

THE FIRST LONG TURNPIKE IN THE UNITED STATES.

PART I.

THE KING'S HIGHWAY.

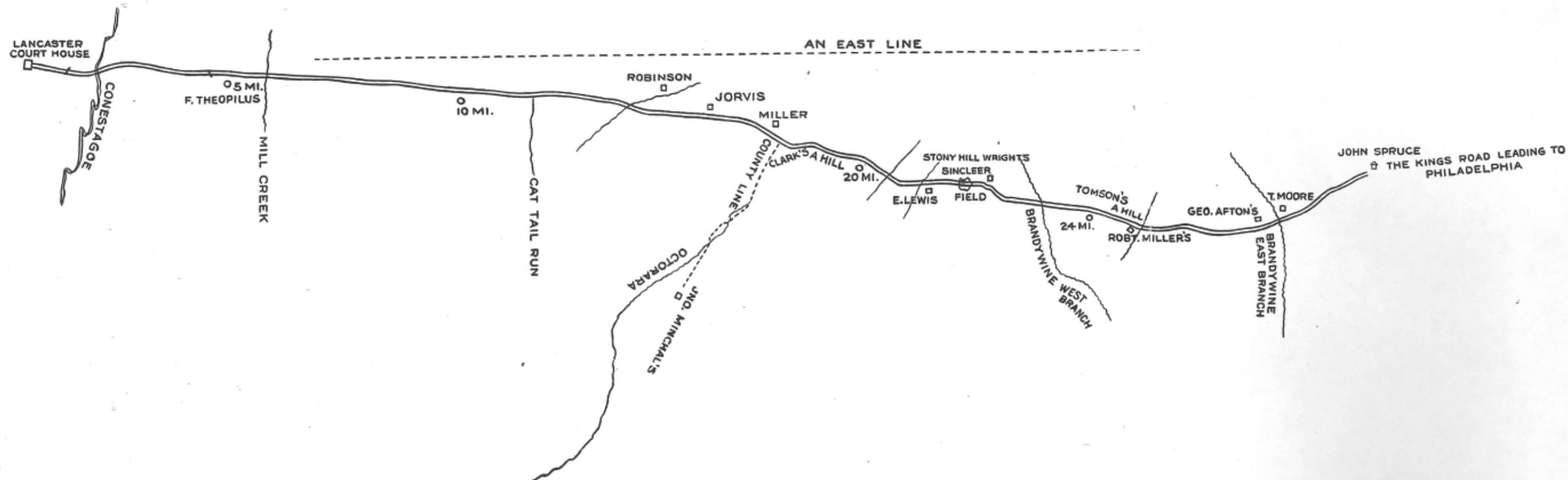
A HISTORY of the Philadelphia and Lancaster Turnpike seems to me to involve the whole early system of transportation in this Colony and State from Philadelphia to the West, and I have, therefore, concluded that the most appropriate way to treat the subject will be, first, to describe the King's Highway, which preceded the Turnpike, and then to give a narrative of the Turnpike itself. I will then follow, at a later time, with a sketch of the prominent houses and locations along the Turnpike Road, during the period that the travel was at its zenith. With this brief introduction I begin my story.

At a very early date, roads began to be laid out from Philadelphia to the westward, and it is certain that, in 1714, there was a road which was said to be "the directest and best" that led from that city to the Dutch settlements at Conestoga and Susquehanna. This or another early road entered what is now a part of this county near the Gap hills, and proceeded westward, through Strasburg, the Big Spring, and on to Conestoga River, "at the usual ford leading to the Manor." It, therefore, may be fairly asserted that the first well-defined road or combination of roads from Philadelphia to Lancaster county was known, at least in part, as "The Great Conestoga Road."

The town of Lancaster had then no existence, and the road to which I refer ran considerably to the south of where that town was afterwards located; but, when Andrew and James Hamilton laid out the townstead of Lancaster, and when, on the formation of the county, it was fixed upon as the county town, necessity, of course, arose for more direct communication between the provincial capital and the new town. A movement was, therefore, started with a view of securing a suitable road.

In this early day, roads which were known as "King's Highways" were laid out by the Governor and the Provincial Council, and the other roads were laid out under statutes by the Courts of Quarter Sessions of the respective counties. As the projected new road was intended to be a main artery to the West, it was deemed best to have it laid out as one of the King's Highways, and, for this reason, a petition for that purpose was, on January 29, 1730-31, presented to the Honorable Patrick Gordon, Lieutenant-Governor, and the Provincial Council, at a meeting held in Philadelphia. The minutes of the Council set forth that petition in the following terms:

"A Petition of the Magistrates, Grand Jury & other Inhabitants of the County of Lancaster, was presented to the Board & read, setting forth that not having the Conveniency of any navigable water, for bringing the Produce



ORIGINAL DRAFT OF THE KING'S HIGHWAY FROM LANCASTER COURT HOUSE TO HOUSE OF JOHN SPRUCE IN WHITELAND TOWNSHIP, CHESTER COUNTY, 1733.

of their Labours to Philadelphia, they are obliged at a great Expence to transport them by Land Carriage, which Burthen becomes heavier thro' the Want of suitable Roads for Carriages to pass. That there are no public Roads leading to Philadelphia yet laid out thro' their county, and those in Chester County, thro' which they now pass, are in many places inconvenient. And, therefore, praying that proper Persons may be appointed to view & lay out a Road for the Publick Service, from the Town of Lancaster till it falls in with the high Road in the County of Chester, leading to the Ferry of Schuylkill at high street, & that a Review may be had of the said Publick Road in the County of Chester; The prayer of which Petition being granted,

"It is ordered that Thomas Edwards, Edward Smout, Robert Barber, Hans Graaf, Caleb Peirce, Samuel Jones & Andrew Cornish of the County of Lancaster, or any five of them, view & lay out by Course & Distance, a convenient high Road from the said Town of Lancaster to the Division Line between the Counties of Chester & Lancaster; And that Thomas Green, George Ashton, William Paschal, Richard Buffington, William March, Samuel Miller & Robert Parke, of the County of Chester, or any five of them, do then joyn the above named Persons of Lancaster County, or any five of them, in continuing to lay out as aforesaid, the said Road from the Division Line aforesaid, till it falls in with the King's high Road in the County of Chester, leading to Philadia., & make Return thereof to this Board. And they the above named Persons of the County of Lancaster, or any five of them, together with the above named Persons of the County of Chester, or any five of them, are further Impowered jointly to review the said high Road within the last mentioned County, & to Report to this Board what Alterations may be necessary to be made therein, to suit the Conveniency of Carriages, and for the better Accommodation of the Inhabitants of this Province."

On October 4, 1733, at a meeting of the said council, a return of the High Road laid out from the Town of Lancaster, in the County of Lancaster, pursuant to an order of the Board, was read in these words:

"To the Honourable Patrick Gordon, Esqr., Lieut. Governor of the Province of Pennsylvania, in Council.

"Whereas, upon the Petition of the Magistrates, Grand Jury and other Inhabitants of the County of Lancaster, presented to the Governour in Council, praying that proper persons might be appointed to view and lay out a road for the public Service, from the Town of Lancaster, till it should fall in with the high road leading to the Ferry of Schuylkill, at High street, and that a Review might be had of the said Public Road in the County of Chester.

"The Prayer of which petition being granted, it was ordered that Thomas Edwards, Edward Smout, Robert Barber, Hance Graaff, Caleb Pierce, Samuel Jones and Andrew Cornish, of the County aforesaid, or any five of them, should view and lay out by Course and Distance, a Convenient high road, from the Town of Lancaster to the Division Line between the said County and the County of Chester, and that Thomas Green, George Aston, William Paschall, Richard Buffington, William Marsh, Samuel Miller, and Robert Parke, of the County of Chester, or any five of them, should then joyn the above named persons of Lancaster County, or any five of them, in continuing to lay out the said road from the Division line aforesaid, till it should fall in with the King's high road, in the County of Chester, leading to Philadelphia, and make return thereof to that Board.

"And the above named persons were also Impowered jointly to Review the said high Road within the County of Chester, and Report the alterations necessary to be made therein.

"Now these may certify that pursuant to the said Petition and Order, Thomas Edwards, Edward Smout, Robert Barber, Hance Graaff and Samuel Jones, of the said County of Lancaster, met at the Town of Lancaster aforesaid, on the fourth day of this instant, and from thence viewed and laid out a Road from the Courthouse in the said Town, along the course of the Street East 3 Degrees, Northerly 144 perches, thence East 8 Degrees, North 108 perches, thence East, 16 Degrees, South 282 perches. to the East side of Conestogoe Creek, thence East 5 Degrees, South 25 perches, thence East 10 Degrees, North 190 perches, thence East 6 Degrees, South 1,271 perches, thence East 4 Degrees, South 696 perches, thence East 10 Degrees, North 90 perches, thence East 74 perches, thence East 6 Degrees, South 820 perches, thence East 13 Degrees, North 80 perches, thence East 6 Degrees, South 406 perches, thence East 8 Degrees, South 94 perches, thence East 6 Degrees, South 80 perches, thence East 32 Degrees, South 118 perches, thence East 13 Degrees, South 160 perches, thence East 364 perches, thence East 19 Degrees, South 490 perches, thence South 41 Degrees, East 40 perches, thence East 27 Degrees, South 68 perches, to the aforesaid Division Line, near the English Church, and then being joyned by George Aston, Richard Buffington, William Marsh, Samuel Miller and Robert Parke, of Chester County, Continued the same through Chester County, East 27 Degrees, South 50 perches, thence East 51 Degrees, South 54 perches, thence East 5 Degrees, North 188 perches, thence East 25 Degrees, South 246 perches, thence East 7 Degrees, North 80 perches, thence East 10 Degrees, South 60 perches, thence East 25 Degrees, South 74 perches, thence East 38 Degrees, South 48 perches, thence South 44 Degrees, East 42 perches, thence East 25 Degrees, South 190 perches, thence East 35 Degrees, South 48 perches, thence East 15 Degrees, South 32 perches, thence East 5 Degrees, North 216 perches, thence East 17 Degrees, South 60 perches, thence East 13 Degrees, South 60 perches, thence East 10 Degrees, North 130 perches, thence East 26 Degrees, South 60 perches, thence North East 52 perches, South 26 Degrees, East 40 perches, thence East 35 Degrees, South 56 perches, thence East 15 Degrees, South 36 perches, thence East 5 Degrees, South 121 perches, to the West Branch of Brandywine Creek, thence East 26 Degrees, South 41 perches, thence East 8 Degrees, South 32 perches, thence East 82 perches, thence East 17 Degrees, South 46 perches, thence East 8 Degrees, South 58 perches, thence East 20 Degrees, North 72 perches, thence East 5 Degrees, South 54 perches, thence East 15 Degrees, South 54 perches, thence East 30 Degrees, South 146 perches, thence East Southerly down the several Courses of a hill 210 perches, thence East 5 Degrees, North 288 perches, thence East 13 Degrees, South 30 perches, thence East 11 Degrees, South 100 perches, thence East 26 Degrees, South 56 perches, thence East 51 Degrees, South 20 perches, thence East 15 Degrees, South 66 perches, thence East 10 Degrees, South 42 perches, thence East 10 Degrees, North 194 perches, thence East 15 Degrees, North 188 perches, thence East 40 Degrees, North 100 perches, to the East Branch of Brandywine Creek, near Thomas Moore's Mill, thence East 17 Degrees, North 86 perches, thence East 43 Degrees, North 114 perches, thence East 35 Degrees, North 392 perches, thence East 16 Degrees, North 216 perches to the aforesaid public Road, near the house of John Spruce, containing in the whole thirty-two Statute miles.

"And we conceive the same, as it is now laid out through the said Counties, is done the nearest & most Commodious way, & in the best manner to answer the purposes intended thereby, which the Situation of the Land would admitt of, and as little to the Inconvenience of the Inhabitants as possible, without damaging the said Road; we, therefore, humbly pray the same may be confirmed.

"And we further beg leave to say, that being unprovided with a Copy of the Records of the aforesaid public Road, through Chester County, & the Lands contiguous to the said Road being mostly improved, & at present under Corn, we find ourselves incapable to discover where the same hath been altered from its true Course (to the Damage thereof), and also conclude the present Season of the year improper for a Review. Given under our hands the ninth day of June, Anno Dom. 1733.

"THO. EDWARDS,
"EDWARD SMOUT,
"ROBERT BARBER,
"HANS GRAAFF,
"SAMUEL JONES,
"GEO. ASTON,
"RICHARD BUFFINGTON,
"WILLIAM MARSH,
"SAMUEL MILLER,
"ROBT. PARKE."

The Governor in Council, on due consideration had of the said return, together with a draft accompanying it, approved and confirmed the return, and declared the road to be the King's Highway, and ordered that the same should be forthwith cleared and rendered commodious for the public service. And to the end that the said road might be continued to the Ferry on Schuylkill at High Street, it was further "ordered that the Records of the public road through the County of Chester, and till it falls in with the road of Philadelphia County leading to the said Ferry, be searched, and that the same persons of Chester County, who have already laid out the Road so far as in the above return is mentioned, be continued on that service to bring the road to the verge of Philadelphia County, and when it falls in therewith, that Richard Harrison, Hugh Evans, Robert Roberts, Samuel Humphreys, David George and John Warner, or any four of them, continue the said road to the Ferry aforesaid, at High Street, and make report to this board."

When the Court of Quarter Sessions for the County of Lancaster met on November 6, 1733, at its November Sessions, the following entry was ordered to be made, viz.:

"The confirmation of the King's Road from Lancaster to Philadelphia being confirmed by the Governor in Council and certified to this Court with order that the same be forthwith cleared and rendered commodious, in pursuance thereof it is, therefore, ordered. P. Cur.:

"That precepts issue under the clerk's hand and the seal of the county to the respective supervisors to open and clear the same on the north side of the marked trees at least thirty foot wide and grub the underwood at least fifteen foot of the said space on the side next to the marked trees and make necessary bridges over the swamps so as to render the same safe and passable for horse and wagon."

At a meeting of the Provincial Council held on January 23, 1735-36, a petition of sundry inhabitants of the Townships of Tredyffryn, East-town, Willis-town, and places adjacent to the County of Chester, was presented, setting forth that, "by an order of this Board, a Road was directed to be laid out from the town of Lancaster to the ferry on Schuylkill, at the upper end of High Street, which road is brought no further than to the House of John Spruce, in Whiteland township, in the said County of Chester, to the great Inconvenience of Persons travelling with Waggon and other heavy Carriages,"

and, therefore, they prayed that an order might be given for perfecting the said road, agreeable to the former directions of the Board; whereupon it was ordered "that the Persons named for that Service be required to execute the Order of this Board of the 4th of October, 1733, & make Return thereon with all Convenient Dispatch."

On November 26, 1739, the similar petition was also presented, to wit:

TO THE HONORABLE GEORGE THOMAS, ESQR.; Governor of the Province of Pennsylvania and the Counties of Newcastle, Kent and Sussex on Delaware,

THE HUMBLE PETITION of John Wright, Thomas Linley, Thomas Ewig and Thomas Edwards, of the County of Lancaster, in Behalf of themselves and others,

HUMBLY SHEWETH

THAT the Inhabitants of the said County have been at a Considerable Expençe in Laying out of Several Roads, Leading to the City of Philadelphia, Which Roads meets near Brandiwine in the County of Chester, and have been Clear'd, and are Kept Passable by the Inhabitants of the Several Townships through which they Lead to the Township of Whiteland in Chester County, Where there was a Road many years used and taken to be a Lawful Road; But of late years the Inhabitants of Whiteland, Tre yr Dyffryn, Radnor and Haverford in Chester County and from thence to the Ferry in Philadelphia county, have taken no care to mend the said Common Road, under a Pretence that it was never Recorded any where, Neither at Philadelphia, nor at Chester, by which Means the said Road is Become very Dangerous to travel with Waggon's by Night and by Day, very much to the Detriment of the Inhabitants of Lancaster County to Carry their Commodities to Philadelphia, THEREFORE, We humbly pray the Honorable Governor, to take our Distressed State into his wise and Serious Consideration, and be pleased to Order the said Road to be Reviewed, and the course and Distance to be taken from the Settlement of John Spruce in Whiteland, Through Chester and Philadelphia Counties to the Ferry upon Shuylkil and the Same made Passable. And your Petitioners as in Duty bound Shall for the Governor ever Pray.

JNO. WRIGHT,
THOS. LINDLEY,
THOS. EWING,
THOS. EDWARDS.

No action, however, appears in the records until April 6, 1741, when the following is shown by the minutes of the Council: "Then was laid before the Board and Read a petition from divers Inhabitants of the Counties of Philada., Chester and Lancaster, setting forth that upon the Petition of sundry Inhabitants of the said Counties to the late Governor and Council, in the Year, 1733, an Order was made for laying out a High Road from the Town of Lancaster to High Street ffery at the West End of Philadelphia City; That in pursuance thereof a Road was laid out in the fore-said Year, 1733, from the Town of Lancaster through the County of Lancaster and part of the County of Chester to the Plantation of one John Spruce in the said County of Chester, and upon a Return thereof made had been by the authority of this Board so far confirmed, But that the further Execution of the said Order in laying out the remaining part of the said Road, for Causes unknown to the petitioners, had been hitherto deferr'd; And praying that this

Honble Board would be pleased to appoint proper persons to view and lay out the Remainder of the said Road from the End of the Road already confirmed, near the Plantation of John Spruce, in Chester County, to High street ferry aforesaid. Whereupon it is Order'd by this Board, that William Moore, William Graham, Thomas Thomas, Joshua Thompson, Samuel James, & Nathaniel Grubb, or any four of them, for the County of Chester, Richard Harrison, Griffith Lewellyn, William Thomas, Edward Georges, Hugh Evans, & Robert Jones, or any four of them, for the County of Philadelphia, do view and lay out, or continue the said Road from where the Confirmed Road Terminates, near John Spruce's Plantation, through the Counties of Chester and Philadelphia to High street ferry, at the West End of Philadelphia City aforesaid, so as to be least detrimental to the Possessors of the Lands & most Commodious for Travellers and Carriages, and make return thereof, together with a Draught of the said Road, to this Board, with all Convenient Speed."

At a meeting held on November 23, 1741, final action was taken, as follows:

"The Secretary laid before the Board the Returns made by those persons of Chester & Philadelphia Counties, who, by the order of this Board of the 11th of June last, were directed to View, lay out, or Continue the Road from Lancaster to the ferry at the West End of High Street in Philadelphia City, Viz.: Beginning where part of the same Road laid out in the Year, 1733, terminates, near John Spruce's Plantation in Chester County, which was Read, and is in these Words:

"By virtue of the annexed Order of the Honourable Governor & Council, We, whose names are hereunder written, have viewed & laid out a Road from the end of John Spruce's Lane, in the County of Chester, to the Line dividing the said County of Chester from the County of Philadelphia, which said County Line is near the House of Rees Thomas & David James. To which no one Objected. The Courses & Distances of the said Road being Also hereunto annexed under the Handwriting of Benjamin Eastburne, deceased. Witness our Hands this sixth Day of November, 1741. Wm. Moore, Thomas Thomas, Saml. James, Nathaniel Grubbs, Joshua Thompson, Wm. Graham.

"In Pursuance of the annexed Order of the Honourable Governor & Council, We, the Subscribers, have View'd and Continued the Road from the Line dividing the Counties of Philadelphia & Chester, as before-mentioned, to be near the Houses of Rees Thomas & David James To Schuylkil at the West Side of High Street ferry, The Courses & Distances being also hereunto annexed. As Witness our Hands this tenth Day of November, 1741. Richard Harrison, Hugh Evans, Edward George, Wm. Thomas, Robt. Jones.

"July 20th, 1741. Conostogo Road surveyed: Beginning at the End of John Spruce's Lane, & extending thence within the Township of Whiteland in Chester County, North 72 deg. East 120 Perches, thence North 70½ deg. East 80 Ps, thence North 74 deg. East 90 pches, thence North 78 deg. East 56 Pches, thence north 81 deg. East 240 Pchs, thence North 72 deg. East 40 Pches, thence North 69 deg. East 84 Pchs, thence North 65 deg. East 48 Pches, thence East 20 Ps, thence North 69 deg. East 40 Pches, thence North 73 deg. East 62 Pches, thence North 69 deg. East 66 Pches, thence South 88 deg. East 88 Pches, thence South seventy-seven Degrees thirty-six Perches to the End of Pextang Road, thence on it to Kinnison's Run, Beginning at the run thence North 62 deg. East 40 Pches, thence North 54½ deg. East 40 Pches, thence North 82 deg. East 134 Pches to Paschal's Run, thence North 88 deg.

East 54 Pches, thence South 85 deg. East 58 Pches, thence East 96 Pches to the Swede's ford Road, thence South 53 deg. East 66 Ps to a Chestnut Tree, thence South 44 Degrees East 22 Pches near to Rob't Powel's House, then leaving the Old Road and on G. Aston's Land South 72 deg. East (at 200 a Run) 280 Ps stopt at the Old Road, then on it South 33½ deg. East 24 Pches, then in Willistown South 32½ deg. East 20 Pches, thence South 35 deg. East 31 Pches, thence South 86 deg. East 60 pches, thence South 89 deg. East 60 Pches, thence North 84 deg. East 40 Pches, thence North 79 deg. East (at 78, the Western Line of Burge's Tract we Continue to) 86 Pches, thence North 83 deg. East 90 Pches, thence South 82 deg. East 124 Pches, (about 6 Pches further is William Evans' Smiths' Shop), thence North 87½ Deg. East 96 Perches, then in Tredyffryn Townp. North 86 East 34 Pches, thence South 85 deg. East 64 Pches, thence South 75½ deg. East 62 Pches, thence South 81 deg. East 56 Pches, thence South 86 East 166 Pches to the Sign of the Ball, thence North 58 deg. East 128 Pches, thence North 62½ deg. East 34 Pches, thence North 56½ deg. E. 30 Pches, thence North 70 deg. East 84 Pches, thence North 67 deg. East 68 Pches, thence North 73½ deg. East 34 Pches, thence South 87 deg. East at 42 Pches enter'd East Town Continued in it to 62 & thence South 74½ deg. East 40 Pches, thence South 81 deg. East 28 Pches, thence North 84 deg. East 102 Pches, thence South 74 deg. East at 60 Pches a Line of Tredyffryn & in it to 80 Pches, & thence South 88 deg. East 34 Perches, thence South 70 deg. East 86 Perches, thence South 63 deg. East 50 Pches, thence South 46 deg. East 70 Pches, thence South 54 deg. East (at 25 Pches Radnor upper Line, & contind. in it to 55 Pches, which is near Jno. Sams. House), thence South 52 deg. East 46 Pches, thence South 57 deg. East 184 Pches, thence South East 28 Pches, thence South 28 deg. East 40 Pches, thence South 55½ deg. East 46 Pches, thence South 51 deg. East 64 Pches, thence South 52 deg. East 48 Pches, thence South 81 deg. East 30 Pches, thence South 63 deg. E. 104 Pches, to a Run, then up a Steep Hill South 78 deg. East 20 Perches, thence South 62 deg. East 110 Pches, thence South 87 deg. East, at 28 Perches Radnor Meeting House, at 48 Ps. Germans Run Contind. to 70 Perches, thence South 53 deg. East 14 Pches, thence South 42 deg. East 26 Perches, thence South 70 deg. East at 20 Pches the Tavern at 130 Pches Samuel Harry's Lane End, thence South 59½ deg. East at 60 Ps his House, thence South 81 deg. East 186 Pches to — James' Lane End, thence South 62 deg. East 66 Ps. thence South 54 deg. East 58 Pches down the Hill, thence South 85 deg. East 44 Ps. the House ten Perches on the Left, thence South 63 deg. East 72 Pches to the County Line.

"The Conestoga Road continued by the Philadelphia County Jury.

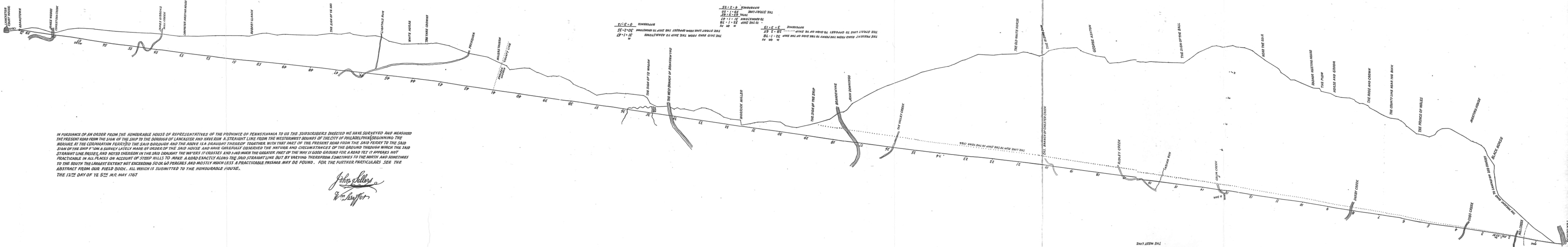
"Philadelphia from Radnor Line, in Merion Township.

"South 45 deg. East 48 Pches, thence South 63 deg. East 140 Pches, at 6 Pches David Ries' Shop, then the County of Chester Line, thence South 65½ deg. East 112 Pches to Benjamin Humphrey's Upper Line, being the County of Philada, Line, thence South 82 deg. East 104 Pches, the Gulf Mill Road, thence South 63 deg. East 36 Pches, thence South 49 deg. East 48 Pches, thence South 39 deg. East 48 Pches to Benjamin Humphrey's Line, thence on Edward Humphrey's Land South 51 deg. East 144 Pches, at 102 Pches Richard Hugh's Upper Line, at 134 Pches his House, thence South 81 deg. East 120 Pches, thence South 64 deg. East 38, Pches, thence North 66½ deg. East 76 Pches, thence North 41 deg. East 58 Pches, thence North 71 deg. East 52 Pches, thence South 86 deg. East 88 Pches, thence South 64½ deg. East 22 Pches, thence South 55 deg. East 27 Pches to Evan Jones' Lower Line, thence South 60 deg. East 136 Pches, thence South 56 deg. East 84 Pches, at 10 Pches, Merion Meeting House, thence South 75 deg. East 38 Pches, thence South 63½

IN PURSUANCE OF AN ORDER FROM THE HONOURABLE HOUSE OF REPRESENTATIVES OF THE PROVINCE OF PENNSYLVANIA TO US THE SUBSCRIBERS DIRECTED WE HAVE SURVEYED AND MEASURED THE PRESENT ROAD FROM THE SIGN OF THE SHIP TO THE BOROUGHS OF LANCASTER AND HAVE RUN A STRAIGHT LINE FROM THE WESTERMOST BOUNDS OF THE CITY OF PHILADELPHIA (BEGINNING THE MEASURE AT THE CORPORATION FERRY) TO THE SAID BOROUGHS AND THE ABOVE IS A DRAUGHT THEREOF TOGETHER WITH THAT PART OF THE PRESENT ROAD FROM THE SAID FERRY TO THE SAID SIGN OF THE SHIP FROM A SURVEY LATELY MADE BY ORDER OF THE SAID HOUSE AND HAVE CAREFULLY OBSERVED THE NATURE AND CIRCUMSTANCES OF THE GROUND THROUGH WHICH THE SAID STRAIGHT LINE PASSES, AND NOTED THEREON IN THE SAID DRAUGHT THE WATERS IT CROSSES AND FIND MUCH THE GREATER PART OF THE WAY IS GOOD GROUND FOR A ROAD YET IT APPEARS NOT PRACTICABLE IN ALL PLACES ON ACCOUNT OF STEEP HILLS TO MAKE A ROAD EXACTLY ALONG THE SAID STRAIGHT LINE BUT BY VARYING THEREFROM SOMETIMES TO THE NORTH AND SOMETIMES TO THE SOUTH THE LARGEST EXTENT NOT EXCEEDING 50 OR 60 PERCHES AND MOSTLY MUCH LESS A PRACTICABLE PASSAGE MAY BE FOUND. FOR THE FURTHER PARTICULARS SEE THE ABSTRACT FROM OUR FIELD BOOK, ALL WHICH IS SUBMITTED TO THE HONOURABLE HOUSE.

THE 12TH DAY OF YE 5TH MO. MAY 1767

John Sellers
Wm. Swaffer



deg. East 72 Ps. at the Fort Road, thence south 78 deg. East 66 Ps. thence South 41½ deg. East 58 Ps. at 48 Pches Richard Georges' Upper Line, thence South 23½ deg. East 82 Pches, at 61 Pches Richard Georges' Lower Line, thence South 33 deg. East 106 Pches to Blockley Line, thence South 24 deg. East 42 Pches, thence South 6 deg. West 73 Pches, Edward Georges' Upper Line, thence South 10 deg. East 208 Ps. at 136 Pches the Lane to Edwd. Georges' House, at 166 Pches David George Lane, thence South 24 deg. East 84 Pches, David Georges' Run, thence South 45½ deg. East 550 Pches to Haverford Road, thence South 52 deg. East 294 Pches to Peter Gardner's House, and thence South 74 deg. East 100 Pches to High Water Mark at the End of the Causeway at the West side of High Street Ferry.

"And no Objection having been made to any part of the said Returns, the said Road is by the Authority of this Board Confirmed; And Ordered, That the Overseers of the High Roads for the respective Townships in the Counties of Chester and Philada. do cause the said Road, according to the Courses and Distances abovesaid, to be Opened & Cleared forthwith."

This, then, completed the King's Highway, which is generally known to us as the Old Philadelphia Road. It was, however, sometimes also called the Provincial Road, and, after the Revolution, it became the Continental Road.

In 1767, an attempt was made to straighten this road. Surveyors were appointed, who made a draft of which I hope to append a copy hereto. They, on May 12, 1767, reported that, "In pursuance of an order from the Honorable House of Representatives of the Province of Pennsylvania, to us the subscribers directed, we have surveyed and measured the present road from the Sign of the Ship to the Borough of Lancaster and have run a straight line from the westernmost bounds of the City of Philadelphia (Beginning the measure at the Corporation Ferry) to the said Borough, and the above is a draught thereof together with that part of the present road from the said ferry to the said Sign of the Ship (from a survey lately made by order of the said House), and have carefully observed the nature and circumstances of the ground through which the said straight line passes, and noted thereon in the said Draught the waters it crosses, and find much the greater part of the way is good ground for a road, yet it appears not practicable in all places on account of the steep hills to make a road exactly along the said straight line, but by varying therefrom sometimes to the North and sometimes to the South, the largest extent not exceeding 50 or 60 perches and mostly much less, a practicable passage may be found. For further particulars, see the abstract from our field book.

"JOHN SELLERS,
"WM. SHEAFFER."

The draft also contains the following notes:

	m.	qr.	ps.
"The present Road from the Ferry to the Sign of the Ship ..	32.	1.	78.
"The Strait line to opposite sd Sign of ye Ship	28.	2.	65.
"Difference	3.	3.	13.
	m.	qr.	ps.
"The said Road from the Ship to Adamstown	31.	1.	47.
"The Strait line from opposite the Ship to Adamstown	30.	2.	35.
"Difference		3.	12.

	m.	qr.	ps.
"To the Ship	32.	1.	78.
"To Adamstown	31.	1.	47.
	—	—	—
"Total	63.	3.	45.
"The Straight line	59.	1.	20.
	—	—	—
"Difference	4.	2.	25."

