

THE OLD TURNPIKE.

In attempting to give a brief sketch of the early history of the Philadelphia and Lancaster Turnpike, the writer will endeavor to narrate the unwritten history and traditions connected with this ancient thoroughfare. As history and the public records have already made us familiar with its early chartering and construction, so far as that is concerned' there would seem to be little to narrate, but what is needed most now to save from passing into utter oblivion is the nature of the traffic, the means by which it was conducted and the local traditions in connection with it.

The writer has been closely connected with those who were not only largely interested in the construction of this great highway, but who were associated closely with its postal system, its freight and passenger travel, as well as the accommodation and entertainment of those who made use of this roadway, either as private citizens in their own separate conveyances, or making use of the public ones of that day—the stage coach, mail line and Conestoga wagons.

We boast to-day of our transportation lines, such as the Empire, the Anchor, and various other organizations for the rapid moving of freight, »and think they are of recent origin. But' on referring to that period, we find there were similar organizations for the rapid handling and conveyance of freight, and they were considered as great an institution in their day, with wagons and horses as means for accomplishing that end, as the freight

car and locomotive are at the present time, concerning which I will dwell upon more specifically a little later on in this article.

The charter for the Philadelphia and Lancaster Turnpike Company was granted April 9, 1792, and work commenced upon the roadway the same year. It was completed and ready for travel two years later, in 1794' at a cost of \$465,000. The money raised for constructing and equipping this ancient highway with toll houses, bridges, as well as grading and macadamizing it' was by the sale of stock' and in looking over the files of the Lancaster Journal' I find in the issue of Friday, February 5' 1796, the following notice:

"That agreeable to a by-law of stockholders, subscriptions will be opened at the Company's office in Philadelphia on Wednesday, the tenth of February next' for one hundred additional shares of capital stock in said company. The sum to be demanded for each share will be \$300, with interest at six per cent. on the different instalments from the time they are severally called for, to be paid by original stockholders; one hundred dollars thereof to be paid at time of subscribing, and the remainder in three equal payments, at 30, 60 and 90 days, no person to be admitted to subscribe more than one share on the same day.

"By order of the Board.

"WILLIAM GOVETT' "
Secretary."

When location was fully determined upon, as you will observe, to-day, a more direct line could scarcely have been selected. Many of the curves which are found at the present time did not exist at that day, for it has been crowded and twisted by various improvements along its borders so that the original constructors are not responsible. So straight, indeed, was it from initial to terminal point that it

was remarked by one of the engineers of the State railroad' constructed in 1834 (and now known as the Pennsylvania railroad), that it was with the greatest difficulty that they kept their line off of the turnpike, and the subsequent experiences of the engineers of the same company verify the fact' as you will see. To-day there is a tendency, wherever the line is straightened, to draw nearer to this old highway, paralleling it in many places for quite a distance, and as it approaches the city of Philadelphia in one or two instances they have occupied the old road bed entirely, quietly crowding its old rival to a side, and crossing and recrossing it in many places.

You will often wonder as you pass over this highway, remembering the often-stated fact by some ancient wagoner or stage driver (who to-day is scarcely to be found, most of whom have thrown down the reins and put up for the night)' that at that time there were almost continuous lines of Conestoga wagons, with their feed troughs suspended at the rear and the tar can swinging underneath' toiling up the long hills' (for you will observe there was very little grading done when that roadway was constructed), and you wonder how it was possible to accommodate so much traffic as there was, in addition to stage coaches and private conveyances, winding in and out among these long lines of wagons. But you must bear in mind that the roadway was very different then from what it is at the present time.

The narrow, macadamized surface, with its long grassy slope, (the delight of the tramp and itinerant merchant, especially when a neighboring tree casts a cooling shadow over its surface)' which same slope becomes a menace to belated and unfamiliar travelers on a dark night, threatening them with

an overturn into what of more recent times is known as the Summer road, did not exist at that time, but the road had a regular slope from side ditch to center, as all good roads should have, and conveyances could pass anywhere from side to side. The macadam was carefully broken and no stone was allowed to be placed on the road that would not pass through a two-inch ring. A test was made which can be seen to-day about six miles east of Lancaster, where the roadway was regularly paved for a distance of one hundred feet from side to side, with a view of constructing the entire line in that way. But it proved too expensive, and was abandoned. Day, in his history, published in 1843, makes mention of the whole roadway having been so constructed, but I think that must have been an error, *as this is the only point where there is any appearance of this having been attempted*' and can be seen at the present time when the upper surface has been worn off by the passing and repassing over it.

