of her age; 3, Selina, who died unmarried. He at one time kept the "Buck Tavern," on the Old Lancaster Road, near Bryn Mawr, about eight miles out from the Schuylkill Bridge; but, subsequently, he moved to Philadelphia, where he owned and kept the "United Eagle,"—sometimes called the "Spread Eagle,"—from 1793 to the time of his death. This tavern was located at 285 High or Market street, just above Eighth street, in that city. It must have been a place of considerable importance in its day, for in Jacob Hiltzheimer's Diary appear the following entries: "1795, December 5—The Governor, Mr. Barge and myself went to Dunwoody's Spread Eagle Tavern on Market street, and there dined on venison with the following gentlemen: Jacob Barge, born in 1721; William Jones, 1723; Edward Shippen, 1728; Frederick Kuhl, 1728; Michael Hillegas, 1729; Jacob Hiltzheimer, 1729; James Biddle, 1731; Matthew Clarkson, 1733; Jacob Hewes, 1733; Moses Cox, 1734. Daniel Broadhead, 1736; Andrew Tybout, 1736; Rey Keen, 1739; Andrew Wilcox, 1742; Thomas Mifflin, 1742, and Charles Jarvis. After dinner we agreed to meet at the same place the last Saturday in the months of March, June, September and December." "1796, March 26—Dined at Dunwoody's, on Market street, with Governor Mifflin, Benjamine Chew, Judge McKean, Edward Shippen, Richard Peters, General Wayne, Daniel Brodhead, Edward Duffield, Mayor Clarkson, Charles Jarvis, Cap-

tain Anthony, William Jones, Rey Keen, Tench Francis, Judge Biddle, Andrew Tybout and Joseph Donaldson." He also says that on "September 7, 1796, in the afternoon, Mr. Barge and I took a ride to Point No Point. By invitation of Governor Mifflin, dined at Dunwoody's on turtle with General Brodhead, F. Johnston and John Hall, the three land officers, Judge Yeates, Dr. James Armstrong, of Carlisle; General Henry Miller, of York; Alexander Scott, George Campbell, Edward Fox, Joseph Thomas, John Baker, Matthew McConnell, General Harmer and Captain Pike." A notice in Paulsen's "American Advertiser" states that John Dunwoody died on Friday evening, December 11, 1802, in the forty-fifth year of his age, and that he was "a respectable innkeeper in this city, and one of the proprietors of 'The Lancaster Stage Dispatch, old line of western stages.'" Both he and his wife, who died in 1844, are said to have been buried in the Merion Friends' Graveyard, located in Lower Merion township, Montgomery county, near City Line Road, Overbrook. His widow renounced her right to letters of administration on his estate, and letters were thereupon granted by the Register of Wills of Philadelphia county, on December 20 1802, to Hunt Downing, her brother-in-law, and Richard Tunes. The old tavern stand was sold by the administrators under an order of the Orphans' Court of Philadelphia, to Christian Henry Denkla, for \$20,100, and the old tavern sign was also sold to the same person for \$30. The net amount of his estate was something over \$4,000.

Almost immediately after his decease, namely, on December 24, 1802, the Lancaster "Journal" contained the following advertisement:

"To be sold at Public Vendue.

"On Monday, the 27th day of December, instant, at the house of Matthias Slough, in the borough of Lancaster, the following property, viz:

"Fourteen stage horses with harness and two stages.

"On the following day at the house of Wallace Boyd, at the 42-mile stone on the turnpike road, four horses with their harness.

"On the day following, at Downingtown, eight horses with harness.

"On the day following, at Charles Fahnestock's at the sign of the Admiral Warren, eight horses and their harness.

"On the day following at Jonathan Miller's, at the sign of the Buck, eight horses with their harness and a stage.

"All in complete order. Three months credit to be given on proper security. The sale to commence at 12 o'clock noon at each place.

"MATTHIAS SLOUGH,
"HUNT DOWNING."

From this it will be seen that the surviving partners then sold out the partnership stock, and thus ended the partnership.