On that part of this draft from the English Church (Compass) to Lancaster, the places marked are Miller's Tavern, Pequea Creek, The Three Crowns, White Horse, Lightal's Run, The Sign of the Hat, Robert Clanch (should be Robert Clinch), Lampeter Meeting House, Mill Creek James Gibbons, and Conestoga Creek James Webb. Also Adamstown and the Lancaster County House.

The Three Crowns was located and now remains as a private dwelling on the north side of the road over a branch of the Pequea Creek just east of the Village of White Horse. The Lampeter Meeting House yet stands on the north side of the road at Bird-in-Hand and between that village and Mill Creek. "Mill Creek James Gibbons" is the mill on Mill Creek, which yet stands, and is at present owned by Henry Ressler. On the side of the mill towards the road, on a tablet, is the following inscription: "Built by James Gibbons & Debarah G. in the year 1770." Mr. Gibbons was one of the prominent men of the county. He was, in 1766, foreman of the Grand Jury. As early as 1767, he secured from the Court a recommendation for a license, and he continued to hold one until 1775, when his name disappears from the Docket. In those days, a license to keep a tavern for the accommodation of the public carried with it the right to sell spirituous liquor. Petitions for that purpose were presented to the Court of Quarter Sessions, and, if approved by that Court, a recommendation was certified to the Governor, who granted the license. There was another kind of license, which carried with it the right to sell beer and cider, and these licenses were granted by the Court. Most of the other places mentioned in this survey will be referred to with some particularity later.

The original draft attached to the report of the Commissioners, who laid out the road to John Spruce's, a copy of which is hereto attached, shows that, on the south side, close to the five-mile stone, there was at that time a house marked, F. Theophilus, and that, about twelve miles from the town, a stream crossed the road, called Cat Tail Run. The name of the stream is still retained, and it is about a half-mile east of The Hat Tavern. About three miles east of Miller's, on the north side of the road, was a place called Jorvis', and west of Jorvis', on the same side, in from the road and along a run, was Robinson's. The Jorvis referred to was Joseph Jorvis. When the Peter's Road was, at the November Sessions, 1740, of the Court of Quarter Sessions, legally laid out, the record recites that it began at the Provincial Road about one-half a mile west of "Joseph Jorvis' Mill." This fixes this mill on the west branch of the Pequea Creek, at what is now the east end of the Village of White Horse. This place is even more definitely, if possible, fixed, for by a deed in Decord Book A, at page 20, it appears that on November 8, 1747, Joseph Jorvis and Esther, his wife, in consideration of natural love and affection and the sum of two hundred pounds, conveyed to their son, Solomon Jorvis, a certain messuage or tenement and water, grist mill or corn mill situated in Salisbury Township, beginning at a corner post by the road leading to Philadelphia, containing 71 acres. 3 quarters and 39 perches.

Molomon Jorvis, on October 16, 1750, sold the same property to one Isaac Richardson. The Robinson referred to was, I think, Israel Robinson, a very prominent man in that locality.

Fort Duquesne was captured by the British and Colonial troops under the command of General Forbes on November 25, 1758. In an account book of the expedition, a statement is given of the stopping places and distances on the road from Lancaster to Philadelphia. Those in Lancaster County were as follows: From Lancaster to Joseph Steer's, at Red Lion, five and three-quarter miles and thirty perches. To Caldwell's, at The Hat, six and one-quarter miles and fifty-five perches. To John Miller's, at Pequea, six and one-half miles and twelve perches. This makes a total distance of eighteen and one-half miles and ninety-seven perches, to John Miller's, which is the hotel yet standing nearby the Compass Church. The distance in the original survey was 5,600 perches, or $17\frac{1}{2}$ miles, and the difference between these surveys is one mile and ninety-seven perches. I think, perhaps, a mistake or mistakes were made in the original report of the first survey—possibly a course or some of the courses were inadvertently dropped—because a measurement lately made by an Odometer shows the distance to the Compass to be between eighteen and a half and nineteen miles. Caldwell's, at The Hat, was located between what are now the Villages of White Horse and Inter-course. The name of the then owner and proprietor was Andrew Caldwell. The property has always been and is yet in the Caldwell name, it being now owned by William J. Caldwell, a lineal descendant of the original settler. The tavern building still stands, but as it has of late years been weatherboarded, it is not easily recognized. Originally, a squatter, who was a hatter, settled hereabouts on the Caldwell land, and it was from this that the tavern got its name of The Hat. The Red Lion, which was then kept by Joseph Steer, was located on the southeast corner, where the Strasburg Road joins the Old Road, between Bird-in-Hand and Smoketown. It was at the extreme northwest corner of the Patent for 200 acres of land taken out by Steer on January 19, 1733. A map made by virtue of an Act of Parliament, by Nicholas Scull, on January 1, 1759, shows that "The Red Lion" was just west of Mill Creek, so that its location is thereby definitely fixed. This property, for a time, belonged to Isaac Conard, and its present owner is Henry Hoover. It long ago ceased to be a public place. There is a sandstone milestone on the north side of the road a few hundred yards east of Hoover's and 5 8-15 miles from Lancaster. On it is marked "60 M. to P"; then "— to L."—the figure which precedes the "to L." is broken off. Whether this is an original stone or not, I do not know.

In Father Abraham's Almanac for the year 1771, the stopping places along this road are mentioned as Douglass', The Hat, Duke of Cumberland, Red Lion, Conestoga Creek, and the Lancaster Court House. Douglass' was kept by John Douglass. The stopping place was at the east end of the present Village of White Horse, for the distance from Lancaster to it was stated in Father Abraham's Almanac to be 16 miles, while the measurement by the Odometer is 16 4-10 miles. But, in addition, the first name of Douglass and the location of the place are absolutely fixed by records. At the November Sessions, 1756, of the Court of Quarter Sessions a road was laid out "from the southwest gate of the Pequea Meeting House to John Douglass' Mill," and thence south to the line dividing Lancaster and Chester Counties. The courses and distances show that this mill is the same one that was, prior to that time, owned by Joseph Jorvis. In addition, the Scull map, above referred to, plainly shows that "Douglass' Mill" was on the west branch of the Pequea Creek, north of the Provincial Road, and this point is the

east end of the Village of White Horse. The mill is now owned and operated by John W. Stauffer. Mr. Douglass lived in Salisbury Township. He was a very prominent man in the eastern part of the county. He was commissioned as a Justice from November 1, 1759, to January 29, 1761, and in 1763 he was a member of the General Assembly.

The Duke of Cumberland is stated in the Almanac as being three miles from Caldwell's and ten miles from Conestoga Creek. In another advertisement, it is stated that this tavern was nine miles from Lancaster and was kept by William Ferree. These distances do not fit either of the hotels at Intercourse, and it is plain that the tavern must have been located some distance to the west. Where, then, was The Duke of Cumberland? I think I will be able to satisfactorily fix its location.

John Vernor first obtained a license to keep a public house of entertainment in 1735. This license was renewed, as shown by the record, until 1741, and while, after that date, I have, owing to the deficiency in the dockets as copied, been unable to find his name, yet I think it can be safely said that he continued to keep the tavern up to the time of his death. In 1741, he, under a patent from Thomas Penn, became the owner of a tract of 310 acres of land located on a branch of Mill Creek, and in 1744 he purchased an adjoining tract from Samuel Jones. On February 9, 1741, he and his wife, Martha, in consideration of the sum of five shillings, conveyed to George Brown, John Cooper, William McCausland and John Reese, as Trustees for the Presbyterians of Leacock, a tract of 1 acre and 57 perches, located on the north side of the Provincial Road. Upon this ground Old Leacock Church was built and its cemetery laid out. Vernor's house lay about a fourth of a mile to the east of the church, on the same side of the road. He died about April 9, 1754, and, by his will, dated January 29, 1754, he made the following disposition of certain of his real estate, namely; "Item. I give, devise and bequeath to my sons, Samuel and Benjamin, all my plantation and tract of land whereon I now live, and also that plantation and tract adjoining the tract above mentioned (the last mentioned tract I purchased of Samuel Jones), both situated and being in the county and township aforesaid (Leacock), to be equally divided between them, having particular care that the meadow and water of both tracts be as equally divided as the nature of the matter will admit; Samuel to have the house wherein I now live, with the outhouses, and his part or share of the land adjoining it; Benjamin to have the house and buildings on ye tract I bought of Samuel Jones, with his part of the land adjoining," etc. He directed that Thomas Johnson, Nathaniel Lightner and William Hamilton should make division of this real estate between his sons, and they did so, and the two latter executed a paper to that effect on October 29, 1758, Mr. Johnson having in the meantime died. They thereby assigned to Samuel Vernor the tract of 310 acres received by his father under the Penn patent, and $20\frac{3}{4}$ acres and also $11\frac{1}{4}$ acres of the land purchased from Samuel Jones. The balance of the Jones land was assigned to Benjamin Vernor. Samuel Vernor, on October 30, 1758, sold the tract of 310 acres and allowances to Robert Clinch, and, by a subsequent tripartite deed between Samuel Vernor, John Woods and Samuel Lefever and Benjamin Vernor and Robert Clinch, the same, together with the tract of $20\frac{3}{4}$ acres, was confirmed to Robert Clinch. The record shows that Clinch was keeping a public house at the Vernor place when the division between the two sons was made. In 1767 Robert Clinch and Hannah, his wife, deeded this land to William Hamilton. Clinch is named in this deed as an "inn-keeper." Robert Clinch was the son-in-law of John Vernor, he having married John Vernor's youngest daughter, Hannah. As I have before stated,

both Leacock Church and churchyard and the Vernor's tavern then stood on the north side of the Provincial Road. The road at this point was, however, afterwards changed and straightened, and thereby both of the buildings on these properties were thrown to the south side. The old house which was used as the tavern yet stands, and it is now owned and occupied by Samuel P. Smoker. Whether or not it is the original house cannot be ascertained with certainty at this late day. But, in addition, the Scull map and another old map made about 1770 show Leacock Church and Vernor's on the north side of the Provincial Road, about three miles from The Red Lion and about three or four miles from The Hat. Vernor's is the only place in this locality marked on these maps, and there are no other taverns or houses that correspond as to distance either from Lancaster or from The Compass. Mr. Vernor came from the north of Ireland, and it was, therefore, natural for him to give his house an English name. It will be recalled that George II ascended the throne of Great Britain and Ireland in 1727. He died about October 25, 1760, and was then succeeded by his grandson, George III. His second son was William Augustus, Duke of Cumberland. The Duke commanded the King's troops at Culloden, where he defeated the young Pretender, and he was in command of the allied troops at the disastrous Battle of Fontenoy, where he suffered defeat at the hands of the French. He was, therefore, at the time Vernor kept this hotel, the most prominent character in England next to the King. In view of all these facts and records, I think there can be no reasonable doubt but that this place was The Duke of Cumberland. Whether or not John Vernor was buried in Old Leacock churchyard cannot be ascertained, for no stone there marks his grave, but his son, Benjamin Vernor lies just west of the church building. The inscription on his tombstone is "Benjamin Vernor, Died, Nov. 22, 1834, in the 92nd year of his age."

The tavern at Bird-in-Hand was of a later date than the Red Lion. Originally, it was a long one-story and a half building, occupied not only as a hotel, but also by a number of other tenants. It was burned down about the year 1854, and the present structure was shortly afterwards built. There is an old tradition that, when the old road was originally laid out, there was a tavern at this place, and, in a discussion between the surveyors as to whether they should stop at it or go on to Lancaster, one of them said, "A bird in the hand is worth two in the bush," and from that the hotel and afterwards the village obtained their present name. This story, however, is not correct as to time, for there was no hotel then at that point, and if such an incident ever occurred, it must have been at a later date, possibly when the railroad was constructed.

The stopping place at Conestoga Creek was kept by James Webb. Here was a ferry, and he and his tenants no doubt kept it and attended to the wants of travelers. He was prominent in the county for he was foreman of the Grand Jury at February sessions, 1753, 1754 and 1755. He was also a member of the Assembly for 19 years from 1747 to 1777. He was a Quaker, or of Quaker origin. He died sometime between 1784 and May 16, 1788, as his will was dated on the former and proven on the latter date. By it he devised all his lands in Lancaster County to his son, William Webb. On September 23, 1789, William Webb, conveyed 19 acres and 98 perches, which included the land on which the tavern stands, on the north side of the road, west of Witmer's Bridge, to Abraham Witmer. Before the purchase made by Witmer, or at least before that building known as the Witmer tavern was built, the stopping place may have been on the south side of the road, for in

1777, Henry Derring kept the ferry and tavern at that location on the Webb land.

It soon became evident that the King's Highway was inadequate to accommodate the public travel between Lancaster and Philadelphia, and in certain portions of the year, the road, being only a dirt road, was almost impassable. Chief Justice Shippen, writing from Philadelphia to his father, Edward Shippen, of Lancaster, on January 1, 1761, said: "The roads have been so bad that no wagons have offered by which I could send the things I mentioned to you in a former letter, among which is some citron from Miss Betsey Anderson." As late as the year 1773, there were stumps in it, which rendered the passage dangerous. An agitation was, therefore, commenced, looking toward the securing of a better and a more permanent road. It is evident that the "good-roads" question was as acute in those days as in ours.

PART II.

THE TURNPIKE ROAD.

THE Philadelphia and Lancaster Turnpike Company was the first important public improvement in this State. Its effect on the development of the State was incalculable. It, therefore, occurred to the writer that the history of the enterprise ought to be recorded. I beg to present to you all the data that I have been able to collect. Necessarily, with the passing of the years, many interesting events relating to it have been altogether lost; but sufficient has, I think, been preserved to give a fairly adequate understanding of its rise, its progress and its decay.

John Loudon Macadam was born in Scotland in 1756. He, however, came to America in his youth and remained until he was grown up. On his return to Scotland, he was appointed manager of a district road in Ayrshire. He invented a scheme of covering a roadway with small broken stones, on either a soft or hard substratum. The large stones in the road were to be broken into pieces of a regular weight to go through a two and a quarter inch ring, and the road was then to be smoothed with a rake, so that they might easily settle down into the holes made by the removal of the large stones. The broken metal was then to be carefully spread over it, and it was to be scattered in shovelfuls to a depth of from six to ten inches. The road was to have a fall from the middle to the sides of one foot in sixty feet, with ditches on the sides. From him and his system arose the word "Macadamize." He must have begun the building of roads toward the close of, or immediately after, the Revolutionary War, for it will be observed he only then became of age. Thomas Telford was an Englishman and was the son of a shepherd. He was born in England on August 9, 1757. He also invented a plan of covering roads, which consisted of a rough foundation before the smaller stones were placed on. His plan took his name and was called the "Telford" plan. The result of both methods was, to put a hard surface of stone on the road, and this has been called "metalizing" the road. Both of these theories have since been, to a large degree, superseded by later systems.

The agitation for a stone road began in this State shortly after the Revolutionary War. Jacob Hiltzheimer, who was a member of the State Assembly, set down in his diary the following references to the new road: "1786. November 27. In the evening, met seven of the members of Assembly at the tavern opposite the State House, where we conversed about the new road to be laid out from Schuylkill to the westward, and which way the money is to be raised to make it a turnpike. 1786. November 29. Some debate about the report on the western road, but the matter was postponed until this day week. 1786. December 6. The order of the day was brought forward concerning the new road to be made from the middle ferry on Schuylkill to Lancaster. All the speakers in the House debated upon it for some time, and then the report was re-committed. 1792. March 3. Finished with the bill for the turnpike between Philadelphia and Lancaster."

As early as March 21, 1772, the General Assembly passed an Act for open-

ing and better amending and keeping in repairs the public roads and highways within this Commonwealth. This Act was limited to a term of seven years, but it was afterwards continued from time to time. Its provisions, however, proved ineffective, and other means were, therefore, sought after to remedy its defects. On November 3, 1786, it was resolved "that Mr. Fitzsimmons, Mr. Logan, Mr. Chapman, Mr. Ross, Mr. Whitehill, Mr. Findley and Mr. Smith be a Committee to lay before this House a plan for repairing and supporting the public roads within this State," and on November 21, 1786, this Committee made a report, recommending a plan, which they considered would prove beneficial. On November 27, November 29 and December 6, of this year, this report was considered, and on the latter day it was "Resolved that Commissioners be appointed to view and survey grounds for the straightest and best road to be laid out from the Middle Ferry on the Schuylkill to the Borough of Lancaster, and thence to Miller's Spring, in the County of Cumberland, and that a return of such survey be made to the President and Supreme Executive Council." On November 17, 1788, a Committee was appointed by a resolution "to report a plan for the improvement of the public roads of the State," and on September 30, 1790, a bill was passed for the appointment of Commissioners to make proper surveys between Philadelphia and Lancaster. Finally, on December 10, 1791, Governor Mifflin discussed the question in his address to the Senate and House of Representatives, at the opening of their session. He said: "The improvement of our roads and inland navigation will, I am persuaded, continue to be a favorite object with the Legislature. . . . While I offer these remarks, I am aware, Gentleman, that the want of a good and permanent road is, at present, the principal defect in the communication between the middle counties and the metropolis. The steps which are taking, however, in pursuance of the legislative resolution of the 30th day of September last, to remedy this inconsistency, have met with universal approbation, and I hope the Commissioners who were appointed to make proper surveys between Philadelphia and Lancaster will enable me, previously to the adjournment of the session, to lay a plan before you which, corresponding in its execution with your views and the wishes of our fellow citizens, may lead to the establishment of a general system of well constructed and well regulated roads. You must readily perceive, indeed, that it will be in vain either to open roads or clear rivers without a vigilant attention to keep the former in repair and to prevent encroachments on the latter, and the existing laws being inadequate to these essential purposes, you will, I am confident, revise and amend them."

On December 13, 1791, it was resolved in the House that "those parts of the Governor's address which related to roads and navigation be referred to a special Committee," and a Committee of eleven members was named in the resolution. This Committee, on December 19, reported that "it would in their opinion conduce to the completion of this business" if a Special Committee was appointed to report as to roads unconnected with navigation, and a resolution to that effect was offered and on December 20 adopted. This Committee consisted of twenty-two members. On February 1, 1792, the Governor reported to the House as follows: "I have received a report from the Commissioners who were appointed to view and mark out a road from the Middle Ferry on Schuylkill to the Borough of Lancaster, in compliance with the legislative resolution of the 30th of September last, and as the copying of the drafts which accompany the report would occasion a considerable delay in making this important communication, I have directed the Secretary to deliver the originals to the House of Representatives, by whom they will, I presume, be transmitted for information to the Senate, in the progress of

any bill that may be framed on the subject." A Committee of seven was thereupon appointed on the message of the Governor and the report of the Commissioners, and this Committee on February 15 reported as follows:

"That we have had the subject under consideration and are of the opinion that a road may be obtained between the said places in a straighter direction and over a more level country than any of the roads now in use, but, at the same time, we doubt whether the Legislature is possessed of sufficient documents to fix precisely the route and direction which will be the best.

"The Committee are also of opinion that the great quantity of heavy produce to be transported between the two places will require an artificial road bedded with stone and gravel, the expense of which will be very great, and beyond the present ability of the State to undertake at the public charge, but there appears to be a disposition among the citizens to undertake it at their private expense, if a company were formed and incorporated, with powers to raise a sufficient capital, by subscription, to effect the work and to fix gates, or turnpikes, and demand reasonable tolls from persons using the said road.

"The Committee are further of opinion that the importance of the trade between the city and country, through which such road must pass, will justify the Legislature in erecting such a company, and granting to them all the necessary rights, privileges and franchises."

They then submitted a resolution that a Committee be appointed to bring in a bill for incorporating a company for the purpose of making an artificial road between Philadelphia and Lancaster. On February 18, the resolution was adopted, and the same Committee was directed to carry it out. On March 5, 1792, the Committee reported a bill, entitled "An Act to enable the Governor of this Commonwealth to incorporate a company for making an artificial road, bedded with stone and gravel, from the City of Philadelphia to the Borough of Lancaster." This bill was then read for the first time. On March 26, 1792, it was read a second time and was then and on subsequent days considered in a Committee of the whole House, who, on March 29, reported it to the House with amendments. On March 31, 1792, it was read a third time, the Mayor and Recorder of Philadelphia appearing and protesting against its passage. The House, however, passed the bill and sent it to the Senate for concurrence. On April 7, 1792, the Senate, having made certain amendments, one of which was the addition of Matthias Slough and Abraham Witmer as Commissioners, passed the bill and returned it to the House for concurrence in the amendments, and this having been done, it was sent to the Governor for his approval.

The Act of Assembly enabling the Governor to incorporate this turnpike company was approved April 9, 1792, and its title is: "An Act to enable the Governor of this Commonwealth to incorporate a company for making an artificial road from the City of Philadelphia to the Borough of Lancaster." Its preamble stated that, "Whereas, the great quantity of heavy articles of the growth and produce of the country, and of foreign goods which are daily transported between the City of Philadelphia and the western counties of the State requires an amendment of the highway which can only be effected by artificial beds of stone and gravel, disposed in such manner as to prevent the wheels of carriages from cutting into the soil, the expenses whereof will be great; and it is reasonable that those who will enjoy the benefits of such highway should pay a compensation therefor, and there is reason to believe

that such highway will be undertaken by an association of citizens, if proper encouragement be given by the Legislature." The terms and stipulations of the Act, as contained in its various sections, then follow and they are set forth in an abbreviated form in the Appendix.

A supplemental Act was passed on April 17, 1795. By section 1 of this later Act, it was provided that, where the turnpike had been laid out on ground of any road of a greater width than fifty feet, the president and managers might increase the width of the same to the same extent, provided it should not exceed sixty-eight feet; and by section 2, that, in such other places as shall be deemed necessary and the owners were willing to sell the ground, the width of the road might be increased to not exceeding sixty-eight feet. Section 3 contained a proviso that it should not be lawful for the turnpike company to ask of any persons passing along the road east of the creek known as the Five Mile or Indian Creek any toll for a greater distance than they actually traveled, and there was a further proviso that it should not be lawful for the company to ask from or for persons living on or adjacent to said road, who might have occasion to pass by the said road upon the ordinary business relating to their farms or occupations, who shall not have any other convenient road or way by which they might pass, any toll for passing on or by the said turnpike. A Memorial was presented to the Legislature on January 11, 1847, for the repeal of the second proviso of the third section, but this object seems to have been accomplished only at a much later date by the Act of May 15, 1871, P. L. 874.

An organization of the president and managers of the turnpike was effected on July 24, 1792. William Bingham was elected president, and Tench Biddle treasurer. The first board of managers consisted of David Rittenhouse, Adam Reigart, Thomas Boude, Edward Hand, Francis Johnston, Elliston Perot, Thomas Fitzsimmons, Abraham Witmer, Samuel W. Fisher, Andrew Graeff, John Nicholson and George Latimer. I append in the Appendix a list of all the officers and managers of the company from that time until the turnpike was finally dissolved about 1899, together with their terms of service, and, in some instances, the correct dates of their births and deaths. It will, I think, be interesting to peruse this list, as it contains the names of many prominent men. Mr. Bingham, the president, was a leading merchant of Philadelphia. In 1791 he was Speaker of the House of Representatives, and in 1795 was Speaker of the State Senate. He represented Pennsylvania in the United States Senate from 1795 to 1801. He was married to Ann Willing, the daughter of Thomas Willing, a leader of Philadelphia Society of that day. The enterprise was very popular and the stock was largely over-subscribed. William Webb, writing to Nathaniel Ellmaker concerning it, said:

"Near Lancaster, 5th June, 1792.

"I have never seen men so wet with sweat in an harvest field, as some were in the crowd to-day, to subscribe to the Turnpike Road. Most of them did not think that the worst of it, for many did not get in for a prize, which warmed their minds as well as their bodies. The subscriptions closed with 400 shares to-day, about 1 o'clock.

"Am with respect thy fd,

"WILL WEBB."

"Nl. Ellmaker."

Edward Bird, also writing from Philadelphia to Jasper Yeates on June 14, 1792, said:

"There was great confusion in this city about ye Subscription to the Turnpike Road. I intended to have subscribed a few shares by way of encouraging the object, but finding that unnecessary I gave myself no further trouble about ye matter. My office was deserted the whole day by Mr. Davis and my apprentices, they having been infected with the Turnpike Rage. Everything is now turned into Speculation. The quiet Quakers who attended for ye purpose of joining in ye Subscription, and encouraging the road, finding such an uproar, withdrew."

I have not been able to trace with certainty the cost of the turnpike, but in the Journal of the State Senate of February 2, 1797, it appears that a letter from Elliston Perot, the then president, was presented, enclosing an abstract account of the moneys expended in the making of the road up to that time. It is therein stated that that amount was \$444,753.72, exclusive of unliquidated contracts, estimated at \$8,000, and also exclusive of the expense of a bridge over the Brandywine Creek. The turnpike was built in five sections or districts. A superintendent was appointed for each district. The fourth and fifth sections covered the road from Coatesville to Lancaster. David Witmer was the superintendent of the fourth district, and Col. Matthias Slough, of Lancaster, was the superintendent of the fifth district. The latter district was the one nearest the Borough of Lancaster. On October 14, 1793, Edward Hand, Andrew Graeff and Abraham Witmer were appointed a committee to enter into contracts for the completing of the road in the fourth and fifth districts. They carried out their instructions in this regard.

The turnpike seems to have been practically finished about 1794, though even towards the year 1796, some work was yet being done upon it. An advertisement of Slough, Downing and Dunwoody, of May 13, 1796, for their stage line, known as the Lancaster Stage Dispatch, speaks of "the almost completion of the turnpike road from Philadelphia to Lancaster." Jacob Hiltzheimer also made the following entries in his diary: "1796. November 27. At Reynell's we dined and afterwards stopped at Witmer's Bridge, and thence to Slough's in Lancaster. We found the turnpike in generally good condition, only here and there the stones were not sufficiently covered with gravel.....Mr. Whelen, General Miller and I left Lancaster and dined at Reynell's. I frequently got out of my chair and measured the bed of the turnpike, which is full twenty-one feet wide, which is according to law..... December 2. Matthew Young, J. Hall and myself were appointed last month by the Governor to view the turnpike from the 14 milestone to Witmer's Bridge and thence to Lancaster." The "Reynell's" spoken of by Mr. Hiltzheimer was the hotel at Leaman Place. It was kept by William Reynolds, who was the grandfather of Admiral William Reynolds, General John Fulton Reynolds and James L. Reynolds, Esq. He died in 1801. His widow was Catharine Reynolds, who was a great-granddaughter of Mary Ferree. Before the turnpike was built, William Reynolds kept a tavern north of the same, in the fine stone house now the residence of Mrs. Kate Kreider; but, when the road was completed, travelers would not go out of their way to stop there, and he, therefore, erected the building on the turnpike. Upon Mr. Reynolds' decease, the property was sold, and, on July 22, 1802, conveyed by his executors to Christian Leaman, from whom it passed to the late Henry Leaman, the father of Dr. Henry Leaman, of Philadelphia; William Leaman, Esq., a distinguished member of the Lancaster Bar, and other children. The fourteenth milestone referred to by Jacob Hiltzheimer was located not far from the line between Delaware and Chester Counties. On February 12, 1796, subscriptions were invited by William Govett, secretary of the company,

for one hundred additional shares of the capital stock at \$300 a share, so at that time there must have been debts to be paid or work to be done for its completion.

On November 3, 1806, Roger Brooke made a survey of the turnpike. Dewey Strickland was present as a witness and was no doubt a helper. The survey commenced at the face of the east abutment of the Schuylkill permanent bridge, and ended evidently at the Court House in Lancaster. The distance between the two points was 62 miles and 135.95 perches, strict measure. I appended to this paper in the Appendix a copy of the survey thus made. The surveyor has attached sketches of sections of the road and of the various localities, and, believing they will be of public interest, The Historical Society of Pennsylvania, through Dr. J. W. Jordan, your president and myself have had copies made of these sketches and now exhibit them before you. The survey mentions with particularity all the taverns along the road and also some of the private houses. All the cross-roads of that day are given, the directions in which they run, and also the places to which they go, also the streams and bridges over which the turnpike passes. The line between Chester and Lancaster Counties is shown to be about an eighth of a mile east of the 45th milestone.

By the Act of April 4, 1798, which provided for the more effectual prevention of evasion of the regulations contained in the original Act, it was enacted, in section 1, that any person who should pass through any private gate or bars, or along or over any private passageway or other ground near to or adjoining a gate, with intent to defraud the company and evade the payment of the toll, or should practice any other fraudulent means or device with like intent, or any person claiming any exemption who was not entitled thereto or giving any license to any person not entitled to such privilege, should forfeit and pay to the president, etc., not less than four nor more than fifteen dollars, to be sued for and recovered with costs of suit before any Justice of the peace, in like manner and subject to the same rules and regulations as debts of twenty pounds might be sued for and recovered. Section 2 declared that any person who should wilfully break, deface or pull up any milestone, or should obliterate the letters or figures inscribed thereon, or should break, pull down, destroy or injure any post erected at the intersection of any road falling into or leading out of the turnpike road, or the board or index hand affixed thereto, or should obliterate the letters or figures inscribed thereon, or should in any wise injure or deface the letters, figures or other character marked at any turnpike or any gate erected, or the whole or any part of any printed list of rates of toll affixed, should, for every offense, forfeit and pay to the president, etc., the sum of twenty dollars, to be sued for in like manner. Section 3 authorized the company to erect scales at or near such gates as they might think proper, and authorized the toll-gatherers or other persons in their service to prevent cattle, wagons or other carriages of burden from passing the gate until such vehicle should be drawn into the scales and the rate of burden therein should be ascertained by weighing; and that any person who should refuse to drive on such scales for these purposes should forfeit and pay to the president, etc., the sum of not less than five nor more than ten dollars. Section 4 directed that any action or suit that should be brought should be commenced within six months after the fact committed, and not afterwards, and declared that the Act should be in force for two years and not longer. This Act was extended by the Act of April 11, 1799, for a term of nine years from the date of its passage, and the company was authorized to grant the tolls to be received at any gate for the same period under such rents and reservations as it might think fit.

Under the Act of April 11, 1807, the provisions of the Act of April 4, 1798, except the limitations contained therein, were made perpetual, and by its second section it was provided that, in lieu of the penalties for transgressions against the former Acts, the offender should pay the sum of ten dollars, to be recovered as other penalties were directed to be recovered under the Act of 1798, or by distress and sale, according to law.

A resolution was passed by the Legislature, dated June 14, 1836, by which the president, managers and company were authorized to commute, raise or diminish, in part or in whole, the tolls and rates which by the twelfth section of the Act incorporating the company they were authorized and empowered to collect, to which the proviso was added that the tolls and rates should not be raised so as to exceed the limits specified in the eighteenth section of the Act of Incorporation.