Toll Gates.

We now come to the placing of toll gates and the system of collecting the tolls, and I again refer to the Lancaster Journal, previously mentioned, where the following notice appears:

"The public are hereby informed that the President and Managers of the Philadelphia and Lancaster Turnpike Road having perfected the very arduous and important work entrusted by the stockholders to their direction, have established toll gates at the following places on said road, and have appointed a toll gatherer at each gate, and that the rates of toll to be collected at the several gates are by resolution of the Board and agreeable to Act of Assembly fixed and established as below. The total distance from Lancaster to Philadelphia is 62 miles.

"Gate No. 1-2 miles west from Schuylkill' collect 3 miles.

"Gate No. 2-5 miles west from Schuylkill, collect 5 miles.

"Gate No. 3-10 miles west from Schuylkill, collect 7 miles.

"Gate No. 4-20 miles west from Schuylkill, collect 10 miles.

"Gate No. 5-29% miles west from Schuylkill' collect 10 miles.

"Gate No. 6-40 miles west from Schuylkill, collect 10 miles.

"Gate No. 7-49% miles west from Schuylkill, collect 10 miles.

"Gate No. 8-58% miles west from Schuylkill, collect 5 miles.

"Gate No. 9—Witmer's Bridge, collect 61 miles."

There is also in the same journal, bearing date January 22' 1796, the following notice:

"Sec. 13. And be it further enacted, by authority of aforesaid, that no wagon or other carriage with wheels the breadth of whose wheels shall not be four inches, shall be driven along said road between the first day of December and the first day of May following in any year or years, 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 such carriage, the breadth of whose wheels shall not be seven inches, or being six inches or more shall roll at least ten inches, shall be drawn along said road between the first day of December and May with more than three and a half tons or more than four tons during the rest of the year; that no such carriage, the breadth of whose wheels shall not be ten inches or more or less, shall not roll at less than twelve inches, shall be drawn along said road between the said day 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 carriage or cart with two wheels, the breadth of whose wheels shall not

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

The next matter of interest in connection with this highway was the amount of toll per mile collected for

passing over it, and I herewith have attached a fac simile of one of the ancient toll sheets. I will not weary you with a recital of all the rates, but will only give you the first and last figures of the series.

They are as follows: [See table on pages 74 and 75.]

The Freight System.

We shall now pass on to the system by which the freight was transported over this ancient thoroughfare. There were regular warehouses or freight stations in the various towns through which it passed, where experienced loaders or packers were to be found who attended to filling these great curving wagons, which were elevated at each end and depressed in the centre, and it was quite an art to be able to so pack them with the various kinds of merchandise that they would carry safely, and at the same time to economize all the room necessary, and when fully loaded and ready for the journey it was no unusual case for the driver to be appealed to by some one who wished to follow Horace Greeley's advice and "go West" for permission to accompany him and earn a seat on the load, as well as share his mattress on the barroom floor at night by tending the lock or brake.

The writer was told by one of the largest and wealthiest iron masters of Pittsburg that his first advent to the Smoky City was on a load of salt in that capacity.

In regard to the freight or transportation companies mentioned in the beginning of this article, the Line Wagon Company was the most prominent. Stationed along this highway at designated points were drivers and horses, and it was their duty to be ready as soon as a wagon was delivered at the beginning of their section to use all despatch in forwarding it to the next one, thereby losing no time required

List of Toll to be Collected on the Philadelphia and Lancaster Turnpike Road. Gate No. —.