I do not wish to be understood as stating that the Lancaster Stage Dispatch was the only through line from Philadelphia to Lancaster at that time. I think, however, it was the first one which made regular runs. On April 15, 1796, a line of stages from Philadelphia, by way of West Chester and Strasburg, to Lancaster, was started by John Reilly, and, about July 14, 1796, a partnership was formed, not only to run this line, but also to extend it to York and Fredericktown. This partnership consisted of John Reilly and George Weed. Their stages started at the house of George Weed, Market street, Philadelphia,

and from the house of Mrs. Edwards in Lancaster. Mrs. Edwards was Susanna Edwards, and her hotel was the "Prince Ferdinand," located on South Queen street, afterwards known as "The Fountain Inn." The stages set out at four o'clock a. m., and arrived in Lancaster the same evening. The price for each passenger to Lancaster was \$3.50. There was also, in 1796, a Philadelphia and Lancaster stage called "Industry," for there is a newspaper notice that the proprietor, Frederick Doerth, died here on August 4, 1796. On November 18, 1797, the Philadelphia, Lancaster, York, Frederick, Georgetown and Baltimore line of stages started from George Weed's tavern, in Philadelphia, and from Christopher Brenner's, in Lancaster. Christopher Brenner kept the "Cross Keys" Hotel, on the south side of West King street, where the Lancaster Supply House is now located. The combination that ran these stages was John Reilly, David Witmer and George Weed. Notice had been given, on October 28, 1797, that John Reilly ran this line, and that the stages departed from the house of William Ferree, "Sign of General Washington," which was located on East King street, next to the Farmers' Bank, on Monday and Thursday, at five o'clock a. m., and, on the return, proceeded to Philadelphia on the turnpike by a line of stages owned by David Witmer and George Weed. After William Geer and Matthias Slough dissolved their partnership, Geer, in conjunction with Reilly, Witmer and Weed, ran a Lancaster, Harrisburg, Carlisle, Shippensburg and Sunbury line of stages. This line also started from the tavern of William Ferree. The David Witmer, who was a member of this firm, was from Paradise, this county, and he was the great-grandfather of Mrs. Landis. Be-

sides numerous other occupations, he was a hotel keeper, who kept a hotel in Paradise at the "Sign of the Stage." About the same time, Daniel Clapsadle and Henry V. ist, the former living at Hanover and the latter at Royster Town, ran the Carlisle, Hanover, Royster Town and Baltimore line of stages. They made connections with the stages to Washington, and also with the line coming from the east. In 1797 William McClellan and Samuel Spangler started the "Lancaster, York and Baltimore Stages," which also left William Ferree's house every Monday morning, at four o'clock, and returned on Friday.

About 1801, Barbara Knatcher informed the public that she had "erected a new and elegant four-horse stage to be drove and conducted by her son, Michael Knatcher, to run from Harrisburg to Lancaster and back again." This stage put up at Mr. Kauffman's tavern in Lancaster. I do not know where this tavern was located. Henry Shepler also announced the "Old Line Mail Stage from Harrisburg to Lancaster," which he asserted had been then carried on for three years. The journey was made three times a week, and the stage left Lancaster for Harrisburg from Mr. Weaver's tavern. This tavern was evidently the one kept by Adam Weaver, from March 23, 1779, to March 13, 1810, and was called the "Black Horse." It was located on North Queen street, about where the store of Reilly Bros. & Raub now is. A story is told concerning Abraham Hostetter, a subsequent proprietor of this place, who was a Pennsylvania German. It is said that a theatrical troupe once came to town and played the "Lady of Lyons." Hostetter went to see the performance, and, being asked the succeeding day how he liked it, answered, "Pretty

good. The lady was there all right, but there were no lions."

In December, 1801, a new line of stages was announced from Philadelphia to Lancaster and Harrisburg, by Robert Erwin, Amos Slaymaker, Henry Slaymaker and John Tomlinson. Whether or not this line was run before that date I cannot definitely ascertain. It started from Tomlinson's tavern, the "White Horse," on Market street, Philadelphia, and put up at Henry Slaymaker's, on East King street, Lancaster, called "The Pennsylvania Arms." This hotel was on the north side of East King street, between Centre Square and Christian street, immediately west of the old Bursk property, now owned by McCrory, and it is said that General Lafayette stopped there when in Lancaster during the summer of 1825. Their stage was called "The Good Intent," and this line was known as the "Good Intent Line." In 1804, the Postmaster General made a contract with John Tomlinson and Thomas Ferree for the carrying of the mail from Philadelphia to Pittsburgh, by way of Lancaster, Carlisle and Chambersburg, in four and one-half days, by the "Good Intent Line."

In 1799, Lancaster was made the State Capital. The travel by the stage lines then became enormous. Amos Slaymaker, who then was—or at least afterwards became—a stage proprietor, built a large tavern in Salisburyville, between the forty-eighth and forty-ninth mile stones, and the exchange of horses was made there and twenty minutes was allowed for the passengers to dine. This property is now owned by Mr. Clinton Himes.