The next Act affecting the road was that of April 11, 1866. Its preamble states that, "Whereas, since the construction of the Pennsylvania Railroad, from Philadelphia to Lancaster, trade and travel on the turnpike road, between the same points, has been diverted from the latter road: And, Whereas, it is believed to be the interest of the public, as well as the stockholders, in said turnpike road, that the road should be divided into three, or more, sections, and sold, so as to place the said several sections under local control and management, and that all the franchises, rights, privileges and immunities, granted by the charter of said turnpike road company, and, also, subject to all the duties, obligations, reservations and restrictions contained in said charter, shall be applicable to and binding upon each of said several sections of said road, when sold and conveyed by the company." Section 1 enacted that the company was authorized to divide and sell the turnpike road in three or more sections, and to convey its right, title and interest in the same to any person or persons who might purchase the same by deed executed by the president and treasurer under the common seal of the company. Section 2 provided that the purchasers of either of the several sections should be considered and taken to be invested with all the franchises, rights, privileges and immunities granted by the Act of Assembly regulating turnpike and plank road companies, passed January 26, A. D. 1849, with its several supplements, and should also be bound by and subject to all the duties, obligations, reservations and restrictions contained and prescribed in the said Act and its supplements; also by such contract and reservations as were necessary to continue in full force any agreement or contract made between the company and any person or persons, and that the company should report such sales to the several Courts of Common Pleas having jurisdiction for confirmation and approval; that the purchaser or purchasers of either of the sections might apply to the Court of Common Pleas of the county in which such section lay or the larger part of such section passed through, to create such person or persons and such others as might be associated with them a turnpike corporation by such name as might be proper, to fix the number and valuation of shares of stock therein, and generally to do such other acts as might be lawful and proper to create such turnpike corporation, all of which proceedings should be recorded in the Offices for the Recording of Deeds in the several counties, and that, in the several turnpike corporations, when created, each stockholder should have one vote for each share of stock held by him; provided, that the corporation thus created should proceed immediately to put in good order and repair the section under its control, and failure to commence such repair for a period of six months after the creation and endowment of such corporation should be evidence of an intention to disregard the duties imposed in the original Act, and might be deemed and taken by the proper Court as

sufficient ground for abrogating and annulling the rights, titles, claims and privileges of such corporation. Under section 3, the proceeds of the sale or sales were to be divided among the stockholders, in proportion to the number of shares held by each.

The last Act applicable to this company was the Act of May 15, 1871. Its first section repealed, as I have already stated, the proviso at the close of the third section of the Act of April 17, 1795. The second section fixed a penalty of five dollars for misrepresentation of the distance traveled; and the third section directed that no toll should be demanded from a person passing from one part of his or her farm to another part of the same, and that all persons, with their vehicles or horses, going to or from funerals or places of public worship, or for military training or elections, should be exempt from the payment of toll when traveling on said turnpike; and that all penalties prescribed by this Act or the original Act incorporating the company, or any supplement thereto, should be recovered before any Alderman or Justice having jurisdiction of similar cases. By section 4, the rates and tolls were fixed at those set forth in the Act regulating turnpike and plank road companies, approved the 26th day of January, 1849.

On October 1, 1867, the first three miles out Market street to the third mile stone were dedicated to the city of Philadelphia, and at a meeting of the stockholders of the company held on October 19, 1872, the following resolution was offered and adopted: "Resolved, That the Board of Directors be and they are hereby authorized to sell as many miles of the Phila. & Lancaster T. Road within Lancaster Co. as they may deem advisable, for a sum not less than Ten Thousand Dollars (\$10,000.00)." On December 4, 1872, at a meeting of the Board of Directors, the following resolution, offered by Mr. Jacob M. Long, was adopted: "Resolved, That, in pursuance of the provisions of an Act of the Legislature, the Phila. & Lancaster Turnpike Road Co. be divided into three sections, viz.: One section to commence at the City of Lancaster, and running to a point where a road leading to Newport crosses the same, at or near the dwelling of Sylvester Kennedy, in said County of Lancaster, we hereby ratify and approve of the order of sale thereof, decided by the stockholders of said company at a meeting held by them on the 19th day of Oct., 1872. The other section to consist of all the rest of the turnpike road between that mentioned in the former section until it reaches the boundary of the City of Phila., and the third section to embrace all that part of the turnpike road in the City of Philadelphia." It was also resolved that the terms of sale should be, that the purchase money should be paid when the sale was approved and confirmed by the Court and the deed executed, and that the tolls should be long to the company until the purchase money was paid. At a meeting held on March 1, 1873, on motion of Cadwalader Wickersham, the president and treasurer of the company were directed to execute a deed for that portion of the road which was sold under the Act of the Legislature of Pennsylvania, approved April 11, 1866, and which sale was ratified by the Court of Common Pleas of Lancaster County, being for that portion of the road extending from the City of Lancaster to a point where the road from Newport intersects with said turnpike road, and to deliver the same to the purchasers thereof. The net proceeds of the sale of this section were \$9,826.50.

In the meantime, proceedings had been commenced in the Court of Common Pleas of Lancaster County. On January 20, 1873, a petition for the incorporation of the Lancaster and Williamstown Turnpike Road Company was presented by Hon. Henry G. Long, J. C. Hager, and William P. Brinton, and on February 17, 1873, a charter was duly granted.

On the same day, a petition was presented by Effingham Perot, president

of the Philadelphia and Lancaster Turnpike Road, setting forth that, in pursuance of the provision of the Act of Assembly, the president, managers and company, after having given due and legal notice, had sold, on December 4, 1872, at the Exchange, in the City of Philadelphia, one section of the said turnpike, commencing at the City of Lancaster, at the boundary thereof, and running to a point where the road leading to Newport crosses the same, at or near the dwelling house of Sylvester Kennedy, in said county, all being in the County of Lancaster, to Peter F. Keman, attorney for H. G. Long, John C. Hager and W. P. Brinton, for the sum of \$10,000, he being the highest and best bidder, and that being the best price bidden for the same, and he asked the Court to confirm and approve the sale, subject to the payment of the purchase money. Thereupon, the petition and return of sale having been presented to the Court, the same was approved and confirmed. The portion of the road from the Newport Road to Williamstown, in this county, was subsequently abandoned, as was also that part of it lying within the city of Lancaster from Broad street westward.

The regular organization of the company was continued, so far as the balance of the turnpike was concerned, after this sale, and on August 3, 1876, on motion of Mr. Long, all the right, title and interest of the company in so much of the turnpike road as was included within the geographical limits of the Borough of Coatesville, in Chester County, were sold and transferred to the said borough for the sum of one dollar. On March 22, 1880, the east end of the turnpike, from Philadelphia as far west as Paoli, was sold to the Lancaster Improvement Company for \$8,000; and on November 28, 1880, a part of the turnpike east of the crossing of the public road leading from West Chester to Lionville, being the first road east of the twenty-sixth milestone, was abandoned. Subsequently the last section remaining in the hands of the Company, which lay between Coatesville and Exton, east of Downingtown, was sold to A. Merrit Taylor, President of the Philadelphia and Chester Valley Street Railway Company. It has not since been maintained as a toll road. On February 25, 1902, it was resolved by the stockholders of the Philadelphia and Lancaster Turnpike Road Company, "chartered under the Act of Assembly approved April 9, 1792, in the name of the president, managers and company of the Philadelphia & Lancaster Turnpike Road, that the board of directors, or managers, executive officers and solicitor of said company, acting for the corporation, be and are hereby directed to make application on behalf of the corporation to the Court of Common Pleas of Philadelphia County, for the dissolution of said corporation, under the Act of Assembly of April 9, 1856, and amendments thereto, in the form of a petition praying the Court to take such action therein to effect such dissolution as to the said Court may seem best," and in pursuance thereof the said corporation was legally dissolved.

THE FIRST LONG TURNPIKE IN THE UNITED STATES.

PART III.

THE PLACES ALONG THE WAY.

WHILE the survey of Mr. Brooke covers the whole distance of the turnpike from Philadelphia to Lancaster and the inns and places of note along the whole way are carefully set out by him, yet I have confined my task solely to Lancaster County. The members of this Society better understand our own county, and feel, no doubt, a keener interest in its history than in that part of the road which lies beyond its border. Then, too, Mr. Julius F. Sachse has written his interesting article on "Wayside Inns on the Lancaster Pike," and what he there narrates refers more particularly to the taverns in Chester and Philadelphia Counties. Whatever has been missed by him, if anything, can be more fittingly supplied by some skilful hand more familiar with those localities than I can possibly be.

In 1806, the first tavern west of the 45th milestone—that is westward of the county line between Chester and Lancaster—belonged to Daniel Buckley. It was, however, kept by David Sterrett. It was known as the "Sign of Mount Vernon." This tavern now enjoys a license and the place is yet called "Mount Vernon." It is at present owned and kept by Henry Skiles.

The next tavern mentioned was that of Maxwell Kennedy. The land upon which it stood was taken up originally by James Kennedy. He built the hotel about 1802. His son, Maxwell Kennedy, first kept it. It was a tavern chiefly for teams and wagons, and was known as the "Sign of the Rising Sun." It is now owned by John M. Kennedy's estate, and it has descended in regular succession to its present owners, although for many years it has not been a house of entertainment. It is situated on the north side of the turnpike, almost adjacent to the Newport Road. The road to the Gap enters the turnpike nearby and on the opposite side between these two taverns.

On the north side, also between Mount Vernon and Rising Sun, was the house and store of Samuel Huston. This house, in later years, belonged to the late B. J. Lechler, and is now owned by Miss Jennie Potts. At a later date, also between these two taverns, and on the north side of the road, to the east of the Huston property, was a tavern kept by Amos Clemson. Clemson's was the meeting place of what was at the time known in that vicinity as the "Gap Gang." It was virtually through the members of this gang that the Christiana Riot arose. They are said to have stolen free negroes and also to have captured escaped slaves and shipped them south, and this caused the colored persons of the vicinity to band together for their own protection. Clemson was arrested and tried at August Sessions, 1857, for stealing a harness. He was convicted and sentenced to two years in the Eastern Penitentiary. Before being taken there, he, while at the Leopard

Hotel, cut his throat, declaring that he was innocent, and that he would sooner die than undergo imprisonment. However, through the efforts of Dr. John L. Atlee and Dr. J. T. Baker, he recovered from his wounds. He afterwards hung himself in the Eastern Penitentiary. He was suave in manner and well-dressed and he was a man of considerable influence among a certain class in that locality.

The next stopping place was Amos Slaymaker's "Sign of John Adams." It was located on the turnpike between the 48th and 49th milestones, at what was called Salisburyville, but which has in recent years been known as Slaymakertown. It was built about 1798. The stages stopped here regularly and exchanged horses, and dinner was served to their passengers. This tavern is referred to in my paper, entitled "The Lancaster Stage Dispatch." The property has long since ceased to be a tavern, and it is now owned and used as a private residence by Mr. Clinton Himes.

West of the 50th milestone, and a short distance west of an intersecting road running by Eckert's Forge, which was called London Lane or Eckert's Forge Road, was located, on the north side of the turnpike, a tavern owned by Samuel Hinkle and known as the "Sign of the White Horse." It was originally log and stone, but it is now weatherboarded and its former appearance is thereby so changed that it looks like a frame structure. This tavern is in what is now known as the Village of Williamstown, and it is at present owned and kept by John I. Kurtz. To the south of this tavern, along the London Lane Road, there yet stands, near the Pennsylvania Railroad, the dwelling house formerly of John M. Slaymaker. It was built in 1802. It has been ever since in the Slaymaker name, being now owned by Dr. Martin Slaymaker, of Philadelphia.

A short distance west of Williamstown, on the north side of the turnpike, stands at present the attractive residence of N. M. Woods. This house was not built when Mr. Brooke made his survey. On October 4, 1838, John Denlinger and wife conveyed the land on which it stands to Rev. John Leaman, and Mr. Leaman erected the house. He first practiced medicine there and afterwards became a clergyman of the Presbyterian Church. Subsequently, he was a professor at Lafayette College. He built the house after the design of certain houses which he saw along the Hudson River while, on his wedding trip. He was the father of Dr. Brainerd Leaman and the grandfather of Dr. Walter J. Leaman. The latter now resides and practices his profession at Leaman Place. On March 25, 1851, Rev. Mr. Leaman and wife sold the property to Nathaniel Ellmaker, late of the Lancaster Bar, who, in turn, on April 1, 1856, conveyed it to Thomas S. Woods, the father of its present owner.

Christian Leaman's tavern, the "Sign of the Indian King," which was the Reynolds tavern mentioned in my former article, was on the south side of the turnpike, about 313 feet west of the bridge which crosses what is yet known as London Run. It was here that Mr. Hiltzheimer stopped when making his visits to Lancaster. It is owned by Henry Leaman's estate, and is at present occupied by Miss Mary Leaman. It is a typical house of the olden time. Mr. Brooke says that, in 1806, it was called the "Sign of the Indian King;" but there is an old sign now hanging in the loft of this house which shows that, in 1813, it was called "The Practical Farmer." I append a photograph of this sign. I do not know whether or not it is the original sign painted over, as that could only be ascertained by removing the paint. This building was not the original Reynolds' tavern. Before the turnpike was constructed, the public road, which is now south of the Paradise Postoffice and joins the turnpike at that point, ran across the turnpike to the east of Dr. Cunning-

ham's house, and thence further east along the line of the road which is north of the houses facing on the turnpike. It passed over the land now occupied by the Pennsylvania railroad, and, crossing the creek, continued until it joined, at or near the turn, that portion of the road which runs north of Dr. Leaman's house. It then continued eastward. The original Reynolds tavern, which was a stone house, was on this road, and that house is still standing and is owned by Mrs. Kate Kreider. When the turnpike was built, Mr. Reynolds erected the house on the turnpike, and moved his tavern to it. About 1834 or 1835, when the railroad was made, Christian Leaman built another tavern some distance to the west, and the old house was then occupied by him as his private residence. At the last named location, Anthony Lechler, George Diller, Newton Worst, and other famous landlords were in charge for many years. A few years ago, it, too, ceased to be a public place.

Passing the Pennsylvania Railroad bridge and moving westward, there rises on the south side of the turnpike the grounds with the mansion called "Oak Hill," now owned by Chief Justice J. Hay Brown. This house is of later origin than the survey. On August 9, 1806, Ulrich Kenegy conveyed to his three sons, Henry, John and David, 139 acres and 77 perches in Strasburg (now Paradise) Township, fronting on the turnpike and adjoining Christian Leaman's land. David died intestate, unmarried and without issue, and on April 18, 1811, John conveyed his interest in the tract to his brother, Henry. On April 1, 1816, Henry and his wife conveyed $8\frac{3}{4}$ acres on the turnpike to Dr. John S. Carpenter, who, between this date and 1819, built the dwelling house. While he occupied it, according to the "Paradise Hornet," Dr. R. T. Haughey and Dr. W. Foreman practiced medicine there. Dr. Carpenter died intestate, leaving to survive him a widow, Massey B. Carpenter, and two children, Salome and John S. Carpenter. The latter was born after his decease. Henry A. Carpenter, his brother and acting administrator, under an order of the Orphans' Court, dated September 28, 1822, sold the property to Francis S. Burrowes, by whom on March 1, 1824, it was conveyed to Henry A. Carpenter. On March 26, 1826, Henry A. Carpenter sold it to Thomas B. Burrowes for life with remainder to his son, Isaac B. Burrowes, and on April 18, 1827, Isaac B. Burrowes conveyed his interest to his father. On October 28, 1837, Thomas B. Burrowes and Ann H., his wife, sold it to John Yeates and Leonard Kimball, in trust, for Redmond Conyngham and Elizabeth Yeates Conyngham, his wife, under a stipulation that, on the death of both, the property should be sold and the proceeds distributed among the heirs. After the death of Redmond Conyngham, as John Yeates and Leonard Kimball were also dead, at the instance of Elizabeth Yeates Conyngham and her children, the Act of March 13, 1847, P. L. 304, was passed, by virtue of which Adam K. Witmer was appointed trustee to sell this land, and on July 6, 1847, in consideration of \$3,760.00, he sold it to Edwin T. Fetter. Mr. Fetter was a schoolmaster, and, while he was the owner, he kept a general school for boys and girls here. However, on May 31, 1850, he and his wife conveyed it to Susan Lavina Wardle, wife of Thomas Wardle, who came from Philadelphia, and she lived on the property until March 20, 1867, when she sold it to Robert S. McIlvaine. On April 1, 1896, the executors of Robert S. McIlvaine sold to the present owner. The house to the west, now also owned by Judge Brown, was built in 1859, by the Paradise Academy Association, on $1\frac{1}{2}$ acres of land purchased by it on October 16, 1858, from Adam K. Witmer, for the sum of \$400. A school was conducted here until sometime in the sixties, and Horace Yundt, Esq., of Reading, and Dr. Henry Leaman, of Philadelphia, were among the instructors.

In the Village of Paradise, which was called in the survey the Village of Pequea, there yet stands, on the north side of the turnpike, a hotel kept by

Charles E. Danner. When Mr. Brooke made his survey, it was owned and kept by Samuel LeFebvre, and it was known as the "Sign of the Ship." Since that time, additions have been made to the building on the west side, and the general locality has been somewhat changed. The toll-gate was then situated a short distance east of this hotel, and the Black Horse Road, which now enters the pike to the east, then came into it close by the toll-gate. I present you a draft of the situation as it appeared at this early time, and I also present you a copy of a water-color sketch of the toll-house and toll-gate, with Miss Babbie Dobson taking toll at the gate, and Isaac Lightner, who lived in that vicinity, about passing through. In the village to the west of the gate, on the south side of the turnpike, was Patrick McGuigan's brick tavern house, known as the "Sign of the Free Mason's Coat of Arms." This property was subsequently the home of the late Adam K. Witmer. It has not had a license for many years. Mr. McGuigan lies buried in Old Leacock Graveyard. We are informed by the inscription on his tomb that he had lived "in the village of Paradise for twenty-two years." Also to the west, on the north side of the turnpike, at its junction with the Gordonville Road, and opposite Denlinger's store, was Hugh Wallace's tavern, the "Sign of the Buck." This property also ceased to be a tavern a great many years ago, and, as some of us well know, was the home of the late Joseph F. Witmer up to the time of his death. It is now owned by Dr. Mott C. Cunningham. All of these places were road houses—taverns, furnishing accommodation to wagons and teams and their accompanying drivers, and were not houses at which the stages stopped. Still farther to the west was David Witmer's brick tavern, the "Sign of the Stage." This was the regular stopping place for stages. The house was built between 1790 and 1800, and it was located on the northeast corner of the turnpike and the road which runs from the Strasburg Road north past the Mennonite Meeting House and on towards the Gordonville Road. It is said that George Washington dined here when he was returning from one of his visits to the west. Prior to that time, David Witmer had built a stone house on the Pequea Creek, halfway between Paradise and Gordonville. This house is still standing, and on it is a tablet, "Built by David and Esther Witmer, in the year of our Lord 1781." Almost opposite this house, an old hemp mill stood. The story is told that Washington expressed a desire to see a hemp mill, which was at that time a novelty, wishing to erect one on his own plantation in Virginia. Unfortunately, the person who operated the mill for his benefit removed some of the bracing, and a plank, coming in contact with the rapidly moving machinery, injured the operator and startled the guest. Because of this unfortunate accident, the President concluded that he had no use for the machine. Before the hotel was a marble upping block on which Lafayette alighted when on his visit to this country in 1825, and from which he was introduced to a crowd of ladies and gentlemen who were awaiting his arrival at Paradise. This block is still preserved in front of the house of the writer, as is also a brass knocker, an eagle, formerly ornamenting the house which David Witmer built for himself along the turnpike about 1807, on the northwest corner of the above-mentioned roads. This latter property is now owned by George W. Park. The tavern building was subsequently used as a store, postoffice and dwelling by Amos L. Witmer, and it was then occupied as a seminary for young ladies, under the supervision of the Rev. Dr. Bryan B. Killikelly, from about January 27, 1855, to the spring of 1863. Subsequently, it was turned into a Soldiers' Orphans' School, which was conducted by Mr. Seymour Preston. While in the ownership of Elam F. Witmer, it was converted into dwellings, and it is thus used at the present time. Jacob M. Eaby is now its owner.

About 500 feet south of what was the Witmer tavern, on the road referred to above as running from the Strasburg Road to the turnpike, stands the Paradise Mennonite Meeting House. It was originally known as David Witmer's Church. David Witmer gave to the church the land now used by it, and the building was erected thereon in 1806. The early minutes of the church contain the following entries:

"I do engage to give land opposite my school house to the Mennonite Society gratis forever, for the purpose of building on it a house of worship for said Society. As witness my hand and seal the 26th day of September, 1806.

"DAVID WITMER."

"Witness Present:

"David Witmer, Jr.

"John Carpenter.

Subscriptions were then solicited in order to raise the funds necessary to build thereon the Meeting House. The following is a copy of the first subscription paper:

"We, the subscribers, promise to pay or cause to be paid the money subscribed by us to the trustees, which shall be appointed after Four Hundred Dollars are subscribed—the trustees shall be appointed by those persons who have subscribed not less than Eight Dollars. The number of trustees shall consist of Five—then the said trustees shall build the above-mentioned house which supposed will cost Eight Hundred Dollars.

Subscribers' Names.

Subscribers' Names.	Paid	\$
David Witmer, Sen.	Paid	80.00
John Carpenter	"	8.
David Witmer, Jr.	"	20.
Joel Lightner	"	20.
Samuel Herr	"	20.
John Kendrick	"	8.
Abraham Carpenter	"	20.
John Kenège	"	8.
Ulrich Kenège	"	8.
Peter Miller	"	20.
Jacob Grower	"	8.
Jacob Weaver	"	40.
Henry Criez	"	8.
Abraham Buckwalter	"	30.
Peter Andrew	"	8.
Jacob Eshleman	"	30.
Jacob Eshleman, Jr.	"	30.
Jacob Shirtz	"	6.
Henry Brackbill	"	30.
Daniel Miller	"	10.

\$412.00

On October 18, 1806, the above subscribers met and appointed Henry Brackbill, Joel Lightner, Samuel Herr, John Kendrick and David Witmer, Jr., trustees "to build the aforesaid house," and at the same time the trustees appointed John Carpenter as secretary. On January 10, 1807, the trustees met and appointed David Witmer, Jr., treasurer, and subsequently he, as such, received additional subscriptions, to wit:

Samuel Lefever	Paid	\$ 10.00
John Waggoner	"	4.
Rev. Henry Metzler	"	10.
Benjamin Groff	"	15.
William Henderson	"	8.
Jacob Eby	"	5.
Abraham Bear	"	20.
Benjamin Souder	"	4.
Jacob Souder	"	5.
Daniel Witmer, Jr.	"	10.
Jacob Musser	"	8.
Widow Elizabeth Musser	"	8.
John Bear, Jr.	"	5.
Rev. Peter Eby	"	30.
John Keneg, Jr.	"	8.
William Espenshade	"	20.
William Smith	"	4.
Jacob Denlinger, Jr.	"	8.
Abraham Witmer	"	10.
Benjamin Witmer	"	5.
Ben. Langenecker	"	5.
Ben. Brackbill, Jr.	"	10.
Daniel Boeshore	"	4.
Jacob Ehert	"	12.
Daniel Witmer	"	4.
Jacob Denlinger, Sr.	"	8.
Joseph Horst	"	4.
John Whisner	"	1.
Abraham Kendrick	"	4.
John Sigrist	"	8.
Peter Espenshade	"	8.
Abraham Miller	"	5.
Peter Forney	"	3.
Jacob Hershey	"	6.
Paul Trout	"	1.
Peter Reidenbough	"	2.
Christian Shirtz	"	5.
Rev. Christian Hess	"	15.
John Hurst	"	10.
Peter Worst	"	5.
John Rush	"	8.
Widow Magdalene Rush	"	6.
Henry Rush	"	8.
Frank Buckwalter	"	10.
John Eshleman	"	10.
Daniel Kreider	"	2.
John Ash	"	2.
Abraham Denlinger	"	4.
Henry Witmer	"	5.
Peter Root Miller	"	8.
John Frantz	"	4.
Jacob Baker	"	6.
Isaac Trout	"	3.
Hugh Wallace	"	2.

Jacob Wenger	Paid	\$ 10.
John Black	"	3.
Arthur Travers	"	2.
Jacob Hartman	"	3.
William Miller	"	3.
Amount subscribed		<hr/> \$828.00

The descendants of many of the above named subscribers are, at this present time, like their forebears, members of this congregation. The old building was supplanted by a new structure in 1847, and this in turn by the present building in 1885.

On January 16, 1807, the trustees, preachers, elders and others met, and it was agreed that David Witmer should make and execute a deed to Jacob Eshleman, Sr., "for the said house and ground it stands on, and to his successors, Elders of the meeting," and thereupon a deed was thus made and delivered by David Witmer and Esther, his wife.

The first preaching held in the building was on February 8, 1807. Rev. Henry Metzler gave an introductory discourse, and the text was read by Jacob Eshleman from the 19th Chapter of St. Luke. Rev. Peter Eby then delivered a sermon adapted to the words of the text.

The school house referred to by Mr. Witmer in his offer of the above land was either a stone building, which yet stands on the Strasburg Road at the foot of the grounds of All Saints' Church, known as Lafayette Hill, or the brick building, since altered, standing on the northeast corner of this road and the road to the turnpike. I do not know when this school house was built. The "Paradise Hornet" was printed from 1821 to 1823, by David Witmer, Sr., and Henry Witmer, his son, in the brick building, and in 1841, the Paradise Seminary was conducted in the stone building, with Enos Stevens, A. B., as principal, and Susan M. Kennedy as assistant. James C. Beckel was teacher of music. The officers of this latter organization were: President, Joel Lightner; Secretary, John Leaman, and Treasurer, Amos L. Witmer. The other members of the Board of Trustees were Redmond Conyngham, John C. Lefever, Henry Witmer, Philip Foster, Nathaniel W. Sample, M. D.; Capt. John Steele, Rev. Joseph Barr, David Musselman, Rev. Edward Y. Buchanan, William Manahan, Jacob Eshleman, Jr., Joseph S. Lefever, and Henry Frantz. During the year 1843, there were in attendance 39 males and 24 females. In the same building, the Paradise Lyceum had a library of 600 volumes, and also philosophical and chemical apparatus, a collection of minerals and plants of Pennsylvania, and a set of globes, surveying instruments, etc.

About an eighth of a mile to the west, the turnpike crosses the Pequea Creek over a stone bridge. This bridge was built about 1794 by a stone-mason whose name was William Wilson. That he was an excellent workman is proven by the condition of the bridge at this day. When he had completed his work, David Witmer, who was the superintendent of this portion of the turnpike, paid him a sum of money in specie. About 1819, a man by the name of John Woodward found a sum of money of the same kind buried, about a foot below the surface of the ground, not far from the bridge. It was supposed that Wilson buried his money at this place, and that, as a high flood, which occurred soon after, disturbed the surface of the ground he was unable to again find it.

There was a stone tavern on the north side of the turnpike, a few perches west of this bridge. This house is in a fine state of preservation, and

is at present owned by and is the dwelling house of Mrs. Mary C. Miller. In 1806, it was kept by Peter Forney, who purchased two tracts of land around about this point from Peter Fisher and Isaac Ferree. The tavern was known as the "Sign of the Spread Eagle." In 1811, it was purchased by Michael Musselman. It ceased to be a tavern many years ago. Rev. Edward Y. Buchanan was elected Rector of All Saints' Episcopal Church, at Paradise, on July 31, 1841, and he and his family moved to this house about that time. From 1835, he had been the Rector of Christ's Church, along the Old Road, and of St. John's Church, at Compass. He lived there until about September 17, 1854, when he resigned his charge to go to Trinity Church, Oxford. On April 1, 1854, the property was bought by his brother, Hon. James Buchanan, from Adam K. Witmer, who had purchased it from the Musselman heirs, for the sum of \$4,000.00. President Buchanan sold it sometime between 1854 and 1866 to Elmina Michael. The date, however, cannot now be ascertained by me, as the deed is not on record and cannot be found, and the recitation in the subsequent deed is incorrect. Mrs. Buchanan was a sister of Stephen J. Foster, the song-writer. She was a musician, and the manuscript of "The Old Folks at Home" was sent to her by her brother for criticism. It was in this house that it was first sung before it was given to the public. Along Pequea Creek a few hundred yards to the south stood, in Colonial days, the gun shop of Joel Ferree, grandson of Mary Ferree. Here, during the Revolutionary war, he made guns for the Continental army. Isaac Ferree, who sold one of the original tracts to Peter Forney, was his son.

What was long known as the "Lightner Place" is located on the north side of the turnpike, in the hollow, about half way between Pequea Creek and Soudersburg. On May 7, 1717, William Penn, as Proprietor and Governor in Chief of the Province of Pennsylvania, conveyed by patent to Abraham Dubois, of Ulster County, in the Province of New York, a large tract of land "eastward of Conestoga Creek." When Abraham Dubois died, he, by will, dated October 1, 1731, devised "half of the land owned by him at Conestoga" to his daughter, Leah, and her husband, Philip Ferree, for their joint lives, and afterwards to their children. The children subsequently released their interest to their father, Philip Ferree. On July 2, 1752, Philip Ferree and Leah, his wife, conveyed 333 1-3 acres of the same tract to their son, Joel Ferree, gunsmith, and on August 27, 1791, Joel Ferree deeded 95 acres and 57 perches of the same to Adam Lightner. The latter, in 1795, built the house which stands along the turnpike. It may perhaps have been added to or changed since its original construction. When Adam Lightner died, this house and the accompanying land descended to his children, subject to the dower of his widow therein, and, under proceedings in partition, it was accepted by Joel Lightner, his eldest son. Joel, becoming financially embarrassed, on November 13, 1819, made a deed of assignment to Michael Musselman and Nathaniel F. Lightner, for the benefit of his creditors, and these assignees, on April 24, 1822, sold the property to Leah Lightner, Joel's mother. She, on February 24, 1827, made an agreement of conveyance, which was afterwards confirmed by her administrator d. b. n., pursuant to an order of Court, whereby, in consideration of \$2,000 and natural love and affection, the house and land attached was conveyed to Susan Lightner, Joel's wife, during her life, and afterwards to their children in fee. The children who thus inherited the property were Joel L. Lightner and Isaac Lightner. Isaac Lightner died unmarried and intestate, and the whole property then became vested in Joel L. Lightner. Col. Joel L. Lightner, as he was known to most of us, died on February 11, 1889. He was a man of prominence in his neighborhood, and was well known in this city. He served in the directorate of the People's

National Bank from its organization until his death. His executrix, on March 31, 1890, sold the property to Louisa H. Bachman, who is its present owner. The largest tree in this part of the country stands on this land just east of the dwelling house. Tradition says that about eighty years ago some one, returning from a visit to Kentucky or Tennessee, brought home with him a riding whip, which he here planted, and from this developed not only the large tree referred to, but also a number of other large trees in this neighborhood.

Farther west there yet stands, on the south side of the turnpike and at the east end of Soudersburg, a little meeting house, with a graveyard attached, which belongs to the Methodist denomination. Upon it is a tablet marked "M. E. Church. Built, 1802. Rebuilt, 1872." It is the oldest church in this vicinity. It is now rarely used, though services are sometimes conducted in it by supplies from Lancaster. It was called "Gilboa." I suppose few in the vicinity know its original name. This church at one time had a large number of members, and in the adjoining graveyard are stones dating back to 1803. At the rear end of the graveyard colored persons, who were then more numerous in the neighborhood, were interred. Also, in Soudersburg, on the south side of the road, west of the road which runs by the store towards Herr's Mill, there was a tavern owned by Daniel Witmer. It was called the "Sign of the Swan." On November 16, 1872, the license was transferred from Jacob Kramer to D. L. Erb, and the next year lapsed. Since that time, it has been used as a private dwelling. It is at present owned by Samuel Herr. At that period, three brothers kept hostelries along the pike, namely, David Witmer, at Paradise; Daniel Witmer, at Soudersburg, and Abraham Witmer, at the Conestoga bridge.