DESCRIPTION OF CARRIAGE.	Number of Horses.	Amount per mile.		Amount of whole distance in miles, 62.
		Cents.	1 Milis.	
Every sulky, chair or chaise, with one horse and two wheels	1	1	1	5
62c. Every sulky, chair or chaise, with one horse and four wheels	1	1		5
93c. Every chariot, coach or chaise, with one horse and four wheels	1			2 \$1
24 Stages and vehicles used for the transportation of passengers and merchandise, the mail excepted	2			2 \$1
24 Either of the foregoing carriages with four horses	4			3
\$1 86 Every other carriage of pleasure under whatsoever name it may go, the like sum according to the number of wheels and horses drawing the same	4			3
\$1 86 Every pleasure sleigh or pleasure vehicle or sleigh runners, with one horse	1			1
62c. Every pleasure sleigh or pleasure vehicle or sleigh runners, with two horses	2			2
\$1 24 Every stage coach or other vehicle used for the transportation, of passengers one horse	1			2
\$1 24 Every stage coach or other vehicle used for the transportation of passengers, with two horses	2			4
\$2 48 Every stage coach or other vehicle used for the transportation, of passengers with four horses	4			6
\$3.72 Every vehicle' employed in transporting the mails with one horse	1			2
\$1 34 Every vehicle employed in transporting the mails, with two horses or mules	2			4
\$2 45 If mail be carried on horse alone.....	1			1
62c. Every cart or wagon <i>going</i> to market with produce with one horse.....	1			1
62c. Every cart or wagon going to market with produce with two horses	2			2
\$1 24 If with more than two horses, according to the number of horses, and, when returning from market empty, one-half of said charge every horse and his rider, or lead horse	1 5			31c.
Every score of sheep or hogs	1			62c.
\$1 24 Every score of cattle				2
Every cart or wagon other than market cart or wagon, with wheels not exceeding four inches, and one horse.....	1	2		21/2
\$1 \$1.39 1/2 Every cart or wagon other than market cart or wagon, with wheels not exceeding four inches, with two horses.....	2	4		5
\$2.79 Every cart or wagon other than market cart or wagon, with wheels not exceeding four inches, with three horses.....	7	1 1/2		\$4 181/2
Every cart or wagon other than market cart or wagon, with wheels not exceeding four inches, with four horses.....	4			9
\$5 38 Every cart or wagon other than market cart or wagon, with wheels not exceeding four inches, with five horses.....	5	11		21/2
\$6 97 Every cart or wagon other than market cart or wagon, with wheels not exceeding four inches, with six horses.....	6	13		5
\$8 37 Every cart or wagon other than market carts or wagons, with wheels more than four inches and not exceeding seven, inches, and one horse	1	1		1
62c. Every cart or wagon other than market carts or wagons, with wheels				

List of Toll to be Collected on the Philadelphia and Lancaster .

Turnpike Road. Gate No.—Continued.

DESCRIPTION OF CARRIAGE.	Number of Horses.	Amount per mile.		Amount of whole distance in miles, 62.
		Cents.	Mills.	
Every cart or wagon other than market carts or wagons, with wheels more than four inches and not exceeding seven, inches, and five horses	5	1		\$3 10
Every cart or wagon other than market carts or wagons, with wheels more than four inches and not exceeding seven, inches, and six horses	6	1		\$3 72
Every cart or wagon other than market carts or wagons, with wheels more than seven inches and not exceeding ten inches, or, being seven inches shall roll ten inches, and two horses.....	2	1	5	93c.
Every cart or wagon other than market carts or wagons, with wheels more than seven inches and not exceeding ten inches, or, being seven inches shall roll ten inches, and three horses.....	3	2	2%	\$1 39
Every cart or wagon other than market carts or wagons, with wheels more than seven inches and not exceeding ten inches, or, being seven inches shall roll ten inches, and four horses.....	4	3		\$1 86
Every cart or wagon other than market carts or wagons, with wheels more than seven inches and not exceeding ten inches, or, being seven inches shall roll ten inches, and five horses.....	5	3	7%	\$2 32
Every cart or wagon other than market carts or wagons, with wheels more than seven inches and not exceeding ten inches, or, being seven inches shall roll ten inches, and six horses.....	6	4	5	\$2 79
Every cart and wagon other than market cart or wagon, with wheels more than ten inches, or, being ten inches, shall roll more than fifteen inches, and two horses	2	1		62c.
Every cart and wagon other than market cart or wagon, with wheels more than ten inches, or, being ten inches, shall roll more than fifteen inches, and three horses	3	1	5	93c.
Every cart and wagon other than market cart or wagon, with wheels more than ten inches, or, being ten inches, shall roll more than fifteen inches, and four horses	4	2		\$1 24
Every cart and wagon other than market cart or wagon, with wheels more than ten inches, or, being ten inches, shall roll more than fifteen inches, and five horses	5	2	5	\$1.55
Every cart and wagon other than market cart or wagon, with wheels more than ten inches, or, being ten inches, shall roll more than fifteen inches, and six horses	6	3		\$1 86
Every cart or wagon other than market carts or wagons, with wheels more than twelve inches, and two horses	2		6	37 2-10c.
Every cart or wagon other than market carts or wagons, with wheels more than twelve inches, and three horses	3		9	55 4-5c.
Every cart or wagon other than market carts or wagons, with wheels more than twelve inches, and four horses	4	1	2	65 1-10c.
Every cart or wagon other than market carts or wagons, with wheels more than twelve inches, and five horses	5	1	5	93c.
Every cart or wagon other than market carts or wagons, with wheels more than twelve inches, and six horses	1	6	1 8	\$11 6-10