On Thursday, June 20, 1809, the following advertisement, which contains a picture of a stage, which was evidently used in those days, appeared in the Philadelphia Gazette:

THE subscribers, under the firm of DAVID BARNUM & Co., respectfully inform their friends and the public in general that they have made all the necessary arrangements to establish a NEW LINE OF STAGES, to commence running the 1st of May next, from LANCASTER TO PHILADELPHIA, through the pleasant and thriving villages of Strausburg & West Chester.

The Stage will start for the first time from the house of Mr. JOHN Hotel, corner of Sixth & Chestnut streets, Philadelphia, the same afternoon; the next day to return to Lancaster, and to run alternately every other day.

The Fare throughout shall be Three Dollars, Fifty cents for each passenger, including 14 lbs. of baggage—150 lbs. baggage to be considered as equal to one passenger. The fare to West Chester One Dollar twenty-five cents.

Good Stages and careful and obliging drivers may be relied on, and every attention paid to the ease, comfort and accommodation of the passengers. The subscribers confidently look to the public to patronize this undertaking, and pledge their best endeavors to merit their patronage.—Way passengers 6 cents a mile.

DAVID BARNUM,
JOSEPH VODGES,
CADW'L EVANS,
WM. BEAUMONTS,
DENNIS WHELEN,
JOSEPH WORTHINGTON,
JACOB HUMPHREY,
MICHAEL RINE,
JOHN BAUSMAN,
JESSE JOHN,
JOHN NAFF.

In 1823, no less than eleven principal lines of stages ran daily from Philadelphia, on the turnpike, past the Spread Eagle, which was a tavern located a few rods beyond the fourteenth mile stone from Philadelphia. These were known as:

1. The Berwick.
2. Downingtown.
3. Harrisburg Coachee.
4. Harrisburg Stage.
5. Lancaster Accommodation.
6. Lancaster Coachee.
7. Lancaster and Pittsburgh Mail.
8. Mifflin and Lewistown, via Harrisburg.
9. Philadelphia and Pittsburgh, via York.
10. Pittsburgh, via Harrisburg.
11. Philadelphia and West Chester.

A coachee was a carriage the body of which was rather larger than the ordinary coach. The fare by stage was usually six cents per mile through, but to Pittsburgh it was \$18.50 each way. Meals and lodging were extra. In 1830, a stage line was run by S. R. Slaymaker & Company from Philadelphia to Chambersburg, and by Reeside Slaymaker & Company, from Chambersburg to Pittsburgh. In 1831 two lines ran daily to Pittsburgh, viz., "The United States Mail" and "The Good Intent Line." They went through in three days.

In the earliest days of the running of the stages, the conditions were evidently not ideal. A traveler who passed from Philadelphia to Lancaster, in 1795, says: "The taverns are very indifferent. If the traveler can procure a few eggs with a little bacon, he ought to rest satisfied; it is twenty to one that a bit of fresh meat is to be had, or any salted meat except pork. Vegetables seem also to be very scarce, and when you do get any, they generally consist of turnips, or

turnip tops boiled by way of greens. The bread is heavy and sour, though they have as fine flour as any in the world; this is owing to their method of making it; they raise it with what they call 'sots,' hops and water boiled together. The traveler on his arrival is shown into a room which is common to every person in the house, and which is generally the one set apart for breakfast, dinner and supper. All the strangers that happen to be in the house sit down to these meals promiscuously, and the family of the house also forms a part of the company. It is seldom that a single bed room can be procured."

Josiah Quincy tells of a trip that he made in 1826. He says: "At three o'clock this morning the light of a candle under the door and a rousing knock told me that it was time to depart, and shortly thereafter I left Philadelphia by the Lancaster Stage, otherwise a vast, illimitable wagon, capable of holding some sixteen passengers, with decent comfort to themselves, and actually encumbered with some dozen more. After riding till eight o'clock, we reached the breakfast house, where we partook of a good meal." From this later experience it appears that better accommodations had come with the years.

However, the glory of the stage lines was soon to depart. In a few years the railroad appeared, and, except for short routes from country towns, the days of prosperity for the stage lines were over. Since the trolley and the automobile have been added to our transportation facilities, they have been practically set aside for all purposes. It is, nevertheless, interesting to recall the old days and ways, in order that we may better understand and appreciate the benefits and comforts which we enjoy in these later times.

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