The next tavern was a brick building, which still stands, on the north side of the turnpike, immediately opposite the point where the trolleys on the Lancaster and Christiana Street Railway pass each other. It is now owned by Amos K. Witmer, and it is used either as a dwelling or tenant house. When the survey was made, it was known as Jacob Kafroth's brick tavern house. On April 3, 1811, he and his wife conveyed it to Richard Ferree, the great grandson of Mary Ferree, and it remained in the name of Richard Ferree until April 2, 1845, when it was conveyed by his executors to David Groff. It was, therefore, commonly known as the "Ferree Tavern." Finally, it came into the ownership of John Gyger, of this city, and later, of David Landis. It continued to be a tavern until after the Civil War.

The next tavern along the road was that of John Buckwalter. It was at what was known in our time as "The Running Pump." It is now a fine stone mansion, and is occupied as a private house by George L. Buckwalter. It was then known as the "Sign of the Sorrel Horse." The proprietor was the grandfather of the present occupant. It has not been a hotel for many years. A little west of this property was the twelfth toll-gate. Whether the toll-house, which burned down a few years ago, was on the turnpike a hundred years ago I cannot say.

Mellinger's Meeting House, one of the predecessors of the present dignified structure, stood, as the new church does now, on the south side of the turnpike, a short distance east of the 60th milestone; but there were then no houses of entertainment between the Buckwalter place and Witmer's Bridge, except what is called in the survey "John Shingle's Tavern, the Sign of the Indian King." This building, or its successor in part, is still standing on the south side of the turnpike, at Bridgeport, a few feet east of Witmer's Bridge, where the old King's Highway joined the turnpike. It was a very old stand, for in 1766 Christopher Franciscus, who afterwards, on May 8, 1772, purchased it at Sheriff's Sale, held a license here. I think the proper name of the owner

in 1806 was George Shindle instead of John Shingle, and that Mr. Brooke made a mistake in the name of the proprietor. The records show that George Shindle, who purchased it on April 28, 1800, sold it on April 1, 1809, to Christian Martin, and that the latter in turn, on April 2, 1826, sold it to David Witmer, Sr. It was owned and kept by Michael S. Metzger, from 1853 to 1895. It lost its license in 1915.

The Abraham Witmer tavern, the "Sign of the Pennsylvania Arms," was probably built by him in 1789, when he purchased the land from William Webb. I do not, however, pretend to assert this with any degree of certainty. There was a stone building on the south side of the King's Highway, as I have already stated in the first part of this article, called "The King's Highway," kept as a tavern, during the Revolutionary war, by Henry Derring. It stood near the ferry, which he also managed. Derring was, in 1794, a Justice of the Peace of District No. 2. This house was in our day owned by the Dunlaps. It was torn down some years ago, and its site was thrown into Conestoga Park. It is certain that the property was never owned by Derring, as the title deeds show that the Trustees of the Pennsylvania Land Company sold to James Webb 200 acres of land of which this was a part. Later, James Webb sold a portion of his tract, and by his will he devised the balance to his son, William Webb. The Webbs were of Quaker ancestry. William Webb served in the House of Representatives in 1790 and 1806. The will of James Webb was contested in the Supreme Court; but, on May 16, 1788, upon a trial, a verdict was rendered sustaining it. The deed from William Webb and wife to Abraham Witmer was for 19 acres and 96 perches, and it included the land on both sides of the road west of the bridge, and, as a consequence, the site of the present hotel and also what must have been occupied by Derring. An old draft, in the possession of Mr. Israel Carpenter, conclusively settles this fact. The property is now owned by Ferdinand Grebe, and it is occupied by James G. Rittenhouse. For a long time, it was owned by Samuel W. Potts, and I think it is safe to say that it has been continuously a licensed house since it was originally built.

At this time, the thirteenth and last toll-gate stood at the top of the hill, almost opposite the entrance to the buildings of "Directors of the Poor and of the House of Employment of the County of Lancaster." The probability is that this gate was abandoned after Witmer's Bridge was purchased by the county and made a free bridge, and that the turnpike company then took possession of and occupied the old house at the bridge which had been used for the collection of Witmer's tolls. It is said that a long time ago a Mr. Hoover was keeper at the gate, and remained there for sixteen years, and that he was preceded by a woman. He was succeeded by William Harkins, who was there for fifteen years. In 1876, Paul Myers was employed by the company, and he, until his death, and his family since, have collected the tolls at this gate.

The 62nd milestone is now a little to the west of the entrance to the Lancaster County Prison. By running the courses westward from the center of the bridge, I have ascertained that it is properly located. The last course in the survey ran from this milestone westward 46.75 perches "to the range of the E. wall of Bryan's house, N. side of the E. end of Lancaster." This distance by measure would be to a point a little east of Ann street, where the street as one approaches the city makes a slight bend to the north. An examination of the titles shows that none of the properties at this point were at that time owned by any one by the name of Bryan. The three lots on the north side of the street at the corner of East King and Ann streets were reclaimed by William Hamilton, under the will of James Hamilton, from Henry Witmer. On Sep-

tember 1, 1808, Hamilton conveyed them to John Moore, and on February 7, 1839, they were sold as the property of John Moore, deceased, to Emanuel C. Reigart. Emanuel C. Reigart and wife, on May 1, 1839, sold them to Dorothea Brien. I do not know how any of the houses in that locality took the name of "Bryan's house." Perhaps same one of that name was then an occupant.

And now, in conclusion, I wish to express the hope that I have been able to amuse and interest you by narrating the history of the turnpike road and by calling your attention at least to some of the places along the way.

APPENDIX I.

An Act to Enable the Governor of this Commonwealth to Incorporate a Company for Making an Artificial Road from the City of Philadelphia to the Borough of Lancaster, Approved the 9th day of April, 1792. 14 Statutes at Large, 279.

Section 1 appointed Elliston Perot, Henry Drinker, Junior, Owen Jones Junior, Israel Whelen, and Cadwallader Evans, of the City of Philadelphia, and Edward Hand, John Hubley, Paul Zantzinger, Matthias Slough, and Abraham Witmer, of the County of Lancaster, as commissioners to perform the several duties mentioned therein. It was provided that, before the first of May ensuing, they should procure two books in which to enter subscriptions for shares of stock at \$300 per share, and should give notice in three newspapers of the times and places, in the City of Philadelphia and Borough of Lancaster, when and where the books should be opened to receive subscriptions; that, on the first day, any one over the age of twenty-one years should be at liberty to subscribe for one share of the stock, on the second day, for one or two shares, on the third day, for one, two or three shares, and on any succeeding day while the books remained open any number of shares. The number of shares allotted to Philadelphia was 600 and to Lancaster 400, and any person offering to subscribe was obliged to pay to the attending commissioners \$30 on each share.

Section 2 provided that, when one hundred or more persons should have subscribed for 500 or more shares, the commissioners should certify the same to the Governor, who should thereupon issue letters patent to the company, under the title of "The President, Managers and Company of the Philadelphia and Lancaster Turnpike Road." The usual rights and privileges belonging to such a corporation were specifically granted to it.

Section 3 declared that the seven persons first named in the letters patent should give notice of the time and place of organization, as therein specified, and that the subscribers should then proceed to organize the corporation, and choose, by a majority of votes by ballot, either in person or by proxy, one president, twelve managers, one treasurer, and such other officers as were thought necessary to conduct the business of the company, for one year, and until other such officers should be chosen. They were authorized to make by-laws, rules, orders and regulations, not inconsistent with the constitution and laws of the Commonwealth. It was, however, provided that no person should have more than ten votes at any election, or in determining any question arising at a meeting, no matter what number of shares he might be entitled to.

By section 4, the meeting of the company was fixed on the second Monday of January in every year, in such manner as should be designated by the by-laws, but authority was given at any annual or special meeting to make, alter, or repeal, by a majority of votes, all such by-laws and regulations, and also to do and perform any other corporate act.

Section 5 directed the president and manager to procure written or printed certificates for shares of stock and to deliver the same to each person for every share by him subscribed and held, he paying to the treasurer in

part of the amount due thereupon the sum of \$45.00 for each share, and the said stock to be subject, however, to all payments due or to grow due thereon. An assignee of any certificate, having first caused an assignment to be entered on the books, became a member of the corporation.

By section 6, the president and managers were authorized to meet at such times and places as should be agreed upon for transacting their business, at which meetings five members formed a quorum. In the absence of the president, the managers were authorized to choose a chairman, and it was directed that minutes should be kept of all their transactions. The president and managers were authorized to agree with and appoint all surveyors, engineers, superintendents and other officers as they should judge necessary to carry on the intended works, and to fix their salaries and wages.

Under section 7, any stockholder, after thirty days' notice, in three of the public papers printed in the City of Philadelphia, of the time and place appointed for the payment of any proportion or dividend of the capital stock, became liable, upon neglect to pay such proportion, to pay not only the dividend called for, but five per cent. a month for such delay; and if the dividend and the penalty remained unpaid for a space of time that the accumulated penalties became equal to the sums before paid in part on account of such share, the same was forfeited to the company.

Section 8 authorized the president and managers and their employes to enter upon all lands, tenements and enclosures through and over which the intended turnpike might be thought proper to pass, and to examine the ground and the quarries and beds of stone, gravel and other material in the vicinity that might be necessary in making and constructing the road, and to survey and fix the route or track for the same from the west side of the Schuylkill River, opposite to the City of Philadelphia, so as to pass near to or over the bridge on Brandywine Creek, near Downingtown, and from thence to Witmer's Bridge, on Conestoga Creek, and from thence to the east end of King Street, where the buildings cease, in the Borough of Lancaster.

Section 9 authorized the president and managers, with their superintendents, employes and laborers, to enter upon contiguous lands and to dig and carry away stone, gravel, sand or earth for the making or repairing of the road, it being stipulated, however, that they should make amends for any damages that might be caused, either by appraisement or by agreement.

By section 10, permanent bridges were authorized over all waters crossing the road betwixt the River Schuylkill and Conestoga, wherever the same should be found necessary. The road was to be laid out fifty feet wide, of which twenty-one feet in breadth was to be made an artificial road, which should be bedded with wood, stone, gravel or other hard substance, well compacted together, a sufficient depth to secure a solid foundation to the same; and it was further directed that the road should be faced with gravel or stone pounded, or other small hard substance, in such a manner as to secure a firm, and as near as the material would admit an even, surface, rising towards the middle by a gradual arch, and so nearly level in its progress as that it should in no place rise or fall more than would form an angle of four degrees with a horizontal line. It was to be forever thereafter maintained and kept in good and perfect repair from the City of Philadelphia to Witmer's Bridge, and thence to the Borough of Lancaster.

By section 11, it was provided that, as soon as the president, managers and company should have perfected the road for any distance from the City of Philadelphia, not less than ten miles, towards the Borough of Lancaster, and so from time to time any other like distance progressively, they should give notice thereof to the Governor of the Commonwealth, who thereupon

should forthwith nominate and appoint three skilful and judicious persons to view and examine the same and report to him in writing whether the said road was so far executed in a masterly workmanlike manner, according to the true intent and meaning of this Act, and if their report should be in the affirmative, the Governor should, by license under his hand and lesser seal of the Commonwealth, permit and suffer them to erect and fix so many gates across the road as should be necessary and sufficient to collect the toll and duties granted to the company.

By section 12, they were authorized to appoint toll-gatherers and to stop any person riding, leading or driving any horses, cattle, hogs, sheep, sulky, chair, chaise, phaeton, cart, wagon, wain, sleigh, sled or other carriage or burden or pleasure, through the gates, until they should have paid the tolls. The rates fixed for every ten miles in length of the road, and so on in proportion for any greater or lesser distance, or for any greater or lesser number of sheep, hogs or cattle, were as follows: For every score of sheep, one-eighth of a dollar; for every score of hogs, one-eighth of a dollar; for every score of cattle, one-quarter of a dollar; for every horse and his rider, or lead horse, one-sixteenth of a dollar; for every sulky, chair or chaise, with one horse and two wheels, one-eighth of a dollar; for every chariot, coach, stage wagon, phaeton, or chaise, with two horses and four wheels, one-quarter of a dollar; for either of the carriages last mentioned, with four horses, three-eighth of a dollar; for every other carriage of pleasure, under whatever name it may go, the like sums, according to the number of wheels and horses drawing the same; for every cart or wagon whose wheels do not exceed the breadth of four inches, one-eighth of a dollar, for each horse drawing the same; for every cart or wagon, whose wheels shall exceed in breadth four inches, and not exceed seven inches, one-sixteenth of a dollar for every horse drawing the same; for every cart or wagon, the breadth of whose wheels shall be more than seven inches and not more than ten inches, or, being of the breadth of seven inches, shall roll more than ten inches, five cents for every horse drawing the same; for every cart or wagon, the breadth of whose wheels shall be more than ten inches, and not exceed twelve inches, or, being ten inches wide, shall roll more than fifteen inches, three cents for every horse drawing the same; for every cart or wagon, the breadth of whose wheels shall be more than twelve inches, two cents for every horse drawing the same.

Section 13 provided that no wagon or other carriage with four wheels, the breadth of whose wheels should not be four inches should be drawn over the road between the first day of December and the first day of May following, with a greater weight thereon than two and a-half tons, or with more than three tons during the rest of the year; that no carriage, the breadth of whose wheels should not be seven inches, or being six inches or more should not roll at least ten inches, should be drawn along the road between the first days of December and May, with more than three and a half tons, or with more than four tons during the rest of the year; that no carriage, the breadth of whose wheels should not be ten inches or more, or being less should not roll at least twelve inches, should be drawn along the road between the first days of December and May, with more than five tons, or with more than five and a half tons during the rest of the year; that no cart or other carriage with two wheels, the breadth of whose wheels should not be four inches, should be drawn along the road with a greater weight thereon than one and a quarter tons, between the first days of December and May, or with more than one and a half tons during the rest of the year; and that no carriage, whose wheels should not be of the breadth of seven inches, should be drawn

along the road with more than two and a half tons between the first days of December and May, or with more than three tons during the rest of the year; that no carriage, whose wheels should not be of the breadth of ten inches, should be drawn along the road between the first days of December and May, with more than three and a half tons, or with more than four tons during the rest of the year; that no greater weight than seven tons should be drawn along the road in any carriage whatever, between the first days of December and May, nor more than eight tons during the rest of the year; that no cart, wagon or carriage of burden whatsoever, whose wheels should not be of the breadth of nine inches at least, should be drawn or pass in or over the road or any part of it, with more than six horses, nor shall more than eight horses be attached to any carriage whatsoever used on the road, and if any wagon or other carriage should be drawn along the road by a greater number of horses or with a greater weight, one of the horses attached thereto should be forfeited to the use of the company, to be seized and taken by its officers or servants, who should be at liberty to choose which of the said horses they may think proper, excepting the shaft or wheel horse or horses. It was provided that it should be lawful for the company, by their by-laws, to alter any of the regulations contained in this section, respecting the burdens on carriages to be drawn over the road, and to substitute other regulations, if, upon experience, such alterations should be found conducive to the public good.

By section 14, it was provided that, where carriages were drawn by oxen in whole, or partly by horses and partly by oxen, two oxen were to be estimated as equal to one horse in charging tolls, and every mule was to be equal to one horse.

Under section 15, it was provided that, if the company should neglect to keep the road in good and perfect order and repair for the space of five days, and information thereof should be given to any Justice of the Peace of the neighborhood, such Justice should issue a precept to be directed to any constable, commanding him to summon three judicious freeholders to meet at a certain time in the precept to be mentioned, at the place in the road which was complained of, of which meeting the keeper of the gate nearest thereto was to be given notice, and the Justice, by the oaths and affirmations of such free holders, was directed to inquire into the complaint, and, if the road was found by the inquisition to be out of order and repair, then he was to certify and send one copy of the inquisition to each of the keepers of the turnpikes or gates, between which such defective place should be, and from thenceforth the tolls to be collected at such gates for passing over the road between them was to cease to be demanded, paid or collected, until such defective part should be put in good order and repair; and, if the same should not be put in good and perfect order and repair before the ensuing Court of Quarter Sessions of the county, then the Justice was to certify and send a copy of the inquisition to the Justices of the said Court, and the Court was thereupon to cause process to issue and bring in the bodies of the person or persons intrusted by the company with the care and superintendence of such part of the road as should be found defective. It was also provided that they should proceed upon such inquisition in the same manner and form as upon indictments found by the Grand Inquest against the supervisors of the highways for neglect of their duty, and if the persons intrusted by the company should be convicted of the offense, the Court should give judgment according to the nature and aggravation of the neglect and as according to right and justice would be proper in case of supervisors of the highways neglecting their duty, and that fines and penalties imposed should be recovered in the

same manner as fines for misdemeanors are usually recovered in said Court, and should be paid to the supervisors of the highway where the offense was committed, to be applied to the repairing of such highways as the township or county is bound to maintain and repair at the public expense.

Under section 16, the president and managers were directed to keep fair and just accounts of all moneys received by them from the commissioners and from the subscribers, and of all penalties for delay in the payment thereof, and to submit such accounts to a general meeting of the stockholders, until the road should be completed and all costs, charges and expenses affecting the same fully paid.

Under section 17, they were also directed to keep a just and true account of all the moneys received by their collectors of toll at the several gates, and to declare dividends of the clear profits and income, all contingent costs and charges being first deducted; and that, on the second Monday in January and July in every year, they should publish a statement of the half yearly dividends to be made among the stockholders, and of the time and place when and where the same would be paid.

In section 18, the president and managers were directed, at the end of every third year from the date of the incorporation, until two years after the whole road should be completed, to lay before the General Assembly an abstract of their accounts, and if, at the end of the latter period, it should appear from the average profits of the said two years that the clear income and profits would not bear a dividend of six per cent. on the whole capital stock of the company, it should be lawful for them to increase the tolls allowed as to raise the dividends to six per cent. per annum; and at the end of every ten years after the road should be completed, they should render the General Assembly a like abstract of their accounts for the three preceding years, and if, at the end of any such decennial period, it should appear from such abstract that the clear profits and income of the company would bear a dividend of more than fifteen per cent. per annum, then the tolls should be reduced to such a sum as would reduce the dividend down to fifteen per cent.

Section 19 made it the duty of the company to erect posts at the intersection of every road falling into or leading out of the turnpike road, with boards, and an index hand, pointing to the direction of said road, on both sides of which should be inscribed in legible characters the name of the town, village or place to which such road led, and the distance to the same in computed miles.

In section 20, it was also made their duty to cause mile-stones to be placed on the side of the road, beginning at the distance of one mile from the east side of Schuylkill, and extending thence to the Borough of Lancaster, whereon should be marked in plain legible characters the respective number of miles which each stone was distant from the west bounds of the City of Philadelphia; and at every gate or turnpike by them to be fixed on the said road, to cause the distance from Philadelphia, and the distances from the nearest gates or turnpikes, in each direction, to be marked in legible characters, designating the number of miles and fractions of a mile, on the said gate or some other conspicuous place, and also affix at such places a printed list of the rates of toll which from time to time might be lawfully demanded.

Under section 21, all wagoners and drivers of carriages of all kinds, whether of burden or of pleasure, using the road, were directed, except when passing by a carriage of slower draft, to keep their horses and carriages on the right hand side of the road in the passing direction, leaving the other

side of the road free and clear for other carriages to pass and re-pass. A penalty of two dollars was fixed to be recovered from any driver offending against this provision, and the same was to be recovered with costs before any Justice in the same manner as debts of ten pounds were by law recoverable.

Under section 22, it was declared that, if the company should not proceed to carry on the work within two years after the passage of the Act, or should not, within seven years afterwards, complete the road, it should be lawful for the Legislature to resume all the rights, liberties, privileges and franchises granted to the company.

APPENDIX II.

OFFICERS AND MANAGERS OF THE PHILADELPHIA AND LANCASTER TURNPIKE ROAD, FROM ITS ORGANIZATION, TO 1898.

Date of Birth	OFFICERS.	Elected	Served as Manager & President until	Served as President	Date of Death
April 8, 1752.	William Bingham. President	1792 July 24	1796 Jan. 11	3 yrs. & 6 mos. to Jan. 11, 1796.	Feb. 7, 1804.
Dec. 13, 1752. O. S.	Israel Whelen, "	1793 Jan. 14	1797 Jan. 11	1yr. Jan. 11, 1796, to Jan. 11, 1797	Oct. 21, 1806.
May 16, 1746-7.	Elliston Perot, "	1792 July 24	1826 Jan. 9	30 yrs. to Jan. 9, 1826.	Nov. 21, 1834.
	William Davidson, "	1810 Jan. 8.	1849 Jan.	23 yrs. Jan. 9, 1826, to Jan. 1849	Nov. 1, 1847. In 82nd yr.
June 4, 1776.	Thomas Biddle, "	1832 Jan. 9	1849. Jan. 11	8 yrs. Jan. 1849 to death.	June 3, 1857.
Jan. 29, 1795.	Vincent Gilpin, "	1856	1867 Jan.	9 yrs. Jan. 1858 to death	Jan. 7, 1866.
May 22, 1831.	Elliston P. Morris, "	1858	Served as M ^r until 1865.	1865, Jan., declined presidency.	Dec. 3, 1914.
	D. Rodney King, "	1867	1872 Jan.	3 yrs. Jan. 1867 to Jan. 1870	Jan. 13, 1880. Aged 62 yrs.
Aug. 10, 1837.	Effingham Perot, "	1859	1876	Jan. 1870, to Nov. 6, 1876.	Living.
Sept. 8, 1832.	Joseph S. Perot, "	1876 Nov. 6.	To Dissolution of Company, about 1898.		Apr. 16, 1906.
June 1, 1759.	William Moore Smith, Secretary.	1792 July 24	1796 Jan. 11	Secretary 3 yrs. & 6 mos.	Mar. 12, 1821.
1730.	Tench Francis, Treasurer,	1792 July 24	1800 Jan. 13	Treasurer to Jan. 13, 1800	May 1, 1800.

Date of Birth	OFFICERS.	Elected	Served as Manager & President until	Served as President	Date of Death
	William Govett, Secretary and Treasurer,	1796 Jan. 11	1817	Secretary Jan. 11, 1796 to Jan. 12, 1801. Treasurer Jan. 13, 1800. to Jan. 12, 1801. Secretary & Treasurer Jan. 12, 1801 to Jan. 1817.	Dec. 27, 1817. 81 years.
Sept. 4 1777.	John Bacon, Secretary and Treasurer,	1817. Dec. 31, by the Board.	1849 Jan. 8	32 yrs. to Jan. 8, 1849, from Jan. 1817.	1859 Oct. 3.
Feb. 11, 1799.	Joseph Perot, Secretary and Treasurer,	1826 Jan. 9		Secretary & Treasurer from Jan. 8, 1849, to Nov. 2, 1874. Treasurer until Decease.	Jan. 19, 1876.
Aug. 30, 1837.	Effingham Perot, Secretary and Treasurer,	1869	1872 Jan.	Secretary from Jan. 9, 1874, until dissolution. Treasurer from Nov. 6, 1876, until dissolution.	Living
	MANAGERS.	Elected	Served as Manager		
Apr. 8 1732.	David Rittenhouse, Manager	1792 July 24	1793 Jan. 14	6 mos.	June 26, 1796.
Nov. 11 1741.	Adam Reigart, "	" "	" "	" "	May 9, 1813.
May 17 1752,	Thomas Boude, "	" "	" "	" "	Oct. 24, 1822.
Dec. 31, 1744.	Edward Hand, "	" "	until death	10 yrs.	Sept. 3, 1802.
	Francis Johnston, "	" "	1796 Jan. 11	3 yrs. 6 mos.	Feb. 22, 1815, aged 66 yrs.
1741	Thomas Fitzsimmons, "	" "	1793 Jan. 14	6 mos.	Aug. 26, 1811. In 70th year of his age.
1748.	Abraham Witmer, "	" "	1799 Jan. 14.	6 yrs. 6 mos.	July 10, 1818.
	Samuel W. Fisher, "	" "	1795 Jan 12	2 yrs. 6 mos.	Feb. 10, 1817, in 53rd yr.
Sept. 15 1740.	Andrew Graeff, "	" "	1796 Jan. 11	3 yrs. 6 mos.	Jan. 15, 1816.

Birth Date of	NAME.	Elected	Served as Manager		Date of Death
	John Nicholson, Manager.	1792 July 24	1797 Jan. 9.	4 yrs. 6 mos.	Dec. 5, 1800.
1750	George Latimer, "	" "	1794 Jan. 11	1 yr.	June 12, 1825, In his 65th year.
	Richard Thomas, "	1793 Jan. 14	1832 Jan. 9.	39 yrs.	Jan. 19, 1832, aged 87 yrs.
Oct. 16 1733.	Matthias Slough, "	" "	1796 Jan. 11	3 yrs.	Sept. 12, 1812.
Dec. 15, 1752 O. S.	David Witmer, "	" "	1796 Jan. 11	3 yrs.	Aug. 15, 1835.
Oct. 25, 1756.	Jacob Downing, "	1794 Jan. 13	1816 Jan. 10	22 yrs.	Oct. 2, 1823.
Apr. 15 1767.	Thomas M. Willing, "	1794 Jan. 13	1800 Jan. 13	6 yrs.	Oct. 3, 1822
	Jonathan Jones, "	" "	1796 Jan. 11	2 yrs.	Apr. 8, 1821.
	William Sansom, "	1795 Jan. 12	1831 Jan. 10	36 yrs.	Sept. 26, 1840, aged 77 yrs.
	James C. Fisher, "	1796 Jan. 11	1841 Jan. 11	45 yrs.	Oct. 15, 1840, aged 86 yrs.
	Josiah Hewes, " Born in New Jersey.	" "	1800 Jan. 13	4 yrs.	Aug. 17, 1821, aged 89 yrs.
Nov. 30, 1745.	Godfrey Haga, "	" "	1807 Jan. 12	11 yrs.	Feb. 5, 1825.
July 5, 1750, O. S.	Richard Downing, Jun., "	" "	1803 Jan. 10	7 yrs.	Jan. 5, 1820, aged 69 yrs.
	David Lewis, "	1797 Jan. 9	1798 Jan. 8	1 yr.	Apr. 28, 1840, aged 73 yrs.
May 31, 1749.	John Curwen, "	" "	1812 Jan. 13	15 yrs.	May 7, 1825.
	George Aston, "	" "	1807 Jan. 12	10 yrs.	Dec. 21, 1814.
1758,	Abraham Carpenter, "	1799 Jan. 14	1802 Jan. 11	3 yrs.	Mar. 4, 1815, aged 57 yrs.
1742.	Samuel Wheeler, "	1800 Jan. 13	1811 Jan. 11	11 yrs.	May 10, 1820, aged 78 yrs.
	John Blakeley, "	" "	until death	2 yrs.	Sept. 1802.

Date of Birth	NAME.	Elected	Served as Manager		Date of Death
June 17, 1765.	Adam Reigart, Jun. Manager.	1802 Jan. 11	Decease	42 yrs.	May 2, 1844.
Sept. 20, 1760.	Paul Beck, Jun., "	1803 Jan. 10 1813 Jan. 11	1810 Jan. 8 1841 Jan. 11	7 yrs. 28 yrs.	Dec. 22, 1844.
Sept. 26, 1748.	John Hubley, "	1803 Jan. 10	Served until death.	18 yrs.	June 21, 1821.
Sept. 14, 1772.	Samuel Haines, "	1803 Jan. 10	1812 Jan. 13	9 yrs.	Jan. 3, 1851.
Aug. 18, 1772.	John H. Brinton,	1807 Jan. 12	1820 Jan. 10	13 yrs.	May 7, 1827.
	George Ludlam, "	" "	1810 Jan. 8	3 yrs.	Mar. 22, 1827, in 73rd yr.
	James Taylor, "	1810 Jan. 8	1844 Jan. 8	34 yrs.	Apr. 30, 1844 aged 77 yrs.
July 15, 1753.	Caleb North, "	1812 Jan. 13	1828 Jan. 14	16 yrs.	Nov. 7, 1846.
	John Wharton, "	1812 Jan. 13	1815 Jan. 9	3 yrs.	Dec. 7, 1837, In his 64th year
May 14, 1761.	Henry Pratt. "	1815 Jan. 9	1839 Jan. 14	24 yrs.	Feb. 6, 1838.
July 15, 1776.	John J. Downing, "	1816 Jan. 8.	1820 Jan. 10	4 yrs.	Aug. 21, 1836.
Aug. 26, 1764.	Zaccheus Collins, "	1820 Jan. 10	1831	11 yrs.	June 12, 1831.
Jan. 23, 1764.	Jonas Preston, "	1820 Jan. 10	To date of Decease	16 yrs.	Apr. 4, 1836.
Mar. 4 1765,	Charles Smith, (Lancaster) "	1822 Jan. 14	1825 Jan. 10	3 yrs.	April 18, 1836.
1762.	William Montgomery, "	1825 Jan. 10	1827 Jan. 10	2 yrs.	Jan. 3 1826, in 65th yr.
Aug. 28, 1801.	John R. Montgomery, "	1827 Jan. 8	1835 Jan. 12	7 yrs.	Nov. 3, 1854.
	Henry J. Williams, "	1828 Jan. 14	1872 Jan.	44 yrs.	Mar. 12, 1879, In 88th year.
	Edward Coleman, "	1831 Jan. 10	1835 Jan. 12	4 yrs.	June 6, 1841, In 49th year.

Date of Birth	NAME.	Elected	Served as Manager		Date of Death
	William W. Fisher, Manager.	1832 Jan. 9	1835 Jan. 12	3 yrs.	1837, aged 59 yrs.
1802.	Henry Paul Beck. "	1835 Jan. 12	1843 Jan. 9	8 yrs.	Sep. 18, 1874.
Oct. 23, 1788.	John Steel, (Lancaster Co.) "	" "	1847 Jan. 11	12 yrs.	Oct. 27, 1853.
Oct. 10, 1791.	Jacob R. Smith, "	1835 Jan. 12	1865, Jan.	30 yrs.	Sept. 2, 1865.
Apr. 24, 1807.	Levi Morris, "	1837 Jan. 9	1847 Apr. 1.	10 yrs. 3 mos.	Feb. 26, 1868.
Feb. 23, 1808.	Robert Davidson, "	1839 Jan. 14	1848 Jan.	9 yrs.	April 6, 1876.
1786.	Phillip H. Nicklin, "	1841 Jan. 11	To date of Decease	1 yr. +	Mar. 2, 1842, aged 57 yrs.
Feb. 24, 1786.	Isaac Roach, "	" "	1843 Jan. 9	2 yrs.	Dec. 29, 1848,
	John Goddard, "	1843 Jan. 9	1845 Jan. 13	2 yrs. Removed to N. Y.	
Nov. 9, 1797.	Charles Perot, "	" "	1871	28 yrs.	Mar. 9, 1870.
	Edmund Wilcox, "	1843	1848	5 yrs.	1870
July 24, 1803	Isaac P. Morris. "	1844 Jan. 8	1869	25 yrs.	Jan. 11, 1869.
Feb. 8, 1796.	George W. Toland, "	1845 Jan. 13.	1847 Jan. 11	2 yrs.	Jan. 30, 1869.
Nov. 24, 1812.	John L. Goddard, "	1845 Jan. 13	1850 Jan.	5 yrs.	July, 17, 1867.
Apr. 30 1796.	Emanuel C. Reigart, "	1847 Jan. 11	To date of Decease	Almost 23 yrs.	Dec. 20, 1869.
	Morris S. Wickersham, "	" "	1856 Jan.	9 yrs.	Sept. 21, 1883.
July 3, 1795.	Dr. Sam'l Duffield, (in place of Levi Morris, resigned)	1847 Apr. 1	1853, Jan.	6 years.	May 12, 1887.
May 16, 1817.	Henry J. Biddle, "	1849	1862, Jan.	13 yrs.	July 20, 1862.
Mar. 8, 1821.	John P. Downing, "	1849	1865 Jan. Also 1866 Jan. until decease.		Sept. 12. 1864,
Dec. 16, 1800.	Joseph P. Smith, "	1849	1871 Jan.	22 yrs.	May 8, 1883.
Aug. 30, 1807.	John F. Long, "	1850	1884 Jan.	34 yrs.	Dec. 4, 1884.