All such carriages as shall be drawn by oxen in the whole, or partly by horses and partly by oxen, two oxen shall be estimated as equal to one horse in charging the aforesaid toll, and every mule as equal to one horse. Empty carts and wagons or such as have loading in them not weighing more than 200 pounds, including the feed for horses, must pay one-half of the above tolls. The committee is to report what per centage of the above is to be added during the winter season on any or all.

to rest horses and driver, which would be required when the same driver and horses took charge of it all the way through. But, like many similar schemes, what appeared practical in theory did not work well in practice. Soon the wagons were neglected, each section caring only to deliver it to the one succeeding, caring little as to its condition, and soon the roadside was encumbered with wrecks and breakdowns and the driver and horses passed to and fro without any wagon or freight from terminal points of their sections, leaving the wagons and freight to be cared for by others more anxious for its removal than those directly in charge. So it was deemed best to return to the old system of making each driver responsible for his own wagon and outfit.

A wagoner, next to a stage coach driver, was a man of immense importance, and they were inclined to be clanish. They would not hesitate to unite against landlord, stage driver or coachman who might cross their path, as is instanced in the case when a wedding party were on their way to Philadelphia' and which consisted of several gigs (two-wheeled conveyances, very similar to our road carts of the present day, except that they were much higher and had large loop springs in the rear just back of the seat, and which was the fashionable conveyance of that day). When one of the gentlemen drivers, the foremost one (possibly the groom), but not of necessity, was paying more attention to his fair companion than his horses he drove against the leaders of one of the numerous wagons that were passing on in the same direction. It *was an* unpardonable offense and nothing short of an encounter in the stable yard or in front of the hotel could atone for such a breach of highway ethics, and at a point where the party stopped to rest before continuing their journey the

wagoners overtook them and they immediately called on the gentleman for redress. But seeing one of the party they had known they claimed they would excuse him on his friend's account, but the party offending would not have so, and said no friend of his should excuse him from getting a beating if he deserved it' and I have no doubt he prided himself on his muscular abilities also. However, it was peaceably arranged and each pursued their way without any blood being shed or bones broken. That was one of the many similar occurrences which happened daily, many not ending so harmlessly.

The Stage Lines.

The stage lines were the next matter of interest in connection with this subject. They were not only the means of conveying the mails and passengers, but of also disseminating the news of great events along the line as they passed. The writer remembers hearing it stated that the stage came through from Philadelphia with a wide band of white muslin bound around the top' and in large letters was the announcement that peace had been declared, which was the closing of the second war with Great Britain, known as the War of 1812, and what rejoicing it caused along the way as it passed!

