Independent Gazette

The Man on the Corner

Century-Old Records of the Franklin Debating Society

Back in the era when literary societies flourished the Franklin Literary Society, or Franklin Debating Society, as it was first called, was probably the best known of such organizations in Germantown. It was active from 1825 until 1870, and at different times included in its membership men who became prominent in the affairs of Germantown.

Most of its members were residents of the upper part of Germantown or of Mount Airy. The region around Germantown avenue and Hortter street was once known as Franklinville.

For a dozen years the library of the Site and Relic Society has had some of the early minute books of the Franklin Society and also some books from the Society's library, these having been acquired through Edwin C. Jellett. These records, however, go back no further than 1830.

Now a manuscript volume that sheds some light on the first five years of the Franklin Society's existence has been given to the Site and Relic Society. Victor Paul turned over the old book to Alfred C. Gibson, one of the directors of the Society. It came into Mr. Paul's possession following the recent death of his sister.

The book contains carefully copied addresses, papers and poems which were delivered at meetings of the Franklin Debating Society from 1826 until 1830.

Fro mthis data it is gleaned that the Society was organized in September, 1825. A constitution was adopted at a meeting held in the Mount Airy School House November 7, 1825, eight persons being present.

Afterwards some meetings were held at the "counting house" of P. & J. Leibert. Then the Society sometimes met at the homes of members, sometimes at the Concord School House, and later for many years the house of the Franklin Fire Company, Germantown avenue and Hortter street, was the regular meeting place.

John Leibert evidently was the first president, for the book contains his valedictory address delivered April 17, 1826.

The membership at different times comprised Peter Buddy, Michael Riter, Edward H. Bonsall, William R. Patterson, George Hoffman, Jeremiah Paul, John O. Chapman, Naaman Keyser, John Bringhurst, Solomon Geigle, William Eberle, S. V. Rex, F. W. Bockius, H. C. Paul, J. Torry, Jr., Joseph Paul, Charles Gorgas, Thomas Meehan, Frederick Emhardt, Samuel Paul, Charles H. Miller, Joseph Meehan, Samuel Graver and John Savage.

The book contains numerous compositions by Edward H. Bonsall, who was president for several terms. Mr. Bonsall was the first president of Philadelphia, Germantown and Norristown Railroad Company, organized in 1831.

His grandson is Edward H. Bonsall,, vice president of the Land Title Company, who has been much interested in this old book and has had photostat copies made of some of the compositions of his grandfather.

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Humorous Account of the Founding of the Society

Most of the matter copied into the book consists of essays upon abstruse topics and long sentimental poems. But there are also occasional bits of humor, showing that the youthful debaters did not take themselves too seriously. Here is an account of "The Rise and Establishment of the Franklin Debating Society."

"1. It came to pass in the first year of John, who was surnamed Quincy Adams, the chief ruler of the land, that certain of the men of Germantown

"2 (Even that town of mighty length, whose houses follow each other as do the humps on the back of the sea serpent) communed with each other and said:

"3. Why rest we in idleness, seeing that ignorance covereth the people and gross ignorance the multitude as with a garment.

"4. Let us arise therefore and call a congregation of the people together to devise means for the support of the cause of learning, that we may thereby build unto ourselves a stately fabric of renown and became ornaments to the land of our nativity.

"5. So they did even as they had said and assembled together at the house of William, the cunning workman, with one intent, even as one man.

"6. And, lo! Augustus, a man well versed in all the wisdom of the East, rose up and exhorted the congregation, saying:

"7. Hearken unto the words of my mouth, O ye men of Germantown, and give ear unto what I shall say, ye inhabitants of Pennsylvania:

"8. Know ye not that a mind void of knowledge is like unto the mole of the earth, which groveleth in the dark and knoweth not whither it goeth?

"9. It is like unto the wilderness which is desolate and to the barren and uncultivated field which produceth nothing but briars and thorns; for the thoughts and intents thereof are evil continually.

"10. And behold, what is the arm of one man against a host, or the might of one against many! In union of efforts there is strength.

"11. Arise, therefore, and gird on your armor; be courageous, for Ignorance must be foiled in battle and intellectual improvement must triumph and establish itself through victory.

"12. So they hearkened diligently unto the words which he spake unto them.

"13. Albeit, in process of time, they removed from the house of William unto the house of George, and from thence to the house of Jacob, wherein he imparted to the youth the rudiments of learning.