Date of Birth	NAME.	Elected	Served as Manager		Date of Death
Nov. 1, 1799.	Hathorn Freeland, Manager.	1854	1860 Jan.	6 yrs.	Aug. 25, 1869.
Nov. 14, 1784.	Thomas Wickersham, "	1856	1859 Jan.	3 yrs.	Jan. 20, 1858.
Oct. 9, 1800.	Ferree Brinton, "	1860	1871 Jan.	11 yrs.	Nov. 6, 1874.
April 29, 1819.	Alexander, Biddle, "	1865	1878 Jan.	13 yrs.	May 2, 1899.
	George Gilpin, "	1865	1869 Jan.	4 yrs.	Living.
Nov. 16, 1803.	Horatio C. Wood. "	1867	1870. Also from 1871 to 1872.		Sept. 19, 1879.
July 31, 1825.	Cadwalader Wickersham, "	1861	1879 Jan.	10 yrs.	June 24, 1885.
Sept. 8, 1832.	Joseph S. Perot, "	1861	1872 Jan.	3 yrs.	Apr. 16, 1906.
April, 1796.	J. Rhea Barton, "	1870	1871	1 yr.	Jan. 1 1871,
Sept 12, 1842.	James T. Morris, "	1870	1872 Jan.	2 yrs.	Sept. 23, 1874.
Dec. 16, 1800.	Joseph P. Smith, "	1871	1872	1 yr.	May 8, 1883.
	Edwin W. Lehman, "	1871	1872 Jan.	1 yr.	Living.
	J. Emlen Smith, "	1871	Date of last election, 1898		Living.
Jun. 20, 1824.	William P. Brinton, "	1871	1872 Jan.	1 yr.	Apr. 13, 1888.
Sept. 20, 1816.	Jacob M. Long, "	1870	1881 Jan.	11 yrs.	July 11, 1882.
Nov. 5, 1834.	Elliston L. Perot, "	1879	Date of last election, 1898.		Mar. 25, 1906.
Sept. 16, 1820.	Francis Shroder, "	1880	Date of last election, 1898.		Jan. 8, 1901.
Aug. 25, 1860.	Edward P. Brinton, "	1898			Living
	Joseph Beale, "	1885	Date of last election, 1898.		Living
	Thomas S. Downing, "	1892	Date of last election, 1898.		Living.

Date of Birth	NAME.	Elected	Served as Manager		Date of Death
Oct. 6, 1835.	Samuel J. Roberts, Manager.	1892	Was succeeded by Thos. S. Downing during 1892		Dec. 30, 1894.
April 19, 1821.	Jacob M. Zook, “	1882	1891		Dec. 13, 1891.

THE FIRST LONG TURNPIKE IN THE UNITED STATES.

PART III.

APPENDIX III.

SURVEY OF THE PHILADELPHIA AND LANCASTER TURN- PIKE ROAD. BEGUN NOVEMBER 3, 1806. SURVEYED BY ROBERT BROOKE.

Present: Dewey Strickland.

Began at the face of the east abutment of the Schuylkill permanent bridge. Thence:

N. 78.45 W. No. 1.	32.2	to the face of the west abutment of the said bridge. Thence along the north edge of the stoning of the sd. road, being 12 feet from the center thereof—allowing the middle of said bridge to be the center of the turnpike road.
	94.6	to the road leading to the lower ferry—S. 61.45 W.
	6.15	to the range of the W. end of Edw'd Owen's frame house which is 37 N. side.
	5.75	to angle

138.7

Note: The road leading to West Chester continues westward on this last course.

N. 53.30 W. No. 2	3.57	to the range of the E. end of Hugh McIlvain's new rough-cast house, which is 75 f. 7 N. side.
	154.80	to small bridge runs S.
	34.33	to 1 mile stone

	96.95	to the range of the W. end of the tavern house in the fork of the upper ferry road which end is N. side 25 f. 9.	N. 57.10 W. B. 56.45 No. 5.
	6.35	to angle in the upper ferry road near the N. W. side thereof, which crosses the T. road and bears S. 84.15 W. & N. 84.15 E.	
	<u>296.0</u>		
N. 49.0 W. B. 49.30 No. 3.	116.6	to culvert—runs south	
	100.0	to 2d mile stone	
	7.4	to angle	
	<u>224.0</u>		
N. 50.15 W. No. 4	16.0	to gate No. 1	
	84.4	to double culvert, somewhat out of repair, but may last some time. Runs south 22.95 to the range of the W. wall of George Hansel's tavern, kept by Samuel Pugh, which end stands 73. f. 0, N. side.	N. 62.0 W.—6 N. 51.30 W.—7
	1.00	to a private road leading to the up- per ferry, N. 38 E.	N. 37.0 W.—8 N. 17.30 W.—9
Carried over	<u>124.35</u>	Note: At the distance of blank poles from the beginning of the first course on page 3 is a small culvert which runs north.	N. 42.40 W.—10
		Note: 26 poles east of the 2d mile stone is a small culvert leading south, which lies low.	N. 48.40 W.—11
		Note: 21.9 ps. west of the first gate is a small culvert falls south and lies very low.	
	124.35	brought over	
	33.65	to road leading by Judge Peters' to Riter's ferry on Schuylkill, which road bears N. 6 E.	
	19.00	to angle, where the old Lancaster road leaves the turnpike and bears N. 49 W.	N. 81.25 W.—12 N. 85.25 W. B. 85.15—13
	<u>177.0</u>		
		Note: The old Lancaster road was vacated from the plan noted on page 3, and the road from the	

Columbus Tavern laid out until it intersects the sd. old road instead thereof.

N. 57.10 W.	18.0	to a private road leading to Supplee's mill, which bears S. 85 W.
B. 56.45		
No. 5.		
	15.0	to the range of the E. wall of William Bishop's house, which is 47. S.
	6.3	to culvert, runs south
	59.45	to the range of the E. end of Abraham Hester's tavern, Sign of Columbus.
	6.25	to the newly laid out road leading into the old Lancaster road, N. 28.15 W.
	11.95	to 3d mile stone.
	9.65	to middle of seven culverts at the 5 mile run.
	105.40	to angle.
	<u>232.0</u>	
N. 62.0 W.—6	22.0	to angle at blank point.
N. 51.30 W.—7	8.0	to do at do
N. 37.0 W.—8	6.0	to do at do
N. 17.30 W.—9	15	to culvert falls S.
	17.	to angle.
	<u>32.</u>	
N. 42.40 W.—10	34.	to angle (taken by B. sight)
N. 48.40 W.—11	13.0	to middle bridge over Indian Cr. Falls southward.
		Note: Bridge is in good order, except the curbing wants repairing on Indian Cr.
	16.0	to angle.
	<u>29.0</u>	
N. 81.25 W.—12	8.0	to angle (taken by B. sight)
N. 85.25 W.	23.3	to double culvert, falls N.
B. 85.15—13	5.7	to double do do
	23.2	to small bridge, falls S.
		The side walls of the small bridge wants repairing—on Indian Cr.
		There is a public road laid out on

the line between Philadelphia and Montgomery Counties extending from Haverford road crossing the turnpike and old Lancaster roads to the ford on Schuylkill at the Robin Hood and also to Riter's ferry.

15.0 to 4 mile stone.
4.8 to angle.

72.0

N. 87.45 W.—14

55.0 to angle.

N. 65. W.—15

1.0 to culvert, falls N.

9.0 to the intersection of the road leading from the Sign of Gen'l Wain on the old Lancaster road to Darby, bears N. 22 W. & S. 4½ E.

10.0

N. 55.30 W.

29.3 to small culvert, falls N.

B. 55.45 —16

43.7 to small do do }
23.3 to small do do } Dry.

66.7 to angle in the line dividing Philadelphia and Montgomery Counties, which line bears N. 61.30 E.

163.0

Note: Rising the hill at the commencement of the 5th mile, at the beginning of David Evans' district, the stone are very large and ought to be broken fine. This, however, is not the fault of the present superintendent. They appear to have been left so originally in making the road.

N. 50.45 W.—17

18.0 to small dry culvert, falls S.

34.0 to angle on hill side.

52.0

N. 61 W.—18

12.0 to angle on do

N. 66.30 W.—19

3.7 to 5 mile stone

5.7 to culvert, falls S. on branch of Cobb's Creek.

10.6 to angle.

20.0

N. 71.45 W.—20	15.0	to angle.
N. 76.35 W.—21	12.9	to the range of the E. wall of David Roberts' tavern, Sign of the U. S. Flag, which stands 28 f. 7 N. side.
	15.1	to angle.
	<u>28.0</u>	
N. 75.15 W.—22	7.65	to bridge over— Note: This is a branch of Cobb's Creek.
	6.60	to culvert over a race.
	3.75	to angle.
	<u>18.0</u>	
N. 71. W.—23	12.0	to angle.
N. 56.45 W.—24	4.0	to gate No. 2.
	5.0	to angle.
	<u>9.0</u>	
N. 45. W.—25	43.0	to culvert, falls N.
B. 41.0		} Dry.
	55.6	
	26.4	
	95.0	
	<u>220.0</u>	
N. 43.45 W.—26	1.9	to 6 mile stone.
	18.75	to angle in range of the east end of Joseph Price's house, called the Grove Academy, 48 f. 9 N. side.
	<u>20.65</u>	
N. 49 W.—27	20.	to angle.
N. 51.45 W.—28	26.5	to angle on a culvert, falls Southward.
		Dry.
N. 58.30 W.—29	26.0	to angle.
N. 63.55 W.—30	13.0	to the intersection of a road leading from Marion Meeting House on the old Lancaster road to Haverford road and Meeting House, and thence to Darby, and runs S. 79.45 west.

This road leads nearly in a direct course from the T. road to Levering Ford.

24.2 to culvert, falls S. Dry.

	46.8	to angle 20 f. $7\frac{1}{2}$ from the fence.
	<u>84.0</u>	
N. 58. W.—31	20.0	to angle.
N. 55.30 W.—32	9.2	to culvert, falls S. Small branch of Cobb's Creek. Rising the hill, there is some bad holes on the turnpike road, which ought to be repaired.
B. 55.25	73.8	to the road leading from the old Lan-
	<u>83.0</u>	caster road, crossing the T. road, to
	40.2	the Dutch Church and thence to the
		Haverford road, N. 55 E. & S. 33 W.
	2.15	to the range of the west wall of John
	10.65	Kugler's tavern, Sign of the Seven
		Stars, 60 f. 6 south side.
		to 7 mile stone.
		to angle.
	<u>136.0</u>	
N. 56.20 W.—33.	12.7	to culvert, falls S.
	37.0	to do falls N.
	21.3	to angle at Lenoff's lane leading from the T. road to the old Lancaster road, Dist. abt. 40 ps., which lane bears N. $34\frac{1}{2}$ E. This lane Evans, the gatekeeper, says is of great disadvantage to the T. road, by leading off the old road before they come to his gate.
N. 56 W.—34	49.3	to the range of E. wall of Malcome
55.10		Guinn's tavern, Sign of the Green
54.50		Tree, 76 f. 5 south side.
B. 55.30		
	62.9	to culvert, falls S.
Branch of	89.8	to do falls S.
Cobb's	25.8	to do falls S.
Creek.	7.6	to do falls S.
	3.35	to 8 mile stone.
	8.25	to the Gulf road N. $13\frac{1}{2}$ W.
	2.0	to angle.
	<u>249.0</u>	
N. 56 W.—35	84.0	to the intersection of the old Lancaster road, at the Sign of the Buck, which bears S. 87 E. & N. 80 W.

34.8 on this course to a culvert which falls S.

Note: The 2d course on this page inclines 0.35 to the left hand of the first course, notwithstanding the courses by the point of the needle appear to be the same, which difference is occasioned by attraction.

Note: Jonathon Miller's tavern, Sign of the Buck, is in Delaware County.

31.4 to the intersection of the line between Montgomery and Delaware Counties, which line bears N. $28\frac{1}{4}$ W.

This is a private road of considerable use, extending from the Gulf road into the T. road on this county line.

76.2 to the intersection of the said county line, which bears S. 61 W.

43.2 to small culvert cloged up N.

75.2 to 9 mile stone.

20.65 to the range of the E. wall of Elizabeth Kline's house, 53 f. 8 south side.

Carried over

330.65

Note: The old Lancaster road from where it leaves the T. road at the Buck down to Lenoff's lane is a very bad road and entirely out of use at present.

330.65 brought over.

70.45 to Roberts' road leading to McClenahan's mills, bears N. $45\frac{1}{4}$ E.

6.9 to sd. road leading into the old Lancaster road, dist. abt. 80 poles, S. $51\frac{1}{2}$ W.

3.6 to culvert, falls N.

63.1 to the range of the E. wall of William Thomas' house, which is 52 f. 7 south side.

5.3 to angle.

480.0

N. 51.45 W.—36

9.1 to gate No. 3.

6.7 to the intersection of the line between Montgomery and Delaware, which line bears N. 28.30 W.

Note: There is a public road laid out

along the county line leading from the Valley to the Haverford road, but is in many places shut up.

	1.2	to culvert, falls S.
	4.0	This is a branch of Ithem's Creek to angle.
	<u>21.0</u>	
N. 48.10 W.—37	48.0	to a culvert, falls N.
	21.0	to the range of the E. wall of Jessie Horton's house, S. side, 53 f. 3.
	18.0	to angle.
	<u>87.0</u>	
N. 45.5 W.—38	16.8	to a public road leading from the old Lancaster road, crossing the T. road to the said county line road, bears N. 67 E. & S. 63 W.
B. 45.35	25.1	to 10 mile stone.
	98.1	to angle.
	<u>140.0</u>	
N. 55.30 W.—39	10.	to angle.
N. 62.45 W.—40	18.	to angle.
N. 69. W.—41	16.	to angle.
N. 74.15 W.—42	27.3	to opp. John Rudolph's house at 30 ps. N. of T. road.
	7.4	to angle.
	<u>35.0</u>	
N. 75.20 W.—43	30.	to culvert, falls S.
B. 75.10	29.75	to the range of the E. end of Bartleson's tavern, Sign of the Fox. Stand 62 f. 6 N. side.
	24.95	to spring culvert, falls S.
	13.	to a road leading from Newtown Square by the Gulf to Spring Mill, bears N. 62 E. & S. 62 W.
	46.0	to 11 mile stone.
Carried over	<u>143.7</u>	

	143.7	brought over.
	5.5	to culvert, falls N.
	26.8	to angle.
	<hr/>	
	176.0	
	<hr/>	
N. 77.45 W.—44	40.4	to a private road called Hunter's Lane leading from the turnpike road to Matson's Ford on the Schuylkill, and bears N. 15 E.
	45.6	to angle.
	<hr/>	
	86.0	
	<hr/>	
N. 76.45	21.0	to angle on a small bridge 0.15 ps. W. of the center, falls south.
	<hr/>	
		This is the main branch of the Ithem's Creek.
N. 71.10 W.—46	12.9	to a small culvert, falls S.
	13.1	to angle.
	<hr/>	
	26.0	
	<hr/>	
N. 64.45 W.—47	9.2	to culvert, falls S., being a branch of Ithem's Creek
	24.8	to angle.
	<hr/>	
	34.0	
	<hr/>	
N. 61. W.—48	45.7	to the intersection of a public road leading from the West Chester road, crossing the old L. road and T. road by the Gulf to Matson's Ford on Schuylkill, N. 16 E.
	8.3	to angle.
	<hr/>	
	54.0	
	<hr/>	
N. 54.20 W.—49	23.9	to the range of the W. side of James Morgan's barn, 43 f. 1 N. side.
	44.1	to angle exactly opp. to the 12 mile stone, 10 f. 6 from sd. stone.
	<hr/>	
	68.0	
	<hr/>	
N. 58.45 W.—50	16.	to angle.
	<hr/>	
N. 62. W.—51	16.	to angle.
	<hr/>	
N. 65 W.—52	14.	to angle.
	<hr/>	

N. 70.30 W.—53	20.5	to angle in the range of the E. wall of Isaac Abraham's house, which is 42 f. 5. N.
N. 72.15 W.—54	24.	to angle.
N. 75.30 W.—55	11.5	to small culvert, falls S. into Ithem's Cr.
	15.2	to gate No. 4.
	4.3	to angle.
	31.0	
N. 78.45 W.—56	20.0	to angle.
N. 82.30 W.—57	3.1	to a private road leading N. 14¼ W. from the T. road to the Sign of the King of Prussia, Swede's Ford, Norristown, etc.
	32.9	to angle.
	36.0	
N. 83.25 W.—58	42.	to culvert, falls S., on branch of Ithem's Cr.
	54.0	to angle.
	96.0	
N. 84.30 W.—59	30.	to angle.
N. 86. W.—60	8.5	to dry culvert, falls S.
	8.8	to 13 mile stone.
	10.1	to private road leading S. 12 E. from the T. road, crossing the old L. road, to Radnor Church.
	13.6	to spring culvert, falls S. into Ithem's Cr.
	27.	to angle.
	68.	
N. 87.45 W.—61	24.0	to dry culvert, falls N.
	55.53	to the range of the E. wall of John Pugh's new house, which is 43 f. 3 N. side.
	48.47	to angle.
	132.0	
N. 82. W.—62	13.	to angle.

N. 77.30 W.—63	13.	to angle.
N. 73.45 W.—64	10.	to angle opposite Robert Kennedy's tavern, Sign of the Farmer, which is in the fork between the old L. road and T. road.
N. 68.45 W.—65	16.	to angle.
N. 66.30 W.—66	3.4	to a private road leading N. $61\frac{1}{4}$ E. from the T. road to the road leading to the King of Prussia, noted on page 13.
	20.6	to angle where the N. side of the old L. roads falls in, which old road bears S. 58 E.
	24.0	
N. 59.45 W.—67	11.45	to the range of the E. wall of Edward Sitters' tavern house, Sign of the Spread Eagle, which end is 30 f. N. side.
	0.55	to angle.
	12.0	
N. 57.5 W.—68	26.5	to a public road leading N. $30\frac{1}{2}$ E. from the T. road to the Valley Forge.
	2.0	to the line between Delaware and Chester counties, which line bears S. 61.30 W.
	20.2	to the 14 mile stone.
	2.3	to culvert, falls S., being a branch of Darby Cr.
	9.0	to where the old L. road leaves the T. road, bears N. $48\frac{1}{2}$ W.
	4.0	to angle.
	64.0	
		Note: From the 13 to the 14 mile stone, the road wants considerable repairs, being much worn in holes; but Mr. Maul is about repairing it.
		Note: The old Lancaster road is in bad order, and at present entirely out of use, from where it leaves the T. road above the Spread Eagle up to where—
N. 65.45 W.—69	8.0	to angle.

N. 73.45 W.—70	50.6	to dry culvert, falls S.
	9.4	to do do
	2.0	to do do
	9.14	to the range of the E. wall of Hananiah Walker's house, which stands 28 f. N. side.
	101.56	to spring culvert, falls S.
	60.80	to the Valley Forge road, leading N. 28¼ W. from Radnor Church, crossing the T. road and old L. road to the Valley Forge.
	14.50	to angle.
	<hr/>	
	248.0	
	<hr/>	
N. 75.15 W.—71	8.5	to dry culvert, falls S.
	16.5	to angle.
	<hr/>	
	25.0	
	<hr/>	
N. 86.45 W.—72	8.0	to angle.
	<hr/>	
S. 84.35 W.—73	17.5	to 15 mile stone, 14 f. 4. from sd. stone.
	15.4	to dry culvert, falls S.
	28.9	to the range of the E. wall of Rob't McClenahan's house in Glassley, which house stands 35 f. N. side.
	<hr/>	
Carried over	61.8	brought over.
	61.8	to dry culvert, falls S.
	38.4	to angle.
	76.8	
	<hr/>	
	177.0	
	<hr/>	

Mr. Daniel Maul is of opinion that a 2½-mile gate ought to be set just below where the Gulf road falls into the T. road below the Buck, in order to intercept the traveling which comes in along the sd. Gulf road and the old L. road, which now travels on the T. road about one mile and turns off to the old L. road again at Lenoff's lane without paying any toll.

That a 5-mile gate ought to remain where No. 4 now stands, and that a 2½-mile gate ought to be set somewhere between the 14-mile stone and the Valley Forge road, noted on page 16, in order to intercept the travelers

coming in to the T. road below gate No. 5, from the Swede's Ford road and taking off again at the old Lancaster road, between the Spread Eagle and the contrary way.

S. 83.45 W.—74	41.6	to culvert, falls S., being a branch of Darby Creek.
	8.4	to angle.
	<hr/> 50.0 <hr/>	
S. 79.35 W.—75	20.	to angle.
S. 76.15 W.—76	6.0	to a road leading N. 79 west from the T. road to the old L. road, dist. abt. 60 ps., to sd. old road.
	11.4	to the range of the E. wall of William Torbit's tavern, called the Spring House Tavern, which house is on the N. side of the above road.
	1.4	to spring culvert, falls S., head of Darby Creek.
	9.4	to spring do falls S.
	63.6	to 16-mile stone.
	3.7	to a public road leading S., 35¼ E., from the T. road to the Newtown Meeting House, and thence to the new Lancaster road.
Carried over.	95.5	
	95.5	brought over.
	33.0	to the range of the W. wall of John Reese's house, which house stands 26 f. 6 N. side.
	16.7	to a public road leading N. 27½ W., from the Swede's Ford road at Howell's tavern to the T. road. The distance from said tavern to the T. road is about 2 miles. The road is much used.
	14.8	to a public road leading S. 14¼ E. from the T. road, crossing the Church road to the Sign of the Leopard on the Darby road.
Note: The Church road extends from the Darby road abt. a mile below the Paoli and crosses this road about ¾ mile south of the T. road, thence by Radnor Church and abt. ¾ mile below		

the church, it forks, one fork falls into the old L. road at Radnor Meeting House, and the other fork falls into the Haverford road at the Old Fox Chase Tavern.

From the T. road southward, along the road, to the Darby road, is abt. $1\frac{1}{2}$ miles.

35.4 to dry culvert, leads S.
20.6 to angle.

216.

S. 75.45 W.—77

49.0 to a private road leading N. $13\frac{1}{4}$ W. from the T. road to Howell's tavern on the Swede's Ford road. This road does not appear to be much used. The old L. road is open to this road and shut up thence westward to the intersection of T. road.

B. 75.50.

49. brought over.
11. to dry culvert, falls S.
32. to the intersection of the old L. road, which bears S. $55\frac{1}{4}$ W. and N. $55\frac{1}{4}$ E.
16. to angle.

108.

S. 75.30 W.—76

88.65 to 17 mile stone, which stone is broken off.

B. 75.30

73.85 to angle.

162.5

S. 89. W.—79.

80.3 to dry culvert, falls N.

88.50 to do do falls N.

B. 88.50

62.0 to a public road leading N. 4. E. and S. 4 W., from Howell's tavern on the Swede's Ford road, crossing the T. road, by Jno. Parker's tavern, Sign of the Bear, to the Darby road.

25.2 to dry culvert, falls S.

31.5 to a private road leading N. 11 W., through the plantations.

10.7 to 18 mile stone.

39.8 to the Darby road leading from the T. road S. 31 E. to Darby.

287.5

Note: The Darby road crosses the new Lancaster road at Baymount's tavern. From the T. road along the Darby road to Baymount's tavern is abt. 7 miles.

	287.5	brought over.
	22.7	to the public road leading N. $2\frac{1}{2}$ W. from the T. road at the Paoli tavern across the Swede's Ford road at Rowland's mill and thence to the Bull on the Schuylkill road. The dist. from the T. road to the Swede's Ford road along this road is about $1\frac{1}{2}$ miles.
	13.05	to the range of the W. wall of the Paoli tavern.
	137.85	to the public road leading N. $27\frac{3}{4}$ W. from the T. by Jno. G. Bull's saw mill road, abt. 1 mile, to the Swede's Ford road.
	48.9	to angle.
	<hr/> 510.0 <hr/>	
S. 84 W.—80	19.0	to angle.
S. 79.15 W.—81	38.0	to dry culvert, falls N.
	0.65	to 19 mile stone.
	55.05	to a public road leading S. $38\frac{1}{2}$ E. from the T. road by King's to the West Chester road.
Carried over.	<hr/> 93.7	
		This is called Grubb's road, leading from the T. road by Grubb's mill to the West Chester road, on the new Lancaster road.
	93.7	brought over.
	1.2	to a point at right angles from a cedar tree at the E. end of King's square log house, noted in my former survey.
		Note: At 143.5 poles from the beginning of this course is a dry culvert, falls N.
	76.1	to angle.
	<hr/> 171.0 <hr/>	
S. 82.30 W.—82	13.0	to angle.
S. 85.45 W.—83	13.0	to angle.
S. 87 W.—84	50.0	to dry culvert, falls S.

	39.5	to angle at a private road leading S. 10 W. from the T. road into a few plantations.
	<hr/> 90. <hr/>	
N. 84.0 W.—85	11.	to angle.
N. 71.30 W.—86	13.	to angle.
N. 53.30 W.—87	8.	to angle.
N. 39.45 W.—88	11.5	to a double spring culvert, falls N.
	3.2	to the range of the E. wall of Thomas Bradley's house.
	14.2	to gate No. 5.
	12.1	to 20 mile stone, 7 f. 3.
	14.0	to angle.
	<hr/> 55.0 <hr/>	
N. 46. W.—89	7.	to angle.
N. 66. W.—90	8.	to angle.
N. 76.5 W.—91	18.	to the road leading N. 27¾ W. across the Swede's Ford road at Phillip's and Roberts' store, and thence to the Bull on the Schuylkill road.
	7.	to angle
	<hr/> 25. <hr/>	
N. 81.30 W.—92	54.	to angle on the bridge over a branch of the Valley Cr., falls N., at the Warren.
N. 80. W.—93	0.55	to center of sd. bridge.
	4.95	to road leading N. 4 W. into the above road.
	20.17	to the range of the W. wall of the Warren tavern house, which stands 45 f. 8 N. side.
	8.03	to spring culvert, falls N.
	2.30	to the West Chester road, leading S. 54 W.
		(See note)

The Chester road takes off southward at the west end of the shed at the Warren, and leads from the T. road to the Boot road, at the Spread Eagle, and thence to the White Horse tavern on the new Lancaster road.

Carried over.	36.0	
	36.0	brought over.
	12.	to where the old L. road leaves the T. road and runs N. 71 W.
	37.	to angle.
	85.	
S. 82.5 W.—94	51.	to dry culvert, falls N.
	18.	to angle in a public road leading from the old L. road across the T. road to the West Chester or new L. road, bears S. 29¾ E.
	69.	Note: Phillips' and Roberts' store bears N. 22¼ E. from the angle. From Phillips' and Roberts' store down the Swede's Ford road to Howell's tavern is about 3 miles, nearly on a straight line, bending a little to the right, and then making a considerable bend to the right, and thence abt. 2 miles to the T. road. The tobacconist's abt. 2 miles more.
S. 76.50 W.—95	44.4	to dry culvert, falls N.
	14.6	to 21 mile stone.
	3.6	to culvert, falls N., over a brisk little stream.
	65.60	to dry culvert, falls N.
	0.9	to Mellon's lane, leading from the old L. road across the T. road to Goshen Meeting House, S. 29 E.
	4.6	to dry culvert, falls N.
	7.55	to the range of the W. wall of Daniel Mellon's house, which is 66 f. 5 N. side.
	8.85	to dry culvert, falls N.
Carried over	150.1	
	150.1	brought over.
	30.4	to dry culvert, falls N.
	50.3	to dry do falls N.
	35.2	to angle.

	<u>231.0</u>	
S. 79.35 W.—96	53.4	to spring culvert, falls N.
	22.	to dry do falls N.
	20.2	to double do falls N., on branch of Valley Cr.
	5.5	to single do falls N., on a ditch
	8.2	to do falls N., on a ditch
	39.05	to 22 mile stone.
	26.65	to gate No. 6.
	19.	to a public road leading S. 27¼ E. from Gunkle's mills, crosses the old L. road and T. road by Goshen's Meeting House to the new Lancaster road.
	63.5	to double culvert, falls N. over a small stream. This culvert is in bad order.
	39.6	to dry culvert, falls N.
	3.9	to angle.
	<u>301.</u>	
S. 77.50 W.—97	68.	to dry culvert, Falls N. This culvert is broken in and wants repairing.
	28.	to angle.
	<u>96.</u>	
S. 77.35 W.—98	43.5	to a public road leading S. 27½ E. from the White Horse Tavern on the old L. road across the T. road to Reese's mill and Goshen Meeting House.
	32.65	to 23 mile stone.
	0.85	to dry culvert, falls N.
	46.35	to the range of the east wall of Peter Swarer's house, 41 f. 11 N. side.
	24.95	to a public road leading from the T. road N. 27½ W. into the road leading from the White Horse by Kinnard's to West Chester.
	2.4	to spring culvert, falls N.
	11.3	to angle.
	<u>162.0</u>	
S. 82.10 W.—99	8.8	to center of bridge over a branch of Valley Creek falls N.
	76.8	to the public road leading S. 7.50 E. from the Yellow Springs by the
Carried over	<u>85.6</u>	

Note: The T. road wants considerable repairs for about $\frac{1}{2}$ mile beyond gate No. 6, being worn into holes in many places; also for a small distance about Jacobs'.

85.6	brought over. by the White Horse on the old L. road and crossing the T. road at Kinnard's, thence by the Boot tavern on the old Chester road, and thence to West Chester.
4.7	to the range of E. wall of Kinnard's house on the N. side.
15.7	to culvert over a large ditch falls N.
22.3	to double culvert, in bad order, falls N., being a small branch of Brandy- wine.
49.3	to dry culvert, falls N.
42.4	to angle.

220.

S. 81. W.—100

14.2	to 24 mile stone.
12.9	to dry culvert, falls N.
43.63	to the range of the W. wall of Jacobs' brick house.
84.77	to dry culvert, falls N.
32.50	to opp. Jones' tavern, Sign of the Wheat Sheaf.

Carried over

188.0	
188.	brought over.
10.2	to culvert over a ditch, falls N.
32.5	to do over do falls N.
6.1	to do over do falls N.
3.2	to do over a small branch of Brandywine
8.0	to angle.
248.0	

S. 84.50 W.—101

80.1	to a public road leading S. $26\frac{1}{2}$ E. from the Red Lion Tavern on the War- wick road crossing the old L. road and the T. road to the Boot tavern on the old Chester road.
5.75	to 25 mile stone in the range of the E. wall of Jno. Bowen's tavern, Sign of the Ship, 37 f. N. side.
109.65	to spring culvert, falls N.
77.3	to do do N.
72.9	to bridge over a branch of Brandy- wine, falls S., say 3 arch bridge.