I was unable to find a notice of the stage line on the turnpike, but I found one over the Strasburg road, via West Chester, which will give one an idea of the cost and possibly the time for making the journey between the two cities' although I think one day was all that was required to make the journey on the turnpike. It is taken from the Lancaster Journal of April 29, 1796, and reads as follows: "The citizens of Lancaster and the public in general are hereby respectfully informed that a four-horse stage will start from Mrs. Edwards' in Lancaster every Monday

at five o'clock a. m., and run by way of Strasburg and West Chester and arrive in Philadelphia the next day about the hour of one o'clock p. m. Start from Mrs. George Weed's, Philadelphia, on every Thursday morning at six o'clock and arrive in Lancaster on Friday. The price of passengers is three dollars and 150 wt. of baggage the same as a passenger, with the usual allowance of 14 pounds gratis. The road will be good and pleasant during the summer season. Those ladies and gentlemen who will favor the stage with their custom will receive punctual attendance and strict attention, and their favor will be gratefully acknowledged by their humble servant.

"JOHN REILY."

The Hotels.

We now come to the last and by no means the least of the great institutions connected with this great highway, and these were its hotels or taverns, as they were known at that time, and these were of two distinct and separate classes, known as the stage and wagon tavern, and to conduct one of the former required quite as much executive ability in those days as is required to manage one of the more massive and elegant structures of the present time. The proprietor had to be a man of intelligence and a certain amount of culture, and the position was filled in many cases by members of Congress as well as State Representatives, for their guests, either by stage or private conveyance, were often people accustomed to the refinements of life, and were sure to extend their patronage to any hostelry in any way tending in that direction, and they soon became well known along the line. It was considered a lasting disgrace for one of the stage taverns to entertain a wagoner and sure to lose the patronage of the better class of travel, should such become known. To show how care-

fully the line was drawn the following instance will illustrate: In the writer's native village, about ten miles east of this city, when the traffic was unusually heavy and all the wagon taverns were full, a wagoner applied to the proprietor of the stage hotel for shelter and refreshment, and after a great deal of consideration on his part and persuasion on the part of the wagoner he consented, provided he would take his departure early in the morning, before there was any likelihood of any aristocratic arrivals, or the time for the stage to arrive at this point. As soon as he had taken his departure the hostlers and stable boys were put to work to clean up every vestige of straw or litter in front of the hotel that would be an indication of having entertained a wagoner over night.

A short description may not be out of place here of these old hostelries, their construction and management, as given by one of the old landlords of that day, although they will not be unfamiliar to any one having read Charles Dickens, "Martin Chuzzlewit" or his "American Notes," but it was thought at the time those works appeared that Mr. Dickens was too severe on the American landlord, the custom of the time and the primitive way he entertained his guests. We were a new country, and just recovering from two great wars, and had not had much time or money to develop internal improvements as yet. The first sight that met your eye as you approached one of these hostelries was its huge sign, swinging and creaking in the wind immediately in front of the hotel, bearing a painted representation of the name which the house was known by, and these old signs were often works of art and in some cases produced by leading artists of that day. There was one within the borders of this county painted by Benjamin West, as well as others not bearing the name of so

noted an artist, but very creditably executed, and a pride to the landlord as well as the community of which it was the centre. Near by was the stable, with its well-paved yard, surrounded generally by a stone wall' in which, if it was a wagon tavern, the wagons were drawn up and the horses arranged on each side of the feed trough placed on the tongue' and there they rested for the night. The stables were not the large, commodious barns of the present day, and even had they been they would not have been sufficient to accommodate the demand made upon them on numerous occasions. The stage hotels made better provisions for their guests, and the relay horses, as well as the private turnouts, were sheltered and groomed by hostlers and stable boys always in attendance. And now, what were the duties of Mine Host and others connected with these ancient hostleries? There were the large fire places in the parlor, as well as in the kitchen, which must at all hours be ready to throw out their heat for the comfort and satisfaction of the newly-arrived guests, often belated by the inclemency of the weather or some mishap on the way' for they knew not when a private conveyance with its liveried servants might drive up and demand a supper, as well as a glowing fire in the parlor, and the beds manipulated with the old-fashioned warming pan, so that their fair occupant, or the rheumatic Congressman or statesman, might have a comfortable night's rest after a long and cold ride over what always was and is to-day a bleak and exposed thoroughfare.

