

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

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

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.

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