Carried over

345.7

345.7

2.3

12.0

360.0

S. 82.25 W.—102.

37.0

brought over.

to a private road leading N. 27 W.
from the T. road to the old L. road.
to angle.

to angle at a public road leading S
26¼ E. from the Red Lion on the
Warwick road crossing the old L. road
and T. road through West Chester to
Wilmington.

Note: At 2 poles on this course is a
culvert falls S.

S. 76.30 W.—103.

9.7

60.0

21.3

6.2

48.3

0.5

146.0

to 26 mile stone.

to the range of the E. wall of Rich'd
Thomas, Junr's, house, N. side.

to culvert over Rich'd Thomas, Senr's,
mill race, falls S.

to the range of the W. end of Rich'd
Thomas, Senr's, brick house, N. side.

to Thomas' spring culvert, falls S.

to angle.

Note: From Jno. Bowen's westward
for about 50 poles the road is
in exceedingly bad order, and
from thence westw'd the road is
in better order, but is still bad
in places, from thence to the
road below Rich'd Thomas'
thence to gate No. 7 is tolerable
good.

Note: There is considerable traveling
falling on the T. road below
the gate No. 7 & travels to the
lower end of Valentine's dis-
trict without paying toll.

Query: Should not the gate No. 7 be
moved or the distance changed?

S. 77.50 W.—104

2.2

78.1

23.7

104.0

to the bridge over a branch of Brandy-
wine, falls S.

to a culvert, falls S., branch of Brandy-
wine.

to angle.

S. 84.0 W.—105	14.8	to the range of the W. wall of Jno. Thomas' house, 32 f. N. side or 44 f. N. of center line, allowing the stoning to be 24 f. wide.
	1.2	to angle.
	<u>16.0</u>	
S. 85.30 W.—106.	<u>21.0</u>	to angle.
S. 82.35 W.—107	6.8	to a public road leading S. 27 E. from the Red Lion on the Warwick road, crossing the old L. road, T. road and Old Chester road to West Chester.
	17.7	to the range of the W. wall of Joseph Harvnot's tavern, Sign of the Trooper, 94 ps. N. side.
	1.5	to angle.
	<u>26.</u>	
S. 79.5 W.—108	18.6	to 27 mile stone.
	183.1	to a road leading S. 26½ E. from the old L. road by Jno. Roberts', across the T. road, to blank.
	13.3	to angle.
	<u>215.0</u>	
S. 7.45 W.—109.	16.8	to dry culvert, falls S.
	63.7	to culvert on a branch of Brandywine, falls, S.
	42.95	to 28 mile stone.
	56.55	to angle on hill.
	<u>180.0</u>	
S. 75.25 W.—110.	78.1	to dry culvert, falls S.
	34.9	to a road leading N. 41½ W. from the T. road across the old L. road to a road leading from the Red Lion to Downing's Town.
	3.0	to a road leading S. 27½ E. from the T. road to the old Chester road, commonly called the Boot road.
	54.0	to angle.
	<u>170.</u>	
S. 72.35 W.—111	<u>32.</u>	to an angle.
S. 70.30 W.—112.	19.	to a double culvert over a small

branch of the Brandywine, falls S.
10. to an angle.

Note: The old L. road falls into the T.
road at this angle in a direct
line with the next following
courses.

29.

S. 62.30 W.—113.

35.75 to 29 mile stone.
107.05 to dry culvert falls, S.
33.10 to gate No. 7.
48.40 to dry culvert, falls S.
19.70 to angle.

244.0

S. 54.15 W.—114

9.0 to angle.

S. 44.30 W.—115

3.0 to opposite Hunt Downing's tavern, at
Downing's Town.
6.0 to angle.

9.

S. 40.30 W.—116.

11.2 to a public road leading N. 8 E. from
the T. road to the Red Lion tavern at
the Warwick road.
6.2 to dry culvert, falls S.
63.6 to angle 0.1 ps. west of range of east
wall of Samuel Downing's house, N.
side.

81.0

S. 50.30 W.—117

13.25 to 30 mile stone.
28.75 to angle 0.75 ps. west of the range of
the W. wall of Richard Downing's
house, N. side.

42.

S. 59.45 W.—118

6. to angle.

S. 70.30 W.—119

0.85 to the range of the W. wall of Jno.
Edge's tavern. Sign of the Half Way
House, south side.
5.15 to angle 0.1 ps. W. of the W. wall of
Rich'd Downing's mill, N. side.

6.0

S. 79.45 W.—120

41.5 to bridge over mill race, falls S.
1.5 to the Horseshoe road leading from the

	1.0	P. & L. T. road N. 50½ W. at ½ mile, then circling around to the left, crossing the Brandywine and falling into the Downingtown, Ephrata and Harrisburg T. road abt. 1½ miles above the P. & L. T. road.
	<hr/> 44. <hr/>	to angle.
S. 64.40 W.—121	23.	to angle on the E. wing of the bridge over the E. branch of Brandywine.
S. 38.0 W.—122	6.6	along the face of the end parapet wall of the sd. bridge to the center thereof, thence
	5.4	to angle one pole west of the offset on the W. end of the sd. parapet wall.
	<hr/> 12.0 <hr/>	
S. 56.0 W.—123	15.0	to the D. T. E. & H. turnpike road, which bears N. 63 W.
	2.0	to angle.
	<hr/> 17.0 <hr/>	
S. 51.0 W.—124	76.0	to angle.
S. 57.0 W.—125	22.0	to angle.
S. 60.15 W.—126	17.0	to angle.
S. 71.5 W.—127	19.4	to a public road leading N. 6¾ W. from the P. & L. T. across the D. T. E. & H. T. road to the Horseshoe road.
	19.4	brought over.
	26.0	to gate No. 8.
	28.45	to 31 mile stone.
	0.35	to dry culvert, falls N.
	57.3	to a public road leading S. 4 E. from the T. road across the street road to Kennet Square.
	10.5	to angle.
	<hr/> 142.0 <hr/>	
S. 76.15 W.—128	29.0	to angle. At this angle, the old L. road leaves the T. road and passes along in front of Jno. Edge's house, but is shut up and vacated from this angle to where it intersects the T. road again beyond William Hawley's tavern, Sign of the Wagon; then it is open to Lancaster.

S. 82.0 W.—129	10.0	to culvert over Edge's spring run, fall N.
	8.4	to do over Edge's run, falls N.
	4.1	to do falls N. } Spring Run
	21.3	to do falls N. }
	0.2	to angle.
	<hr/> 44.0 <hr/>	
S. 84.20 W.—130	7.0	to spring culvert, falls N.
	32.0	to angle.
	<hr/> 39.0 <hr/>	
S. 80.45 W.—131	5.2	to dry culvert, falls N.
	92.5	to dry do do N.
	43.75	to 32 mile stone.
	9.55	to angle.
	<hr/> 151.0 <hr/>	
S. 84.10 W.—132.	35.2	to culvert on a spring run, falls N.
	6.25	to the range of the west wall of William Hawley's tavern, Sign of the Wagon, which is 54 f. 7 S. side.
	13.55	to angle.
	<hr/> 55.0 <hr/>	
S. 79.45 W.—133	35.0	to the intersection of the old L. road, which bears N. 72½ W. (see note page 34)
	12.6	to spring culvert, falls N.
	38.4	to angle.
	<hr/> 86.0 <hr/>	
S. 79.15 W.—134	29.3	to spring culvert, falls N.
	23.7	to a public road leading S. 4¼ E. from the D. T. E. & H. T. road across the P. & L. T. road to Bradford Meeting House.
	17.0	to dry culvert, falls N.
	110.6	to culvert over John Pim's spring run, falls N.
Long Mile	32.8	to 33 mile stone.
	20.5	to dry culvert, falls N.
	29.8	to dry do falls N.

Carried over

263.7 brought over.
 92.0 to dry culvert, falls N.
 22.0 to culvert on small run, falls N.
 31.3 to a public road leading S. $4\frac{3}{4}$ E. from
 Caln Meeting House across the old L.
 road and T. Road to the Strasburg
 State or New Lancaster road.

Short
 Mile

31.9 to dry culvert, falls N.
 3.35 to the range of the E. wall of Rob't
 Miller, Esqr's, house, N. side.
 51.25 to the 34 mile stone.
 24.7 to a private road leading N. 6 W. from
 the T. road to the old L. road.
 2.2 to small dry bridge, falls N.
 31.1 to dry culvert, falls N.
 39.2 to dry do falls N. In very bad
 order.
 112.3 to a public road leading S. $4\frac{3}{4}$ E. from
 the T. road to the State road at
 Worth's mill. (Not much used.)

Carried over.

705.0

NOTE: The Horseshoe road falls into
 the D. E. & H. T. road about
 $1\frac{1}{2}$ miles above the P. & L. T.
 road, and a short distance above
 that there is a road takes off
 from the D. E. & H. T. road in
 a tolerably straight direction to
 the old L. road, a short distance
 below where the Gap road con-
 tinued intersects it.

NOTE: The distance across from the
 P. & L. T. road to the old L.
 road along the Gap road con-
 tinued is about 1 mile.

705.0 brought over.
 9.0 to double spring culvert, falls N.
 2.2 to single do do N.
 19.8 to angle.

736.0

S. 79.30 W.—135

22.7 to dry culvert, falls N.
 57.2 to dry do do.
 15.4 to a public road leading S. $5\frac{1}{2}$ E. from
 the D. L. E. & H. T. road across the

old L. road and T. road to the Gap road.

Note: The Gap road eastward of where this road falls into it is now vacated and this road is now called the Gap road from the T. road southward.

	19.7	to 35 mile stone.
	78.0	to angle.
	<hr/> 193.0 <hr/>	
S. 80.30 W.—136	163.0	to a private road leading N. $3\frac{1}{2}$ W. from the T. road to the old L. road, being abt. $1\frac{1}{4}$ miles. Not much used.
	11.0	to angle.
	<hr/> 174.0 <hr/>	
S. 75.45 W.—137	18.1	to spring culvert, falls S.
	11.55	to 36 mile stone.
	24.35	to a private road leading S. $10\frac{1}{2}$ E. from the T. road to the Gap road. Dist. abt. 85 poles.
	24.8	to spring culvert, falls S. In bad order. Ought to be opened.
	7.5	to ditch culvert, falls S.
	45.7	to angle.
	<hr/> 132.0 <hr/>	
S. 81.15 W.—138	19.0	to angle.
S. 85.0 W.—139	12.7	to dry culvert, falls S.
	3.5	to do do.
	12.0	to spring do falls S.
	5.8	to angle.
	<hr/> 34.0 <hr/>	
S. 79.15 W.—140	26.15	to gate No. 9.
	82.95	to the range of the E. wall of Abraham Kindig's tavern, Sign of the Bridge which house stands 28 f. north side.
	<hr/> 109.1 <hr/>	
	109.1	brought over.
	2.7	
		to a public road leading S. $35\frac{3}{4}$ E. from Wagontown on the old L. road

across the T. road and Gap road to the Strasburg road or the New Lancaster road.

Note: The distance from the T. road to Wagontown is about 3 miles, and from the T. road to the Gap road is abt. 80 poles

Note: About 40 poles to the north of the T. road, the road forks, the one fork goes to Wagontown and the other falls into the old L. road down where the road takes off to the new T. road before noted at the 35 mile stone. This road is greatly used by the travelers going off of the T. road to avoid the gates.

N. Mr. E. Gatchet informs me that the travelers takes off of the T. road at a private lane about 157 poles below his gate to the Gap road and returns on to the T. road again at the tavern above his gate and at the road which falls in by Flemming's mill.

12.6 to first bridge on the W. branch of the Brandywine.

5.6 to angle.

130.0

S. 71.50 W.—141

10.6 to second bridge over do.

29.95 to the 37 mile stone.

15.85 to the public road leading N. 1 W. from the T. road by Truman's mill to Wagontown, which the left hand fork of the road above falls into at sd. mill.

8.3 to 3d bridge over the W. branch of Brandywine.

Carried over

60.7

60.7 brought over.

47.9 to large dry culvert, falls S. In bad order. Wants entire new head walls.

1.0 to a road leading S. 24 E. from the T. road across the Gap road at Flemming's mill to the new Lancaster or Strasburg road, and is considerably used.

68.4 to angle.

	178.0	
S. 76.15 W.—142	47.0	to angle.
S. 85. W.—143	7.0	to angle at Hand's Pass.
N. 75.45 W.—144	4.0	to angle at do.
N. 38. W.—145	4.0	to angle at do.
N. 8.45 W.—146	17.0	to angle at do.
N. 16. W.—147	13.0	to angle in rocky cove.
N. 35.15 W.—148	9.0	to angle in do.
N. 43.30 W.—149	14.0	to angle.
N. 53.35 W.—150	28.7	to spring culvert, falls S.
	12.8	to the range of the E. end of Samuel Sides's tavern house, Sign of the Cross Keys, which house stands 35 f. 3 N. side.
	3.5	to angle.
	45.0	
N. 36.40 W.—151	19.7	to 38 mile stone.
	0.9	to small bridge over Tilt Mill run, falls S.
	22.4	to angle.
	43.0	
N. 72.45 W.—152	1.9	to opp. a spring on N. edge of the road.
	3.1	to angle.
	5.0	
N. 80.5 W.—153	33.0	to angle.
S. 89.35 W.—154	2.4	to culvert on Tilt Mill run, falls N.
	44.2	to ditch culvert, falls N.
	39.9	to spring do. falls S.
	22.7	to a public road leading S. 11 E. from Morgantown across the T. road and State road to Wilmington.
Carried over	109.0	
	109.0	brought over.
	0.7	to dry culvert, falls S.
	37.8	to do do do.
	89.5	to angle.

	<u>237.0</u>	
S. 85.25 W.—155	23.85	to 39 mile stone.
	88.15	to a private road leading N. 44¾ W. from the T. road to a farmer's house. (Of no account.)
	67.0	to angle.
	<u>179.0</u>	
S. 85.45 W.—156	15.5	to the range of the W. wall of Alex'r Macferson's house, N. side.
	30.8	to spring culvert, falls S.
	12.7	to private road leading N. 15 W. from the T. road to Wagontown.
	1.8	to do leading S. 21½ E. from the T. road to the Wilmington road.
	110.9	to 40 mile stone.
	12.3	to angle.
	<u>184.0</u>	
S. 86.5 W.—157.	19.1	to dry culvert, falls S. Stopped up.
	13.9	to opposite to Samuel Downing's tavern, Sign of the Pennsylvania Arms. About 6 perches N. side.
	39.0	to angle on the hill.
	<u>72.0</u>	
S. 87.35 W.—158.	46.0	to a public road leading N. 1¼ W. from the T. road to Wagontown, being about 3 miles. This road is very little used.
	47.0	To the Pequea and Wilmington road. The Pequea road leads from the old L. road, about one mile below the Sign of the Compass, to the T. road, being abt. 3 miles, and bears N. 10 W. The Wilmington road bears S. 21½ E. and leads from the T. road to the Strasburg or new Lancaster road, being abt. 2 miles, and thence to
Carried over	93.	
	93.	brought over.
		Wilmington.
		The Pequea road is very much used by travelers passing around the upper gates.
	1.35	to the range of the east wall of Jno.

		Sloan's tavern, Sign of the Troop of Horse, N. side.
	100.65	to angle on culvert, falls S., at a small branch of Buck run.
	<hr/>	
	195.0	
	<hr/>	
S. 87.40 W.—159	19.5	to dry culvert, falls S.
	15.5	to a road leading S. 10½ W. from the T. road, by Park's mill, to the new Lancaster or Strasburg road.
This and the next previous course may perhaps be thrown into one course.	6.7	to 41 mile stone.
	110.3	to angle.
	<hr/>	
	152.0	
	<hr/>	
N 82.30 W.—160	37.9	to a 3 arch bridge over Buck run, falls S. The stone coping is nearly all thrown down. They ought to be put on again.
	17.4	to small bridge over a race to Cooper's fulling mill.
	88.7	to angle.
	<hr/>	
	144.0	
	<hr/>	
N. 84.5 W.—161	11.0	to cross road leading S. 51¼ W. from
	55.05	to the range of the W. wall of Joseph Cotrill's house, south side.
	4.45	to 42 mile stone.
	77.50	to angle.
	<hr/>	
	148.0	
	<hr/>	
N. 81.45 W. } 81.35 W. } 162 82.05 }	22.7	to dry culvert, falls N.
B. 82.05	10.4	to the range of the E. wall of Wallace Boyd's tavern house, Sign of the Black Horse, which house stands 29 f. north side.
	7.6	to a cross road leading S. 3¾ E. from the Compass to the old L. road to the State road.
	56.5	to spring culvert, falls N.
	18.5	to dry culvert, falls N. Is stopped up; ought to be kept open.
	21.3	to road leading S. 37 E. from the T. road to the State road.
	<hr/>	
Carried over	137.0	

From the T. road at Boyd's to the State is about $1\frac{1}{2}$ miles, and to the Sign of the Compass is abt. 3 miles.

137. brought over.
9.0 to road leading N. 9 W. from the T. road to the Sign of the Compass on the old L. road.

94.3 to the range of the E. wall of John Pettit's tavern house, Sign of General Wayne N. side.

Note: The high land at Pettit's Sign of the General Wayne is the dividing ridge between the waters of Delaware and Susquehanna.

The high land between the 45 and 46 mile stones is the dividing ground between the waters of the Octoraro and Pequea Creeks.

4.25 to the 43 mile stone.
16.05 to the road leading N. $4\frac{1}{4}$ W. from the T. road through Pequea to the old L. road abt. $2\frac{1}{2}$ miles above the Compass.
110.4 to bridge over a branch of Octoraro Cr., falls S.
21.5 to gate No. 10.
152.4 to spring culvert, falls S.
22.0 to 44 mile stone.
58.8 to spring culvert, falls S.
7.7 to do do falls S.
54.5 to do do falls S.
48.4 to do do falls S.
79.7 to a public road leading S. 18 E. from the T. road to the State road, being about $1\frac{1}{4}$ miles.

Carried over

816.0

816. brought over.

8.4 to the intersection of the line between Chester and Lancaster Counties, which bears abt. S. $22\frac{1}{2}$ West; thence continues on the same course southward, about 100 poles, to a spring, being the head of the W. branch of Octoraro Cr.; and thence along sd. cr., which inclines somewhat more westerly to the Maryland line.

43.6 to angle.

868.0

N. 83.15 W.	} 163	20.85	to 45 mile stone.
B. 83.15		51.15	to angle.
		<u>72.0</u>	
N. 81.50 W.—164		101.5	to Buckley's and Chamberlain's roads. Buckley's road leads from the old L. road through Pequea Valley to the T. road and bears N. 7 E. Chamberlain's road leads from the T. road to the State road, being abt. $1\frac{3}{4}$ miles, and bears S. $12\frac{1}{2}$ E.
Carried over		101.5	brought over.
		2.55	to the range of the E. wall of Dan'l Buckley's tavern, Sign of Mount Vernon, kept by David Sterrett, N. side.
		54.65	to a road leading S. $71\frac{1}{2}$ W. from the T. road, crossing the State road at the distance of abt. $1\frac{1}{4}$ miles, and thence to Sadsbury Meeting House.
		9.3	to angle.
		<u>168.0</u>	
N. 73.15 W.—165		12.0	to angle.
N. 61.30 W.—166		21.	to angle.
N. 72.15 W.—167		13.	to angle.
N. 79.45 W.—168		5.3	to a cross road leading S. $37\frac{1}{2}$ W. from Pequea Valley across the T. road to the last above road.
		7.7	to angle.
		<u>13.0</u>	
Due West—169		16.0	to angle.
S. 71.30 W.—170		22.0	to angle.
N. 88.30 W.—171		5.7	to 46 mile stone.
		2.3	to angle.
		<u>8.0</u>	
N. 78.15 W.—172		16.0	to angle.
S. 87.15 W.—173		9.0	to angle.

S. 84.10 W.—174	76.0	to angle.
S. 85.30 W.—175	8.4	to a private road leading N. 5 E. from the T. road to Owens's mills, and thence among the plantations in Pequea Valley.
	9.6	to small bridge over a spring run, falls N. The wing walls wants repairing.
	2.0	to angle.
	20.0	
N. 80.15 W.—176	10.0	to angle.
N. 70.0 W.—177	1.1	to spring culvert, falls N.
	16.9	to angle.
	18.0	
N. 57.30 W.—178	19.0	to angle.
N. 78.45 W.—179	7.0	to angle.
Due West—180	24.0	to angle.
N. 86.15 W.—181	28.0	to angle.
N. 83.30 W.—182	21.0	to angle.
N. 88.30 W.—183	21.0	to angle.
N. 75.35 W.—184	50.4	to 47 mile stone.
	22.55	to the range of the E. wall of Samuel Huston, Esqr's, house, N. side.
	13.0	to angle.
	86.0	
N. 78.45 W.—185	3.2	to a public road leading N. 25¼ W. from the T. road to Anderson's, Henderson's & Ellmaker's mills, in Pequea Valley, and also a road leading from the T. road S. 22½ W. to where the New Port and State roads unite, being abt. ½ mile.
	52.8	to angle.
	56.0	
N. 78.20 W. } B. 78.10 }	49.8	to an open running stream, falls N. into Pequea Creek. No culvert.

	116.0	to the intersection of the New Port road, leading S. 33 E., from the old L. road across the T. road to New Port.
	0.35	to the range of the W. wall of Maxwell Kennedy's tavern house, Sign of the Rising Sun, N. side.
	65.65	to the 48 mile stone.
	99.	to a private road leading N. 63½ E., from the T. road across the New Port road, and thence among the plantations.
	9.2	to a public road leading S. 57¼ E. from the T. road until it falls into the New Port road. This road continues northward across the T. road, about 50 or 60 poles, in the same course reversed, and then turns to the westward nearly parallel with the T. road, but is now shut up great part of the way; but Mr. Slaymaker informs me that a jury has lately been called to view the obstructions on sd. road, who ordered it to be opened again.
	33.1	to an open race of running water, falls N.
	19.1	to a small bridge over a branch of the Pequea Creek, falls N. The coping of the north side wall is all torn off at part of the wall.
	<u>392.2</u>	
	392.2	brought over.
	7.2	to the range of the E. wall of Amos Slaymaker's tavern house, Sign of John Adams, N. side. From the T. road northward to where the road passing behind Slaymaker's house intersects it is about 20 poles.
	121.6	to angle on Slaymaker's hill.
	<u>521.0</u>	
N. 63.15 W.—187	33.3	to 49 mile stone.
	5.7	to angle.
	<u>39.0</u>	
N. 80.10 W.—188	22.7	to a public road leading N. 10½ W. from the T. road across the New Port road at Hess's mill, and thence to the old L. road.

	54.3	to McCalla's lane, leading S. 7 E., from the T. road to the Strasburg road.
	87.0	to a private lane leading N. 11 W. from the T. road among the plantations.
	152.6	to 50 mile stone.
	180.8	to a public road leading S. 17½ E. from the old L. road by Eckert's Forge across the T. road to Thompsontown, called London Lane or Eckert's Forge road.
Carried over	497.4	
	497.4	brought over.
	4.8	to the range of the E. end of Sam'l Hinkle's tavern house, Sign of the White Horse, N. side.
	101.8	to where the old road which passes back of the Slaymaker falls into the T. road.
	34.45	to 51 mile stone.
	87.55	to a public road leading N. 29 W. from the T. road across the New Port and old L. roads to Elizabeth Furnace.
	4.0	to angle.
	<u>730.0</u>	
N. 75.0 W.—189	114.0	to angle.
N. 74.40 W.—190	14.6	to a road leading N. 8½ West, from the T. road to—
	76.8	to a public cross road leading S. 15¾ E. from the old L. road across the T. road to the Strasburg road.
	26.1	to 52 mile stone, which is broken off.
	22.5	to angle.
	<u>140.0</u>	
N. 75.15 W.—191.	32.7	to bridge over Jacob Esleman's mill race, falls N.
	16.1	to bridge over London run, being a branch of Pequea Cr. Falls N.
	18.97	to the range of the east wall of Christian Leaman's tavern, Sign of the Indian King. 56 f. 9 south side.
	120.83	to Esleman's mill road leading from the T. road N. 28½ E. abt. 20 poles. Then abt. N. 72 E. to the mill.
	0.4	to angle.

	<u>189.0</u>	
N. 74.0 W.—192	109.0	to angle on hill.
N. 74.40 W.—193	0.07	to 53 mile stone.
	20.73	to a public road leading S. 30¼ E. from the T. road to the Sign of the Black Horse on the Strasburg road, called Carpenter's road.
	12.2	to gate No. 11, very nearly in the range of the E. wall of Samuel Le-fevre's brick tavern house, Sign of the Ship, N. side.
Carried over	<u>33.0</u>	
	33.0	brought over.
	10.94	to the range of the E. wall of Pat'k McGuiggen's brick tavern house, Sign of the Free Mason's Coat of Arms, S. side. This is called Pequea Village.
	13.06	to a public road leading S. 85½ W. from the T. road to Strasburg Village.
	0.90	to the range of the W. side of Hugh Wallace's tavern, Sign of the Buck, N. side.
	2.10	to a public road leading N. 26½ W. from the T. road to the Bird-in-Hand tavern on the old L. road, called the old New Port road. The distance from the T. road to the old L. road along this road is abt. 3 miles, and abt. the same distance to the Strasburg road.
	41.2	to bridge over small run, falls N., into Pequea Creek.
	26.3	to the range of the W. wall of David Witmer's brick tavern house, Sign of the Stage, N. side.
	1.5	to a public road leading across the T. road S. 12 W., and falls into the last above road in both directions.
Carried over	<u>129.0</u>	
	129.0	brought over.
	46.6	to the bridge over Pequea Creek, falls south.
	13.67	to the range of the W. wall of Peter Forney's tavern house, Sign of the Spread Eagle, N. side.
	93.73	to Cherry Tree lane, leading across the T. road S. 20½ E. into the same roads that the last does.

	25.0	to angle.
	<u>308.0</u>	
N. 75.10 W.—194	12.8	to 54 mile stone.
	94.8	to the range of the E. side wall of the Methodist Meeting House, abt 4 ps. from the S. side of the T. road, called Gilboa, being at the E. end of Souder's Burgh.
	65.4	to a bridge over a small branch of Pequea Creek, falls S.
Carried over	<u>173.0</u>	
	173.	brought over.
	42.4	to a public road leading S. $37\frac{3}{4}$ W. from the T. road to Strasburg Village, and also N. 20 E. from the T. road to the old New Port road, abt. 150 poles.
	5.95	to the range of the W. wall of Daniel Witmer's brick tavern house, Sign of the Swan, S. side, in Souder's Burgh.
	114.5	to 55 mile stone.
	55.15	to angle.
	<u>391.0</u>	
N. 74.45 W.—195	0.5	to a public road leading S. $15\frac{3}{4}$ E. from the Bird-in-Hand tavern on the old L. road to the T. road, being 2 miles, and thence by John Hare's mill to Strasburg, being about $2\frac{1}{2}$ miles.
Morning		
74.50	153.0	to a public road leading S. $51\frac{1}{2}$ W. from the old New Port road across the T. road to Hare's mill. This is not the same Hare's mill mentioned above.
Carried over	<u>153.5</u>	
	153.5	brought over.
	114.9	to 56 mile stone.
	195.5	to the range of the W. wall of Jacob Kafroth's brick tavern house, which stands 48 f. N. side.
	21.1	to a considerably large public road leading S. 16 E. from the old L. road across the T. road to Strasburg.
Note: The next following course makes an angle of 0.7' to the right hand of this course, say		
and	N. 74.45 W.	
	N. 74.40 W.	

Difference

0.5+

Note: This road is said to be straight
from end to end, and the distance
from the T. road to the
old L. road is $1\frac{1}{4}$
and from do to
Strasburg $2\frac{3}{4}$ miles

Equals 4

	35.0	to angle.
	<u>520.0</u>	
N. 74.40 W.—196	70.5	to 57 mile stone.
	29.6	to spring culvert, falls N.
	13.9	to open stream crossing on the T. road, falls N.
	<u>146.0</u>	to angle on Evans's hill.
	<u><u>260.0</u></u>	
N. 75.45 W.—197	<u>16.0</u>	to angle.
N. 78.30 W.—198	<u>23.0</u>	to angle.
N. 81.40 W.—199	82.8	to 58 mile stone.
	14.2	to the range of the E. wall of John Buckwalter's tavern, Sign of the Sor- rel Horse, N. side.
	15.0	to open spring run, falls N.
	<u>7.0</u>	to angle.
	<u><u>119.0</u></u>	
N. 74.15 W.—200	3.35	to gate No. 12.
	<u>32.65</u>	to angle.
	<u><u>36.0</u></u>	
N. 72.30 W.—201	<u>36.0</u>	to angle.
N. 68.25 W.—202	42.4	to a 3 arch bridge over Mill Cr., falls S.
	49.1	to a public road leading S. 16 E. from the old L. road across the T. road and passing by Hamilton's mills, to Stras- burg.
	<u>10.5</u>	to angle.
	<u><u>102.0</u></u>	
N. 70.15 W.—203	<u>20.</u>	to angle.
N. 74.40 W.—204	58.6	to a public road leading N. $4\frac{1}{4}$ W.

		from the T. road to the old L. road, being abt. $\frac{3}{4}$ of a mile.
	44.3	to 59 mile stone.
	8.5	to small bridge over a collection of spring runs, falls S.
	38.6	to angle.
	<hr/> 150.0 <hr/>	
N. 70.5 W.—205	76.0	to angle.
N. 76.30 W.—206	11.4	to a bridge over a small run from a collection of springs, falls S.
	96.6	to angle.
	<hr/> 108.0	
		Note: From this angle, the Mennonite Meeting House bears S. $10\frac{1}{2}$ W. abt. 15 ps.
N. 71.30 W.—207	12.0	to angle.
N. 68.0 W.—208	12.6	to a private road leading N. $22\frac{1}{2}$ from the T. road to the old L. road.
	65.1	to 60 mile stone.
	54.3	to angle.
	<hr/> 132.0 <hr/>	
N. 61.15 W.—209	8.0	to the Strasburg road leading S. 40 E., from the T. road, to Strasburg, being about 6 miles.
	16.0	to angle.
	<hr/> 24.0 <hr/>	
N. 66.30 W.—210	12.0	to angle.
N. 82.45 W.—211	13.0	to spring culvert, falls S.
	55.0	to angle.
	<hr/> 68.0 <hr/>	
N. 81.35 W.—212	60.	to angle.
N. 84.0 W.—213	79.0	to angle where the old L. road falls in and bears N. 75 E.
N. 86.30 W.—214	6.0	to angle.
S. 77.45 W.—215	1.8	to the range of the E. wall of John Shingle's tavern, Sign of the Indian King, which house is 43 f. 7 south side.
	5.7	to the Street road leading S. 1 W.