Then, too, it was the central point for all social assemblages of local origin. Every tavern had its ball room, to be ready at all times for immediate occupation. The writer remembers hearing an old landlord state that often on a winter's evening, when about to close up for the night, there would

drive up to the door a number of gigs, with the occupants equipped, notwithstanding the rigor of the weather, in full ball costume, with two or three fiddlers, as they were termed at that day, and instead of the household quietly subsiding into the embrace of Morpheus the old hostelry would resound with music and dancing and the tap or bar-room have constant demands made upon it for mulled wine and other hot beverages, while the kitchen was drawn upon for refreshments of a more substantial nature, and all this often after having a busy day with stage guests and private equipages. It was important that Mine Host should be a man well versed in the questions and happenings of the day' as well as events in his immediate neighborhood' for, as previously stated, he had often as his guests 'leading statesmen and those holding prominent positions in the Government, who were anxious to learn the opinions and the condition of those residing in the district through which they were passing. At the same time this privilege was often abused by the worthy proprietor at whose place they were stopping, who often did not hesitate to criticise their public action, especially when they differed on political grounds, as is instanced in the same village previously mentioned. When the noted statesman of that day, John Randolph, stopped to dine Mine Host did not hesitate to enter into a political discussion while at dinner with him' which was summarily stopped by the illustrious guest (who was never noted for having the sweetest of temper) with the remark: "How can I talk politics and eat my dinner at the same time?"

Traditions and Superstitions.

Many of the old hotels or taverns had their traditions and superstitions; one especially, located in a very lonely spot a few miles west of Coatesville,

known *as* "Hand,s Pass." Why that name was given it the writer cannot state. Tradition said that General Hand had passed there with a portion of Washington,s army, but the fact could never be verified. This old hostelry was surrounded by a dense wood, and for some reason had an uncanny reputation' so much so that wagoners (for it was a wagon hotel) avoided remaining there over night as' much as possible. The following narrative was related to the writer by a gentleman who was at that time a clerk in one of the warehouses in Philadelphia where the wagons were loaded and freight received, and who afterwards became a very wealthy and prominent commission merchant on Broad street. A wagoner was taken sick' and it was important that this wagon and freight should not be delayed, so this young man, who had formerly lived in the country, and was accustomed to the management of horses' was asked by his employer to take charge of the team and drive it as far as Lancaster, where there could be found another driver to take it on, which he consented *to* do. When night drew on, it found him near the lonely tavern of Hand,s Pass. Not knowing of the superstition connected with this point, he, with other drivers, likewise ignorant of the uncanny nature of the place, drew up for the night, and, after having placed their wagons in the stable yard and in front of the hotel, arranged their horses on each side of the feed trough resting on the *agon tongue. Having had their supper they unrolled their mattresses on the bar-room floor, which all wagoners at that time carried with them, prepared for a night's repose, doubtless having listened, prior to this, while sitting around the large open fire, to tales of various murders and spectral appearances which had occurred or been seen at

different points along this much-traveled highway. Perhaps the warm toddy' which was always at hand, assisted a little with the marvelous tales related. However, when all was quiet in doors and out, as far as could be with the various teams feeding by the wagons, suddenly a succession of piercing shrieks came from the stable yard, and every wagoner who had been snoring to his heart's content on his separate mattress sprang to his feet, and' rushing to the door, saw a wild scene of confusion going on in the yard and in front of the old tavern. Horses were prancing, some having already sprang over the tongue, upsetting the feed trough and tangled in the harness or fastenings of their companions on the other side, while shriek after shriek of a most startling nature came from a dark corner in the yard near which the dense woods terminated. Some even claimed they saw a white object of various dimensions, but the narrator said he lost no time in investigating, but, with others, hastily rolled up his mattress, attached his horses to the wagon, and' after settling his score with the landlord' who tried in vain to dissuade him, started out into the night, although it neared "the witching time of night when churchyards yawn, etc. " (so graphically described by Shakespeare), and did not again draw rein until he arrived at the next stopping place. The narrator told the writer he was fully convinced since it was a wild cat (or catamount). He said he never passed that place, although at the time this was recited he was a man of eighty years of age, and has since joined the large majority, without the cold chills passing up and down his back on remembering the terrors of that night. I think that that established the reputation of the place, or, perhaps' it was the growing of that bustling and thriv-