"14. And behold, as they pondered on the exhortation of Augustus, it seemed good in their eyes. So they chose John, even he who dealeth in the cedars of Delaware and the lofty hemlock of Northampton, to be chief rabbi, or judge.

"15. And they made Samuel scribe and Peter was appointed ruler of the treasury.

"19. Now the surname of Peter was Bechtel, which being interpreted signifieth a substance having adhesion, and the money which came into his hands departed not thence but by an order from the chief rabbi.

"17. The establishment of this congregation was in the month of November, which is the eleventh month. And lo! it flourisheth even unto this day.

"18. Now the rest of the proceedings of this congregation, and how the people waxed valiant in the pursuit of knowledge, are they not recorded in the book of the scribe of the congregation."

This clever parody of Scriptural phraseology was signed "Moses."

Most of the compositions in the book are signed by nom-de-plumes. Lying loose in the book is a little slip of paper which identifies some of the writers. This shows that "Moses" was Edward H. Bonsall. Other pen names which he used were "Mortimer" and "Desultory Essayist."

He was a prolific writer, contributing more than anyone else. Numerous pages of verse are from his

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pen, and there are also extracts from a journal which he kept on a trip to Bethlehem, Mauch Chunk, Mount Carbon and Reading, in 1827.

Other writers are identified as follows: "Juno," F. Leibert; "Amicus," G. Hoffman, and "Bolivar," S. Smith.

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Girls Cause Concern Among the Bachelors

Another bit of humor in the record relates to what purports to have been an attempt by the girls to break into the Franklin Society. This is in the form of minutes of "a large and respectable meeting of the female acquaintances of the members."

This meeting adopted a memorial for presentation to the society. A remonstrance was evoked from "the male inhabitants." It set forth that the women were already skilled in the art of debating and that the men suffered enough from such debates at home without having to endure them in their meetings.

Another amusing feature was the temporary conversion of the Society into the Honorable Fraternity of the Free and Accepted Bachelors of Germantown.

This transformation, it appears, was brought about because it was feared an effort would be made in the State Legislature to remove the tax from dogs and place it upon bachelors.

There were learned discussions at several meetings of the privileges and the woes of bachelorhood.

That the members might be less subjected to the wiles of the other sex, it was resolved to create a sinking fund "for the support of the sperannuated old maids of Germantown."

Later on a committee was appointed to take a census of the "old maids" of Germantown. So far as the book shows, the committee never completed its work.

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Literary Arts No Longer a Recreation

It is almost impossible to conceive of youths of today amusing themselves with literary recreations of this kind. The arts of literature are relegated to he women's clubs. Even in the schools literary accomplishments seem to be regarded as more ornamental than useful.

The result is that today it would be difficult to gather together a group of young fellows of the age of those constituting the Franklin Debating Society of a century ago who could write English with the freedom from error that marks the pages of this old volume of manuscripts. And this in spite of the fact that those youths of a century ago did not have anything like the educational advantages of the youth of today.

Ledger - Dec. 24-1927

Why It Is Called—

Mifflin Street L 12-24-27

Named for Thomas Mifflin, president of the Supreme Executive Council, November 5, 1788, to December 20, 1790.

First Governor of Pennsylvania under Constitution of 1790, serving from December 21, 1790, to December 17, 1799. Mifflin, who was descended from one of the oldest settlers in the State, during the war was a brigadier general in command of the Pennsylvania troops.

Bulletin Jan 19-1928

Men and Things

The Story of "Sweet Briar", Now in Process of Restoration, Traced Back to the Original Patent From William Penn

SWEET BRIAR'S restoration, to which the Junior League has dedicated its efforts, will be an embellishment of Fairmount in proper sequence to the restoration of "Mount Pleasant," the Macpherson Mansion, across the river, the first link of the Colonial chain, which Mr. Fiske Kimball has worked for since he came to Philadelphia as Director of the Pennsylvania Museum. Mr. William M. Hornor, Jr., makes a timely contribution in a careful tracing of this property.

Samuel Breck, writing in his "Recollections" under date of January 17, 1830, states that his "residence has been, when at home with my family, where it now is, for more than thirty years, being on an estate belonging to me, situated on the right bank of the Schuylkill, in the township of Blockley, county of Philadelphia, and two miles from the western part of city. The mansion on this estate I built in 1797. It is a fine stone house, rough cast, fifty-three feet long, thirty-eight bread, and three stories high, having out-buildings of every kind suitable for elegance and comfort. The prospect consists of the river, animated by its great trade carried on in boats of about thirty tons, drawn by horses; of a beautiful sloping lawn, terminating at that river, now nearly four hundred yards wide opposite the portico; of side-screen woods; of gardens, green-house, etc. Sweetbrier is the name of my villa."