	6.5	to angle.
	<u>14.0</u>	
Due West.—216	5.5	to angle at E. end of Witmer's stone bridge over Conestoga Creek, where the end parapet wall makes a bend.
N. 78.10 W.—217	13.37	to 61 mile mark on sd. bridge.
	13.23	to the west end of sd. bridge where the north parapet wall makes a bend.
	5.7	to a public road leading N. 11 E. from the T. road to And'w Graff's mill.
	1.7	to angle.
	<u>34.0</u>	
		Note: In running the course across Witmer's bridge, I ran in the line of the face of the north parapet wall. The said bridge is only 19 feet wide in the clear. Witmer's tavern is on the north side of the road at the west end of his bridge, the Sign of Penn'a Coat of Arms.
N. 75.35 W.—218	9.0	to a public road leading S. 14½ W. from the T. road to John Schwar's mill.
	80.0	to angle.
	<u>89.0</u>	
N. 74.0 W.—219	48.0	to angle.
N. 72.45 W.—220	15.8	to a public road bearing S. 48½ E. from the T. road to John Schwar's mill.
	16.2	to angle.
	<u>32.0</u>	
N. 78.30 W.—211	7.0	to angle.
N. 85.30 W.—222	7.3	to gate No. 13.
	12.7	to the Middle Town road leading N. 69 W. from the T. road about 50 ps., then inclines abt. N. 78 W. This is opposite Poor House.
	37.0	to angle.
	<u>57.0</u>	

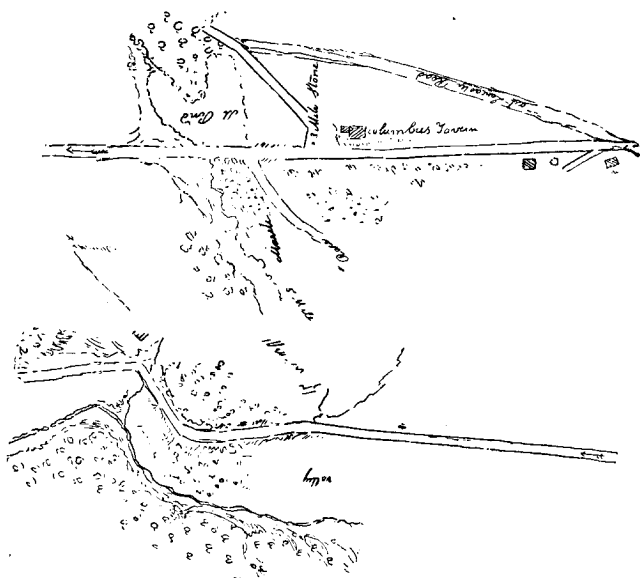
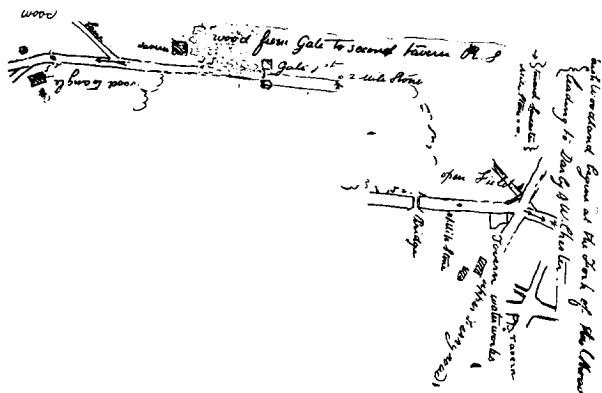
S. 88.15 W.—223	13.0	to angle.
	<hr/>	
S. 80.30 W.—224	58.7	to a public road leading N. 42.1 from the T. to Groce Town.
	4.15	to 62 mile stone.
	46.75	to the range of the E. wall of Bryan's house, N. side of the E. end of Lau- caster.
S. 81.30 W.		along King Street, in Lancaster.

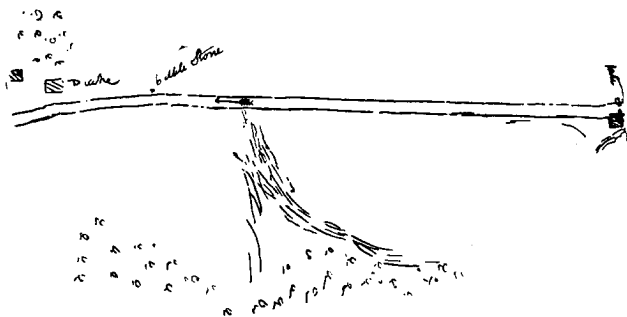
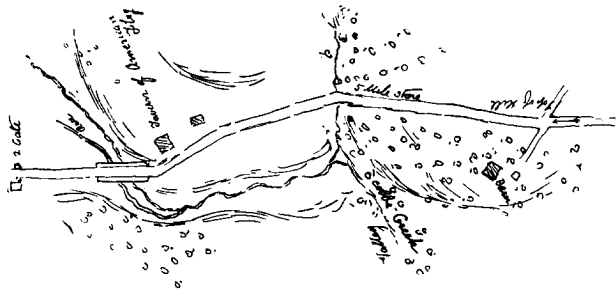
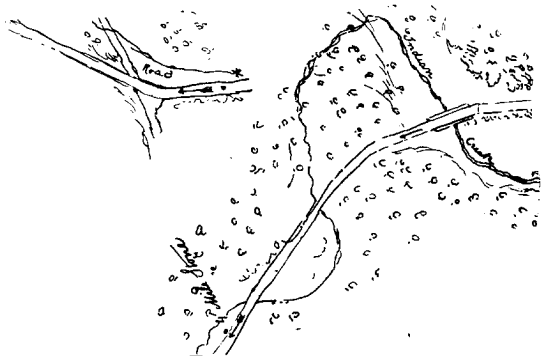
Say 62 miles 135.95 ps.

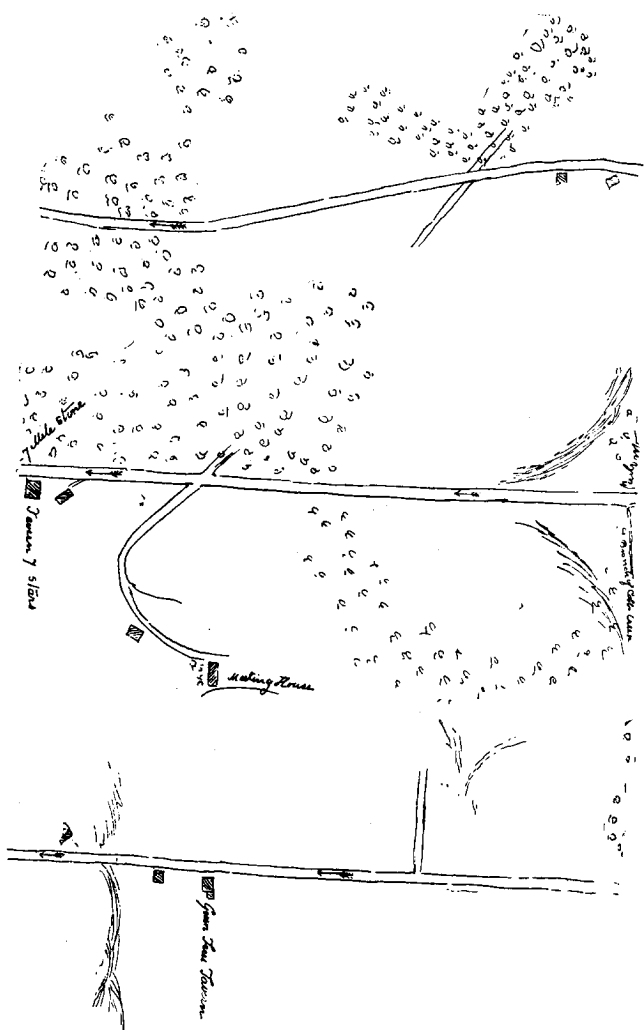
Took with me Nov. 3, 1806, cash \$115. to bear the expenses in the survey
of the P. & Lancaster Turnpike Road.

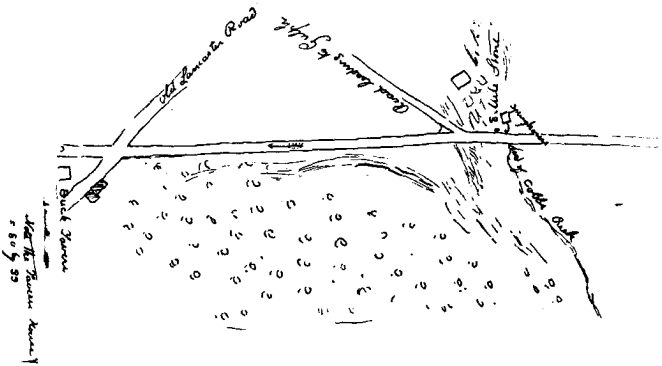
R. B.

SKETCHES OF SURVEYOR ATTACHED TO
SURVEY.

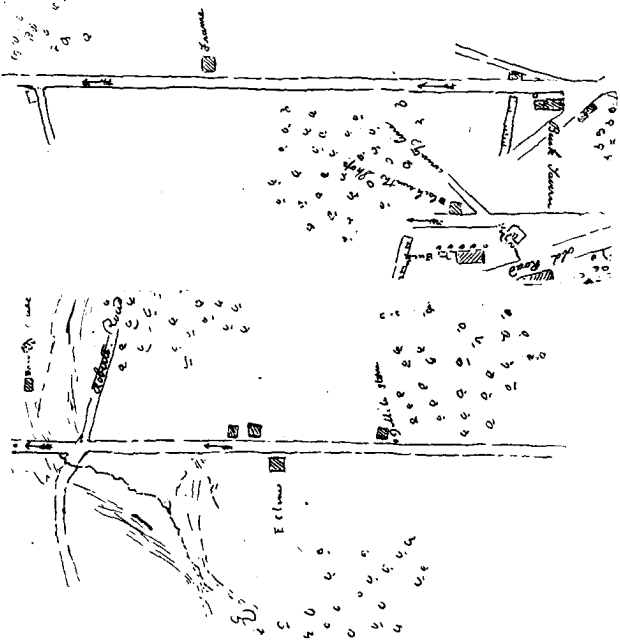


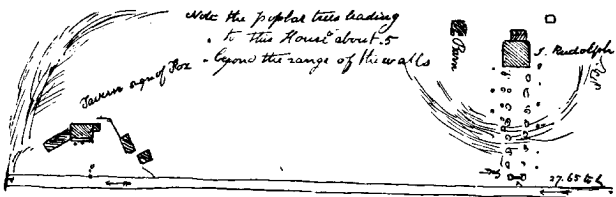
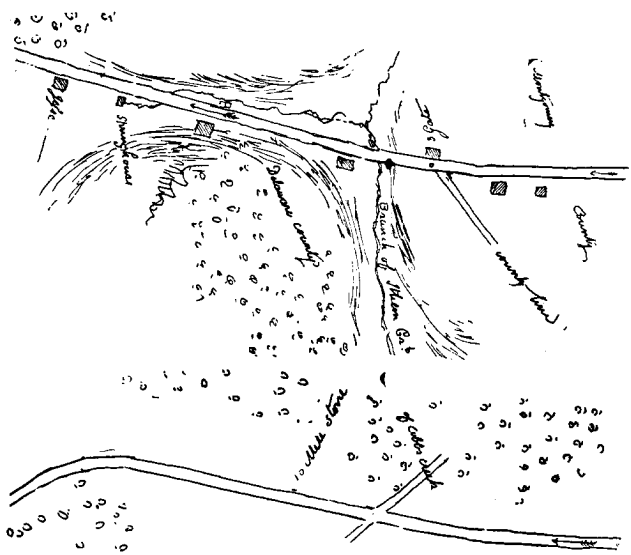






Map No. 10000
1899





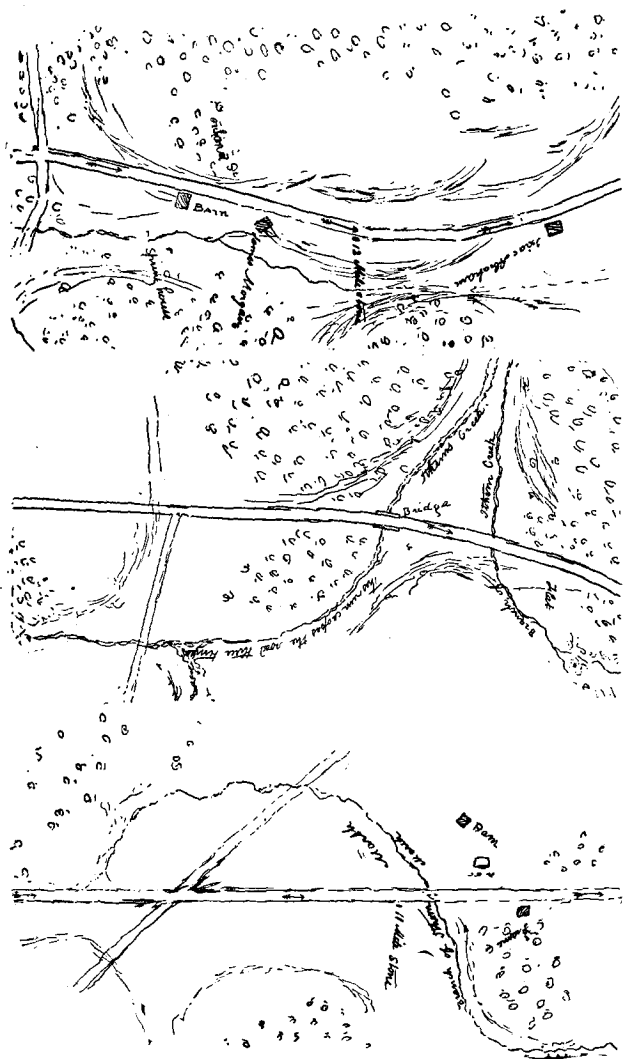
Note the poplar trees leading
to this House about .5
- beyond the range of the walls

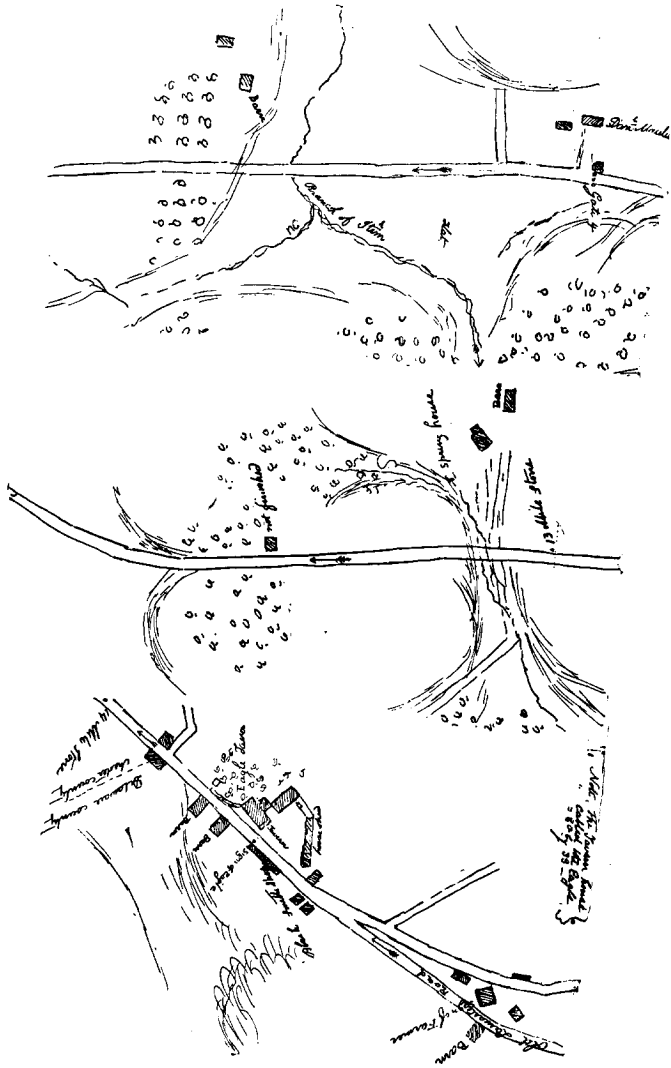
Town square Box

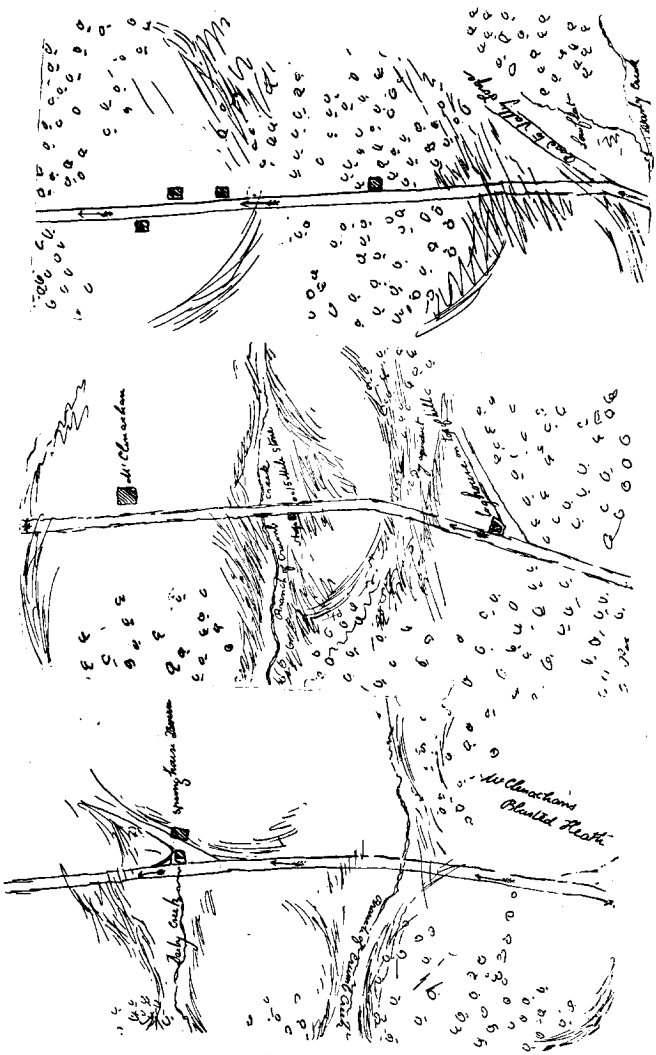
Don

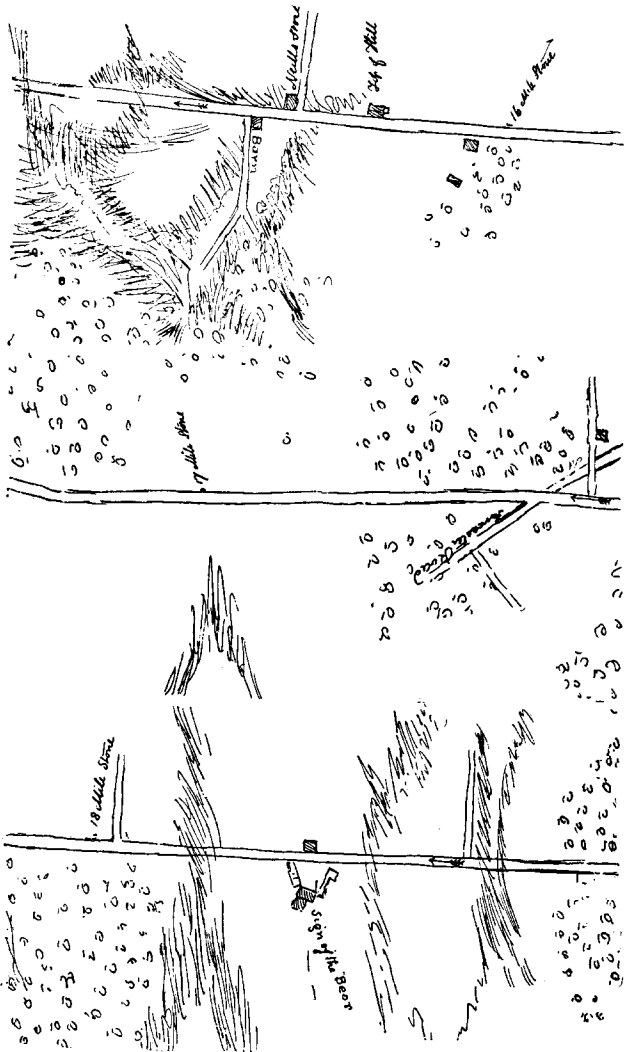
S. Radolph

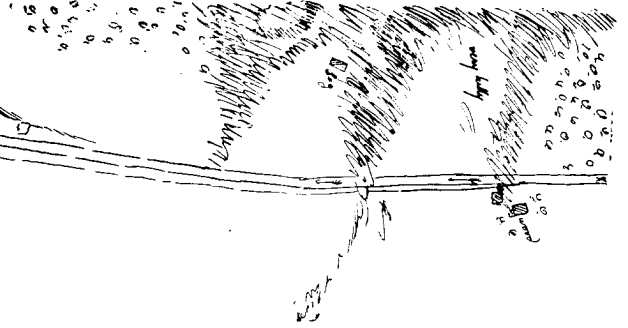
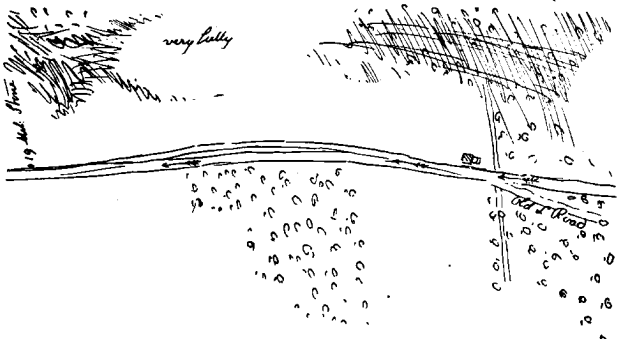
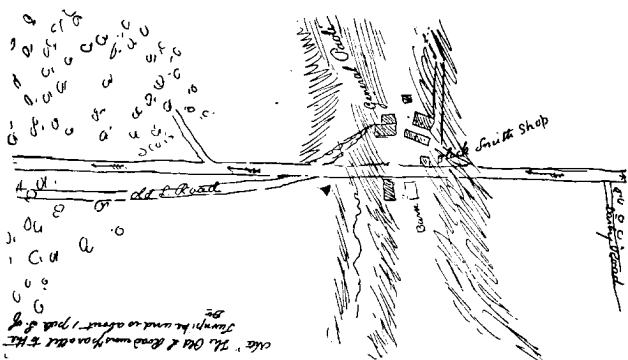
27.6566

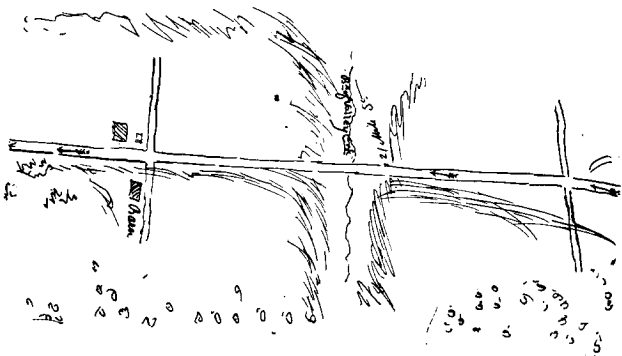
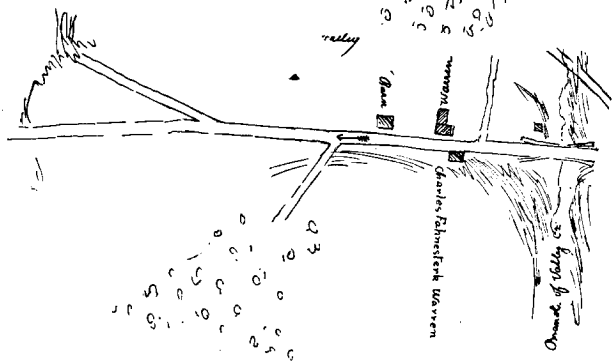
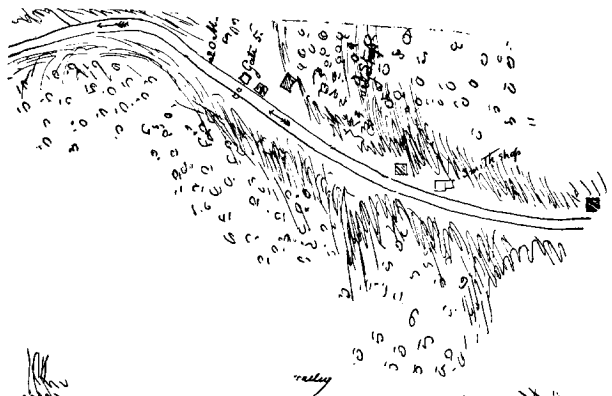


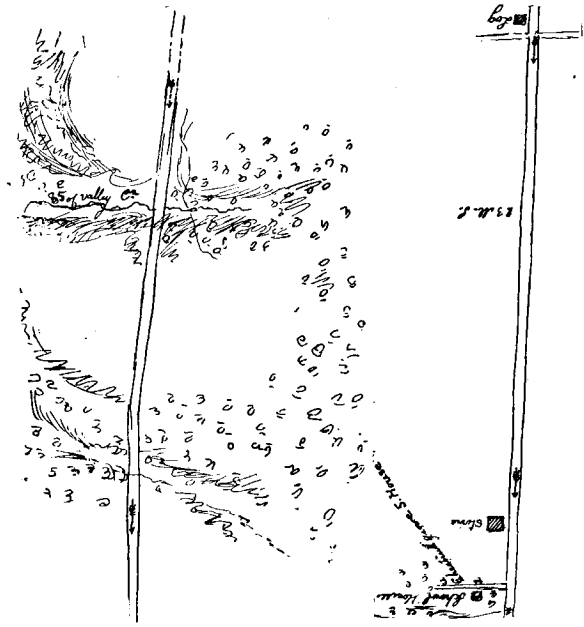
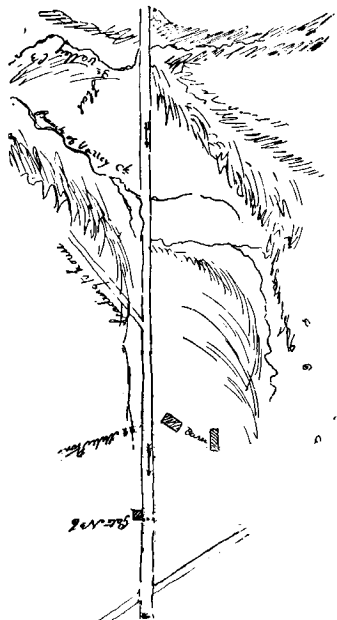


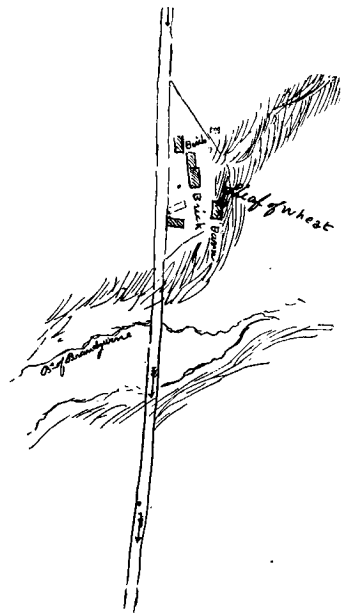
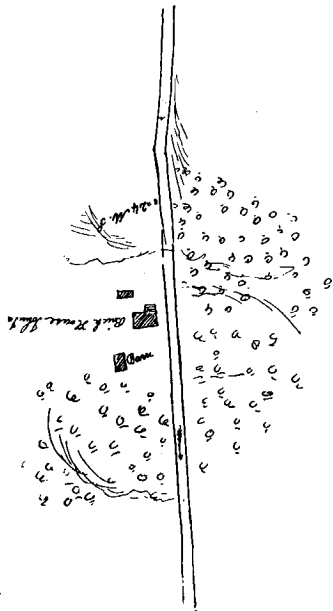
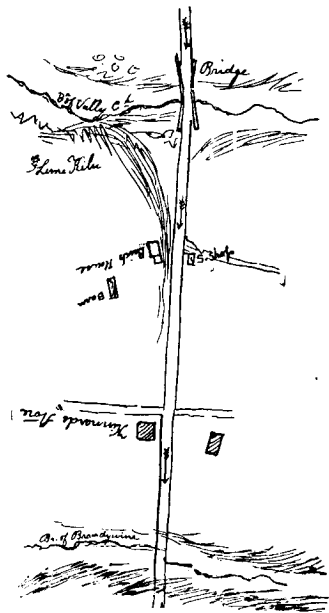


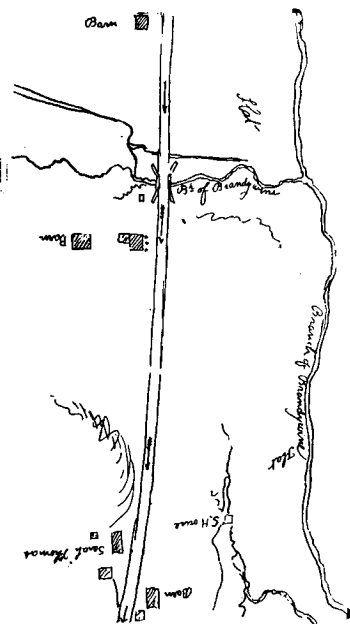
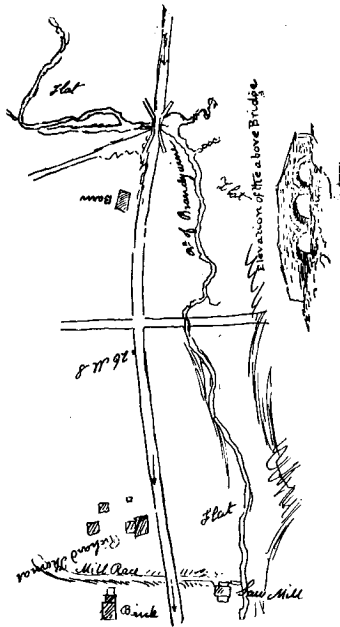
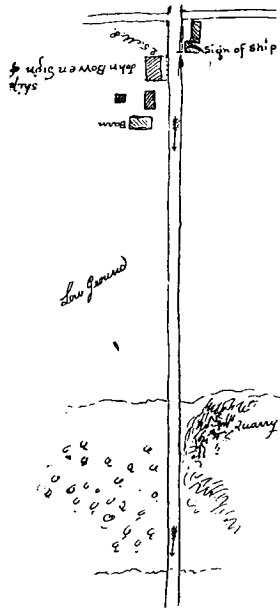




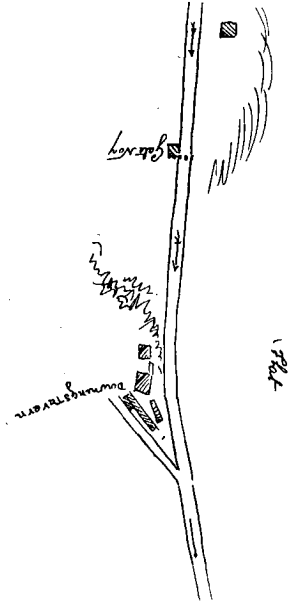
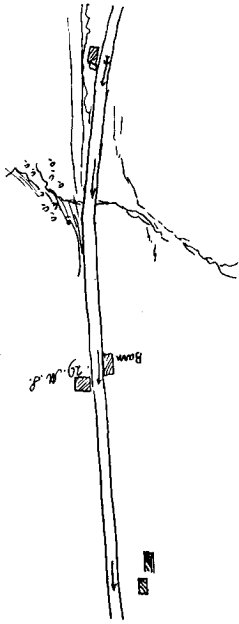