ing town, with its numerous iron works just east of it, that drew away the trade, but it never became a popular stopping place afterwards. It might be well to state that in the same woods years after, when Barnum used to travel with his circus on foot and in wagons, an animal of much greater magnitude and far more dangerous than the uncanny visitor of that night gave him serious trouble. The elephant "Hannibal," which killed several of his keepers afterwards' struck, not for higher wages, but for less hours, and after exhibiting in Coatesville was started for the next point, which was Lancaster, and when he reached the woods, which was not fenced in from the turnpike, turned in and would not be persuaded by his keeper to go further, and it required quite a number of men with ropes, clubs and goads to suppress him. When he passed through my native village he was in a very sorry condition and was too late to be exhibited in this city, nor do I think the great showman was very anxious, as he was not in a very good frame of mind, although they thought they had subdued him. These are a few of many happenings and traditions of a similar nature which might be related of nearly all these old hostelries situated along this old highway. Some had a history connected with the early struggle of the Colonies to throw off the British yoke in 1776, but these were confined to the eastern and western termini of the turnpike, as it was not, as previously stated, constructed until some years afterwards. It occupied, when completed, sections of a much older highway and one rich in Colonial history, as well as many stopping points along its line, and this highway is known to-day as the Old Lancaster road and in earlier times as the "King's Highway." It runs parallel for quite a distance with the turnpike,

but loses its identity at the terminal points, and I hope the article which has just been read to you on the Old Philadelphia and Lancaster Turnpike may inspire some one to furnish the Lancaster Historical Society with an account of its early history and traditions, before all records of them may be lost.

The one great structure which stands to-day a monument to the enterprise of a single individual, and used then' *as* it is now, by the traveling public of both these highways and is located almost within the limits of this city, is the bridge known *as* Witmer's, and was erected by Abraham Witmer in 1799 and 1800. As so much has already been written and history has given it such a prominent place on the records, I will not occupy your time with any further recitals. The old hotel at the west end, which is still standing and is now occupied by the city electric lines *as a* restaurant, was originally owned by a man by the name of Dering, who also conducted a ferry prior to the erection of the bridge.

This old turnpike was sold a few years since in three sections, the eastern one, extending from Lancaster to within a short distance west of Gap, for \$10,000, and with that terminated the old management and order of affairs. It had long since ceased to be of more than local importance, and in many places had almost *passed* out of service. Toll ceased to be collected except at certain populous points and the roadway and bridges were very much neglected, and, like many of the institutions of by-gone days' it *was* superseded by improved methods of communication and transportation. While not professing to possess the gift of prophesy, there would appear to be a time near at hand when this old highway' with its few remaining hostelries

scattered along *its* borders, will again be aroused from *Its* Rip Van Winkle sleep' and, with the road scraper and macadan and the various improved methods of road-making, present a smooth and level surface. The old tavern and old sign will be renovated and burnished' and we will again see Mine Host' as so often described by Charles Dickens' standing in the doorway with a smile of welcome' not for the stage coach' wagons or private turnouts' with their necessary clatter and bustle' but for that silent steed which to-day has taken possession during the summer months of this old thoroughfare—the bicycle; and, possibly, the homeless carriage. The days of its importance *as a means* for the conducting of merchandise transportation to distant points are like the hours of yesterday, past forever, and its future, as is already the case for quite a distance at the eastern end of the line, is to furnish a means for amusement and recreation for those living in the great city at its eastern terminus, *as well as* the suburban residents scattered along its line.

And now, when one passes over this once prosperous and much-traveled highway, where but a few years since, comparatively speaking, its hills and valleys resounded with the echo of the stage horn and the crack of the wagon whip, and see it as it is to-day, in many parts grass-grown and solitary, we realize what changes a few years can make. What are great enterprises to-day are replaced by greater ones to-morrow, and nothing is so complete that there is not room for improvement; and so it doubtless will ever be until man's labors on this planet have drawn to a close and he leaves it to fill a mission in one of a 'higher and more exalted sphere.

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