Another contemporary description is found in the "Report of the Committee appointed by the Horticultural Society of Pennsylvania for Visiting the Nurseries and Gardens in the vicinity of Philadelphia," July 13, 1830, which reads: "The first place we visited was the seat of Samuel Breck, called Sweet-Briar. The house was built by the present owner about thirty-three years ago and is prettily situated on the west bank of the Schuylkill. Mr. Breck has a green-house, fifty-four feet front, for the preservation of orange, lemon, citron and other tropical trees, now on his place, and which are in good order and fine bearing. The garden has been made a considerable expense, and may contain, including the plant yard and shrubbery, about two acres. Around the house and through the pleasure grounds, we saw many fine Weymouth pines (Pinus strobus), the Tilia, the Rhododendron, the Acer, the Cephalanthus, etc., planted by Mr. Breck about thirty years ago, and of course producing ample shade. Mr. Breck has likewise an English Oak of about the same age, raised by him from an acorn taken from a tree imported, as he thinks, by the late William Hamilton, of the Woodlands—it thrives well. Mr. Breck has taken considerable pains with a hedge of white hawthorn (Crataegus), which he planted in 1810, and caused to be plashed, stalked, and dressed last spring by two Englishmen, who understood the business well. Yet he apprehends the whole of the plants will gradually decay, and oblige him to substitute a post and rail fence. Almost every attempt to cultivate a live fence in the neighborhood of Philadelphia seems to have failed. The foliage disappears in August, and the plant itself is short lived in our climate."

Public Works Infringe on the Old Estate

By the year 1838, the owner noticed the prevalence of fever and ague, induced as he states, "by the building of the dam at the city waterworks." At this time he sold to William S. Torr for ten thousand dollars his mansion and the entire tract, reduced "by reason of the increase and extension of the Public Improvements on the said River," to twenty-nine and a half acres and twenty-three perches, "Excepting and Reserving . . . . the free and uninterrupted use, right, liberty and privilege of the said Tow Path at all times hereafter forever" which had been granted to the "President, Managers, and Company of the Schuylkill Navigation Company."

In 1847, Torr is described as a merchant at 12 S. Front st., his home in Mantua Village; and in 1855 he is listed as the proprietor of the Sweet Briar Ice Company, at the N. E. corner of 6th and Minor sts., with a residence at Sweet Briar Farm. Torr held the property until 1868 when he conveyed it to the Fairmount Park Commissioners. The tract, intersected by the Junction (Pennsylvania) Railroad, extended from the River to Falls road, now approximately on a line with the present 41st st.

One of the first uses to which the Park put the house was to lease it to Henry Eggeling who installed swings, carrousells and other appliances for children's sports, according to the "Third Annual Report of the Commissioners of Fairmount Park," 1871, which further states that "an additional piazza was built on the west front, and some of the rooms were fitted up for a restaurant for children, and the grounds in the rear enclosed as a play-ground."

Samuel Breck as builder of the home, and as a resident for nearly forty years,

justly deserves that his name should be most closely associated with "Sweet Briar," as it is now universally spelled, but the property before it passed into Mr. Breck's hands, had other owners, some of world-wide fame, others of local interest, and still others concerning whom little is known.

Early Owners Well Known in Community

The original patent was dated the 25th of the 4th month, 1684, William Penn, Proprietor of Pennsylvania, granting to Patrick Robinson, "a certain Tract of Land in the said Countie called Peterstone situated on the River Skuilkill." This was recorded in the Patent office at Philadelphia on the 12th of the 9th month, 1684, "Proceeding upon a Deed of Sale thereof in the Sd. Patrick Robinson and by Virtue of an Assignment there of indorsed on the Sd. Patent granted by the Sd. Patrick Robinson" to "Thomas Masters of the Town and County of Philadelphia in the Province of Pennsilvania in America, Carpenter" the whole with "appertenances" on the 12th of the Tenth Month, 1687-8.