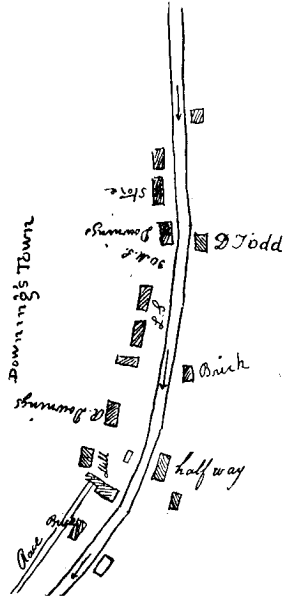


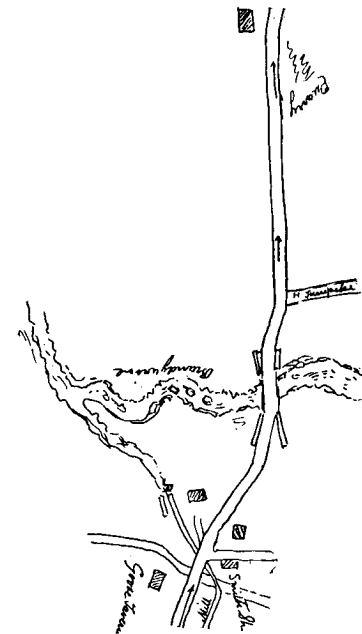
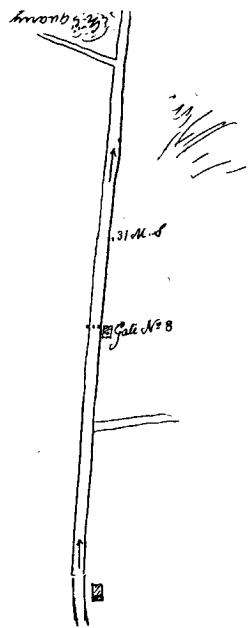
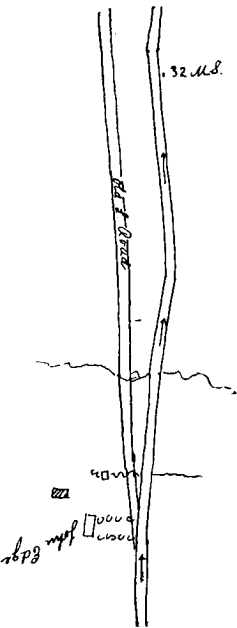


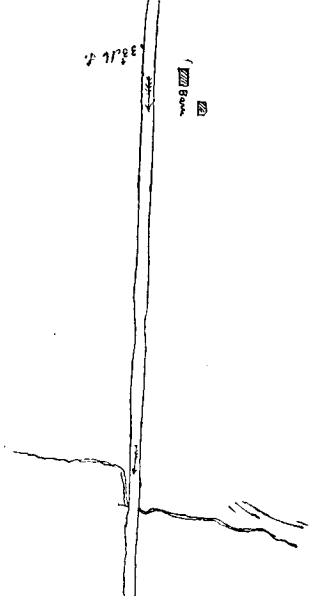
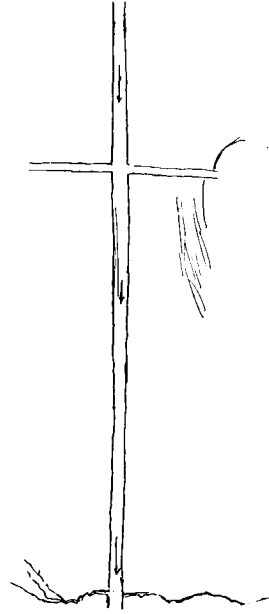
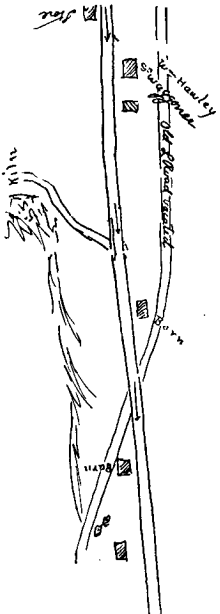


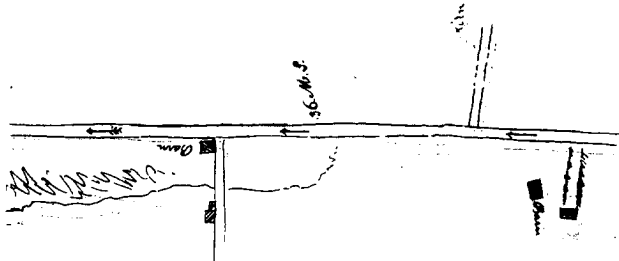


1 flat

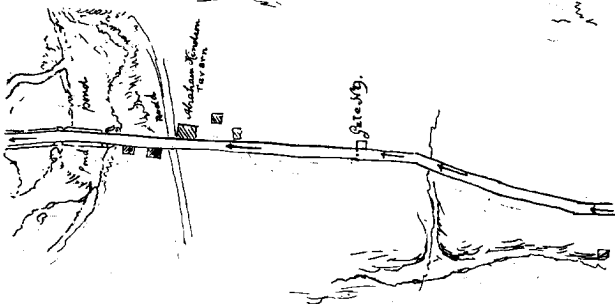


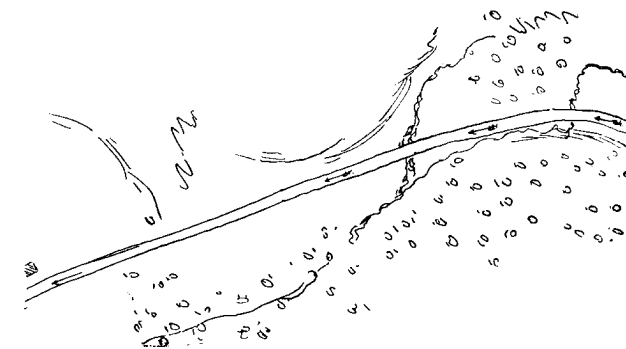
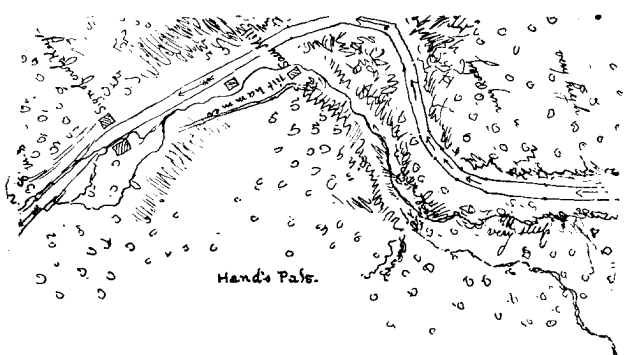
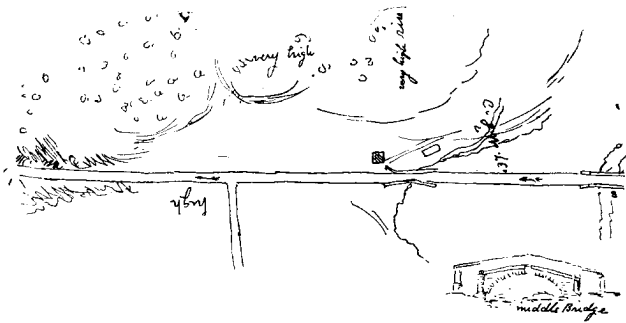


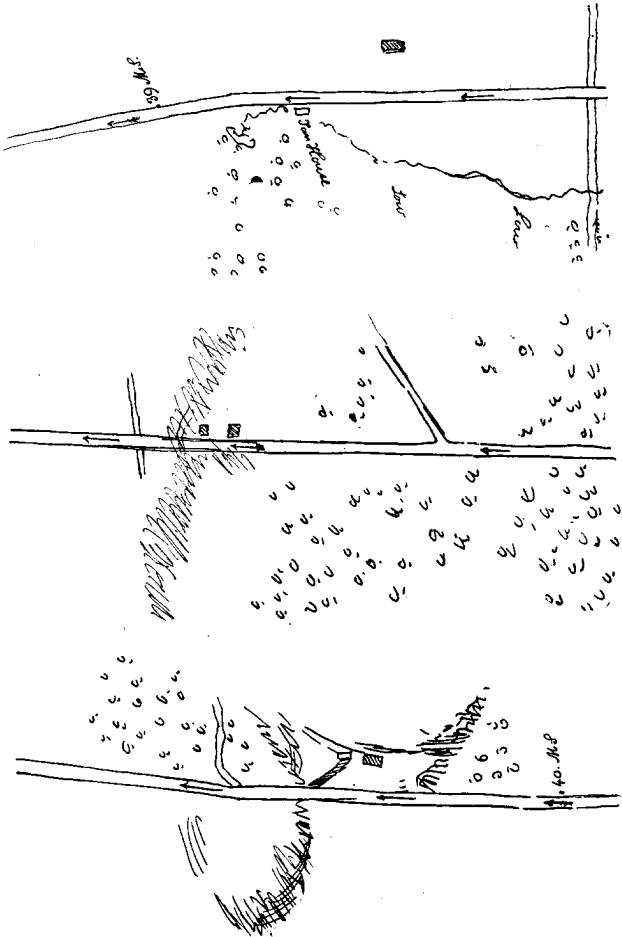


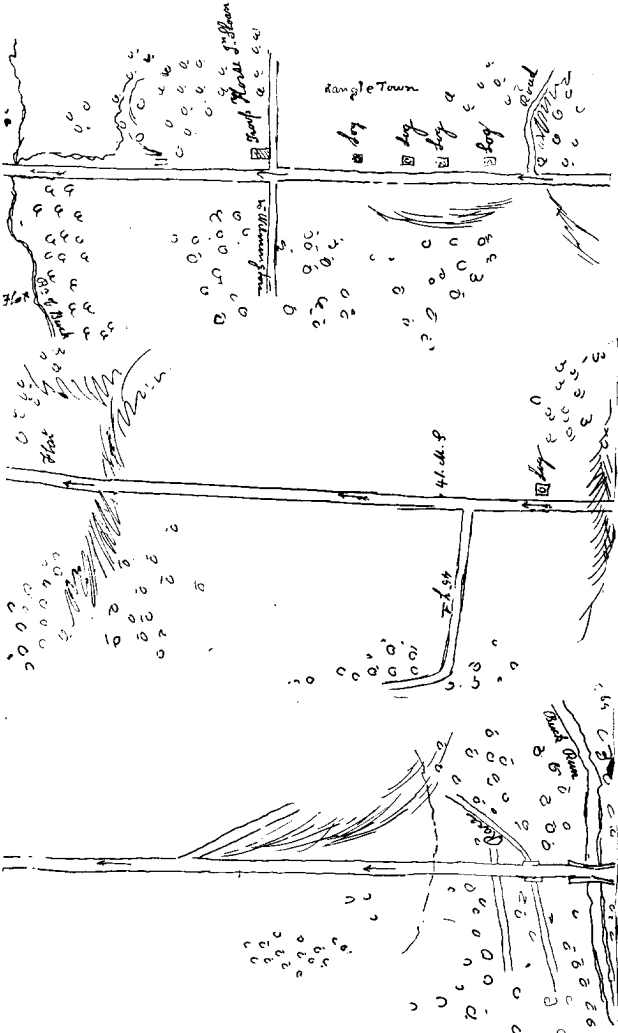


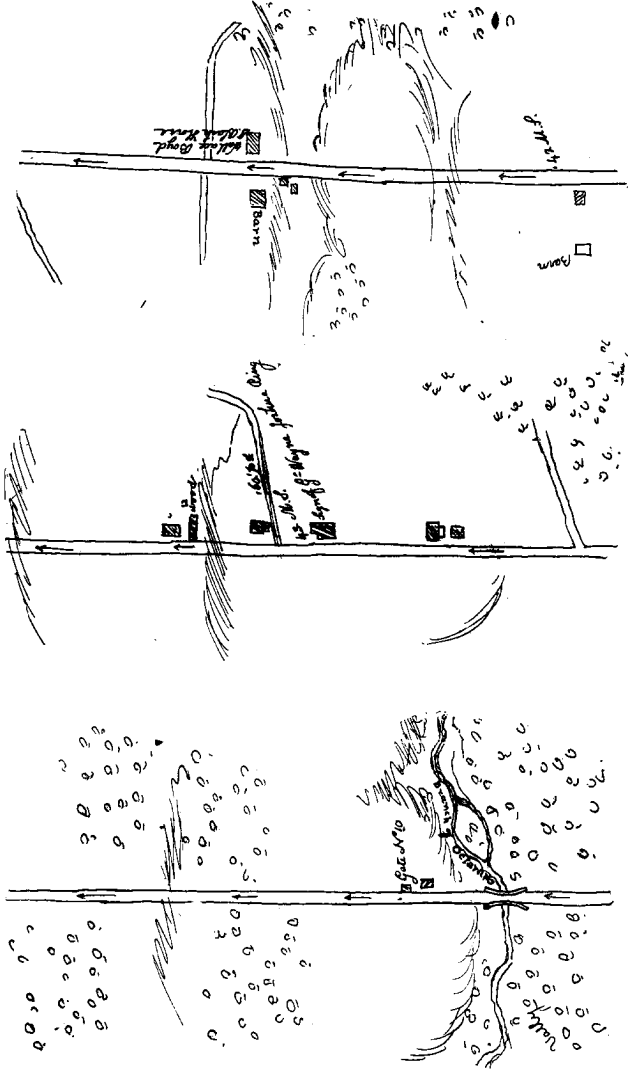
end of the O'Neary river
Creek Janning's Town Chester County

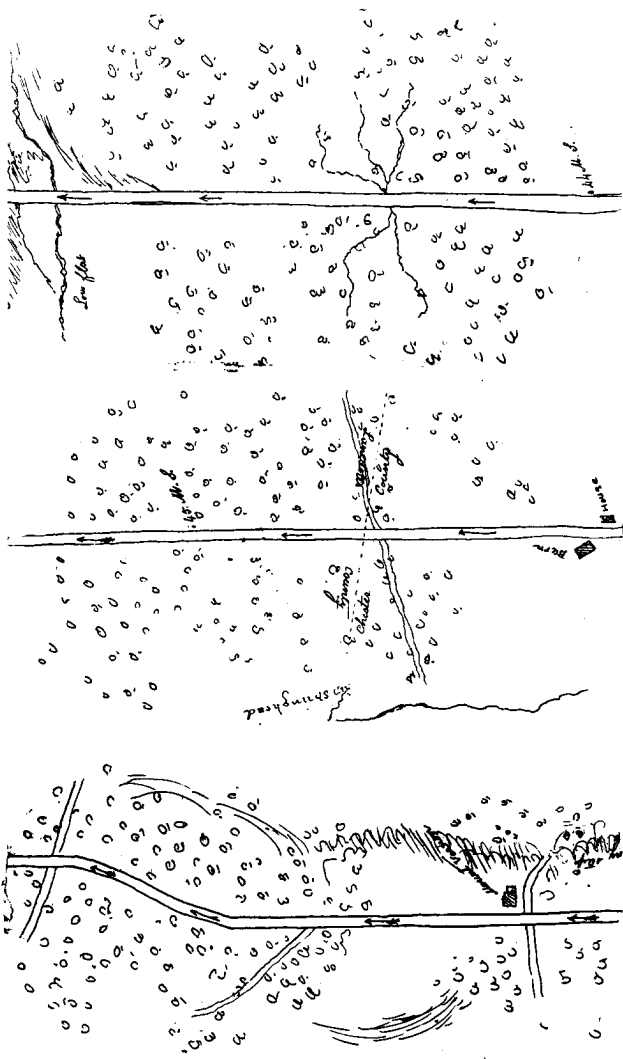


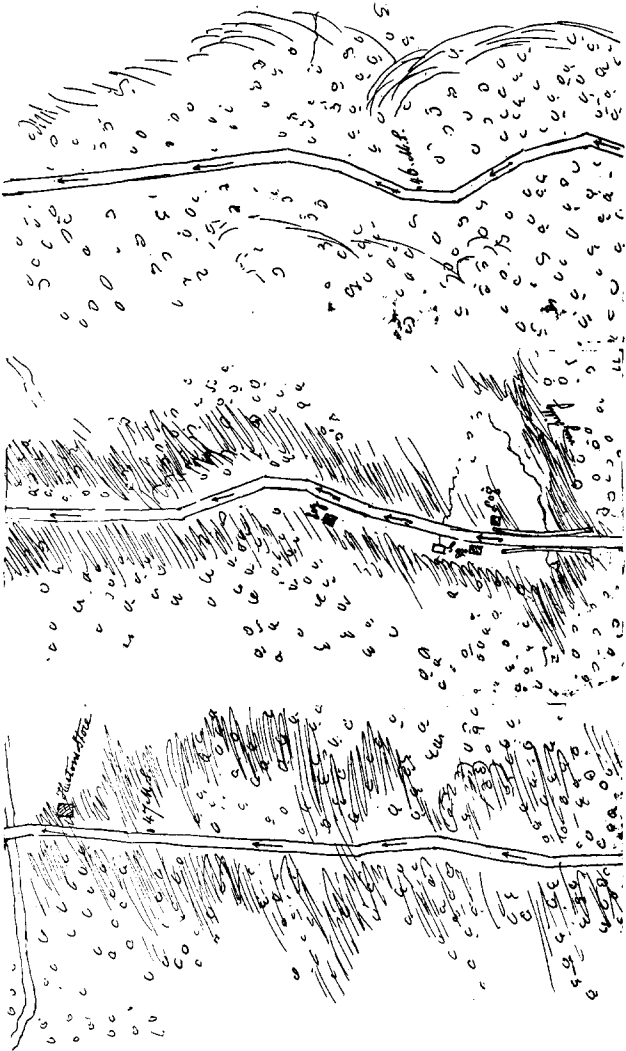


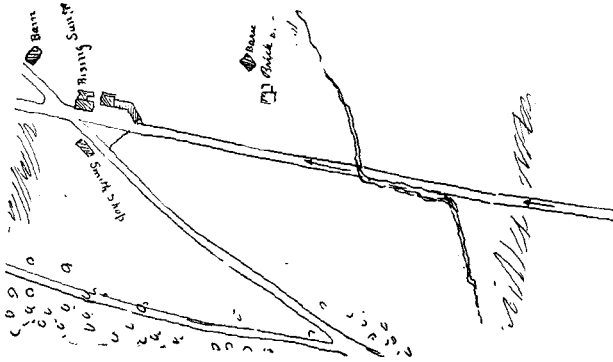
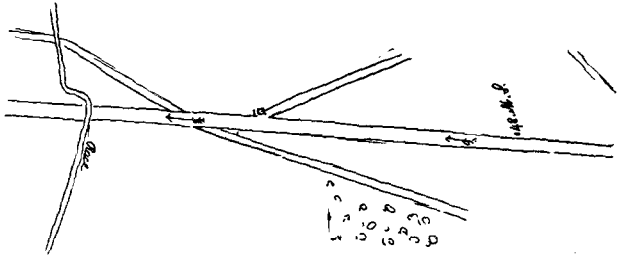
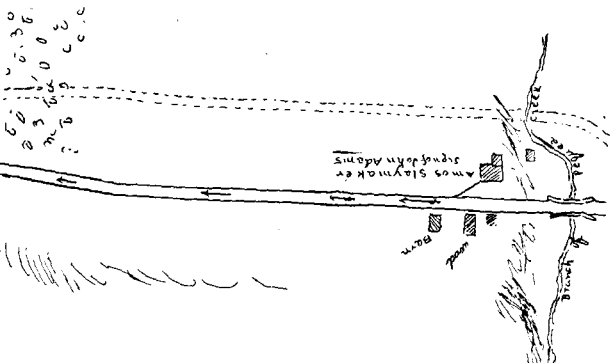


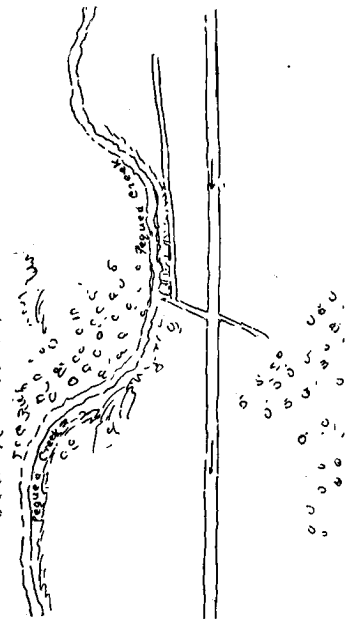
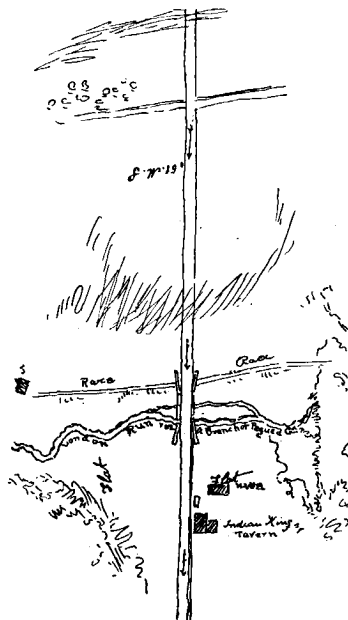
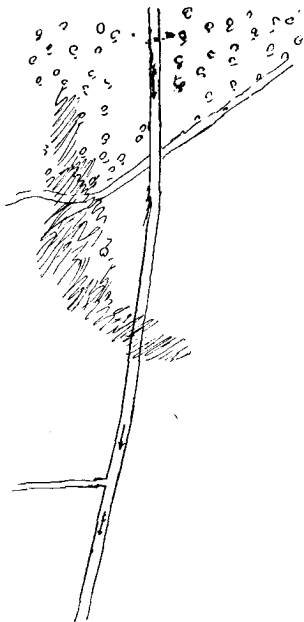


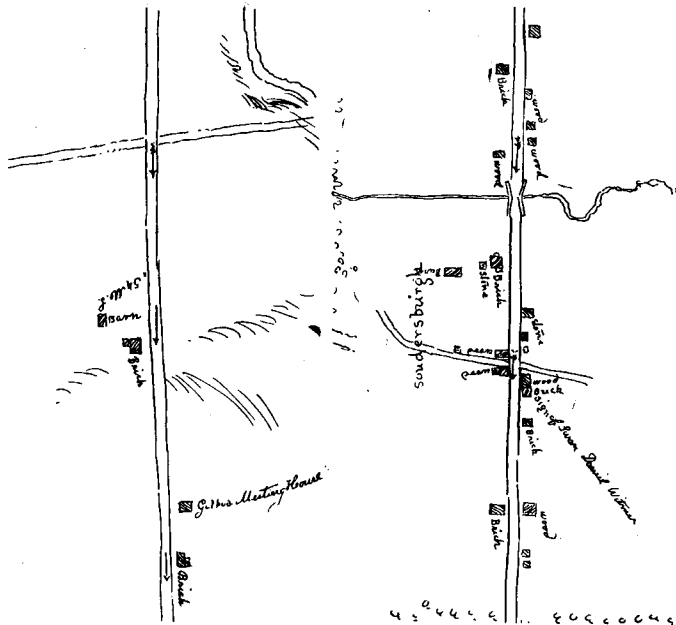
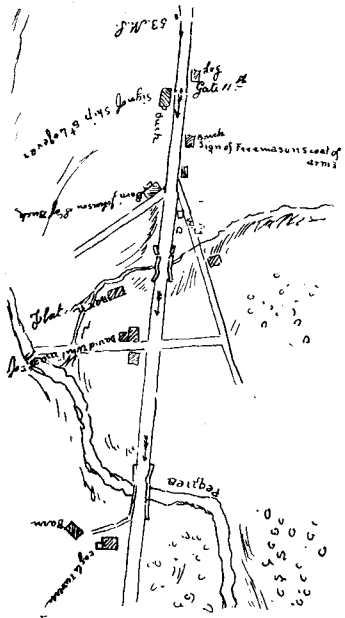


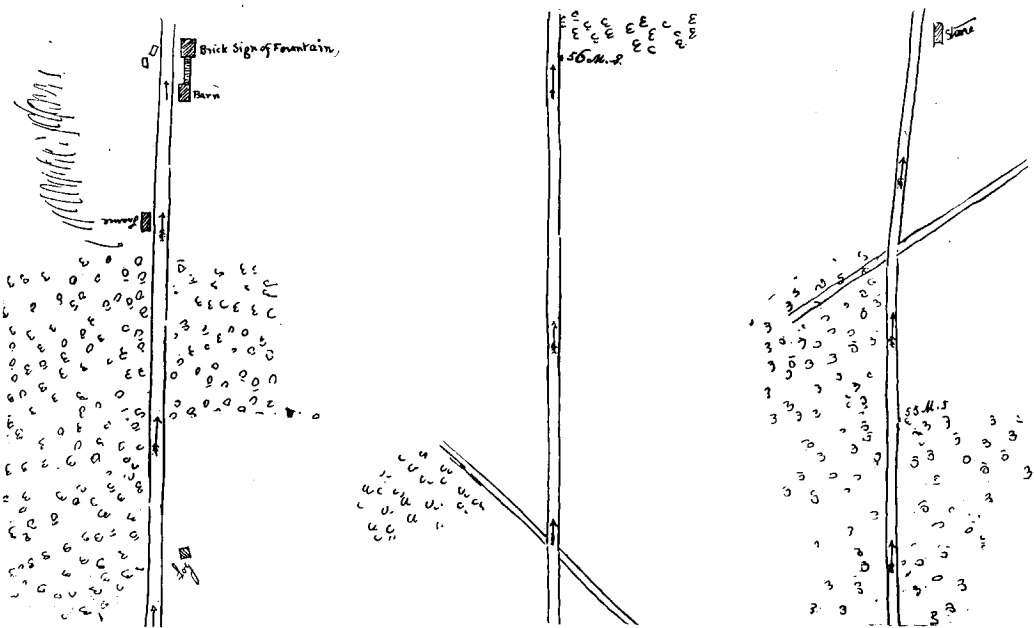


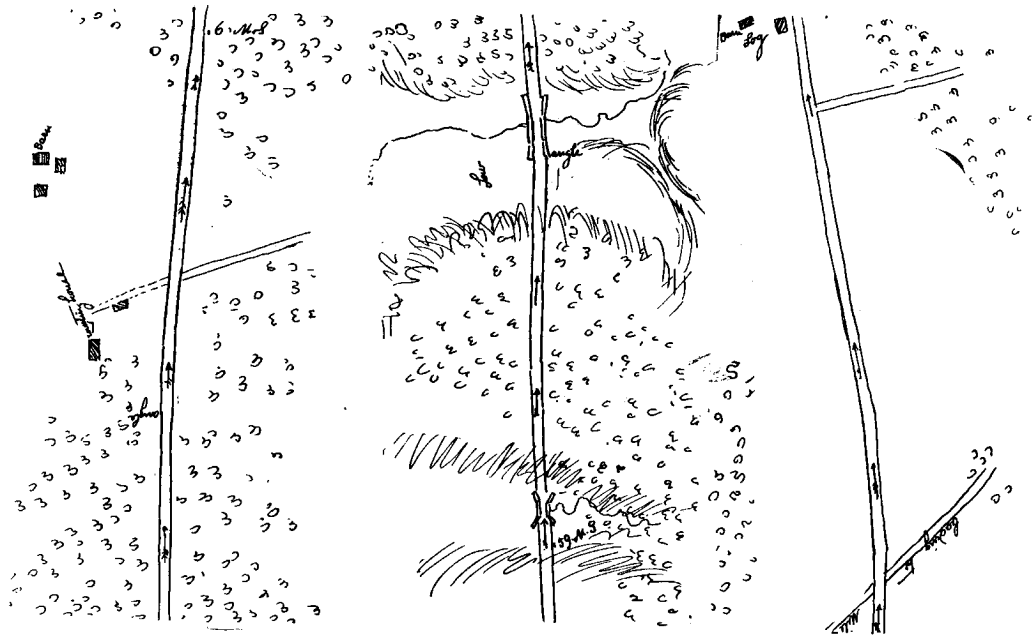


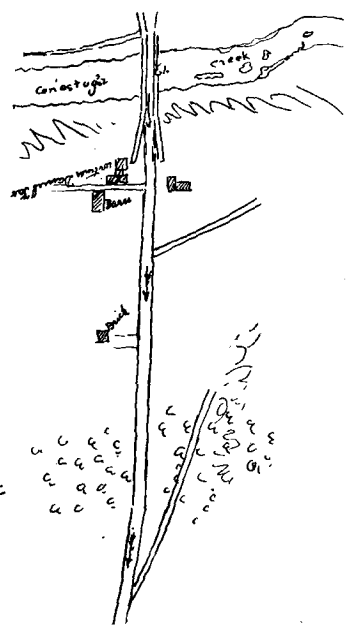
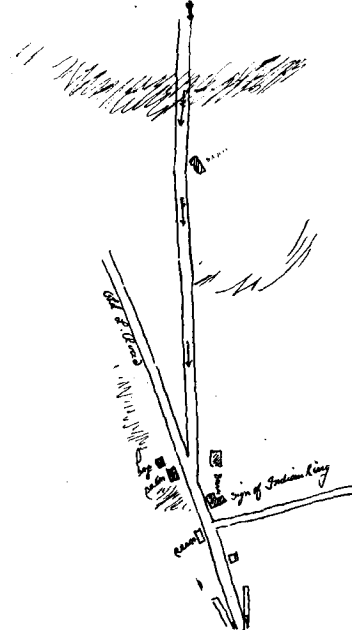
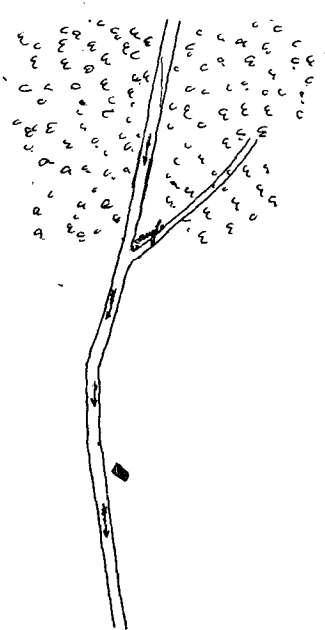


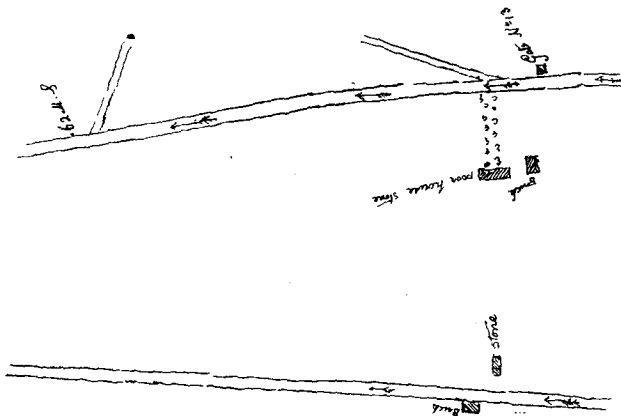












To South East View of The Bridge over the Conestoga Creek near Lancaster