William Orion resided in or near Marcus Hook as early as 1676, and held the office of Constable. In 1680, he had removed to Culken Hook, and that year served as a juror under the old Upland Court. In 1681, together with William Warner and others, Orion purchased 1600 acres (of which Peterstone was a part) on the Schuylkill, from the Indians, for three hundred and thirty-five guilders. His name is Swedish, and as it suddenly disappears from all records, may have suffered a corruption that renders its identity with any existing local name doubtful.

Patrick Robinson, until his death in 1701, was an important man in the Colony—a Member of Council, Clerk of the Provincial Court, and Register of Wills.

Masters, who may be identical with Thomas Masters, the wealthy merchant, Mayor of Philadelphia, and influential citizen, sold on the "twentieth day of the fourth mon, June Anno Dom 1691," the entire property with appertenances for seventy-three pounds to Daniel Pegg, a Quaker, who in 1686, had acquired the 350 acres of Jurian Hartsfelder's patent of the year 1676, comprising nearly all of the Northern Liberties south of Cohockaink Creek. He commenced the cultivation of his estate on the Delaware; diked the marshes, forming rich meadow-land; and set up a brick-kiln, which supplied the material for many early Philadelphia homes. His own large dwelling termed "the Brick house at the North end," was situated on the west side of Front, a little below Green Street."

By a deed dated the twenty-second day of the Second Month, 1696, Pegg granted "Peterstone" to John Warner, who had come about 1675 to America with his father, William, a captain under Oliver Cromwell, according to tradition. Their home had been in Blockley Parish in Worcestershire, England, hence the large estate of the founder of the family was called "Blockley." Warner increased his own estate by one hundred acres bought from Pegg and of this he granted on the 10th of the second month, 1700, to his brother Isaac, fifty acres, consisting of 44 on the mainland and an additional six being half of the above mentioned island, included in the southerly moiety of the Patrick Robinson patent. Warner afterward died "siezed of the Residue being One Hundred and Fifty Acres which by his last will and Testament, he devised unto his two sons, William and Isaac, in commond Teneucy."

Founder of Blockley Held Title

The elder son conveyed his undivided moiety to Susanna Cassell, who received the southeastern half as her share, which after her death, by an order of the Orphans' Court, was conveyed to Isaac Warner, who now possessed the whole one hundred and fifty acres, having received one part by the will of his father and the other by the conveyance of Arnold Cassell. Isaac Warner, born in 1694, married on February 24, 1715-16, Veronica de la Plaine Cassell, who as his widow and the administratrix of his estate, deeded on the 6th of January, 1752 seventy-three acres with the southeastern part of the island, being six additional acres or thereabouts, to Matthew Hall, whose daughter Margery married, on the tenth of the eleventh month 1753, at the Merion Meeting, Arnold Warner, son of Isaac and Veronica (Cassell) Warner of Blockley.

Matthew Hall was an early settler of Bucks County, Pennsylvania, residing for a number of years at Buckingham. He purchased on May 1, 1759, the other part of the island which had descended from Isaac, the brother of John, to William his eldest son, who is especially to be remembered, for he gave the State in Schuylkill permission to build their "Castle" on his property. William Warner and his wife conveyed their land "by deed of gift" dated January 17, 1758, to their eldest son Isaac, who married Lydia Coulton, and served as a Colonel of the Philadelphia County Militia.

Matthew Hall's son, Mahlon, married on the 21st of the Fourth Month, 1757, Jane Higgs at Bristol Meeting, Bucks county, and taking a certificate from Chester to the Philadelphia Monthly Meeting, settled in the same year in Blockley, probably on his father's place, the deed for which he received on May 15, 1766. Here he resided for many years on land adjoining the mansion of John Penn, the last of the Colonial Governors, to whom he sold part of his land to complete "Lansdowne." In addition to farming, Mahlon Hall carried on the blacksmithing business, and his account books show that Governor Penn was one of his best patrons.

Little more than a fortnight after Mahlon Hall had received possession of the property he sold on June 2, 1766, thirty-three and a quarter acres, the southeasternmost moiety of a certain island containing six acres or thereabouts, and a messuage,

Macpherson Once Owned the Property.

to John Macpherson, the doughty captain who had recently erected his elegant mansion on the east bank of the Schuylkill. His eldest son, John, was aide-de-camp to General Richard Montgomery with whom he fell before the walls of Quebec on the last day of the year 1775. William Macpherson, the second son, at the outbreak of the war, was an officer in the British army, but after the death of his brother joined the American forces. The select Philadelphia military corps called the "Macpherson Blues" was under his command, and it is interesting to note that Samuel Breck was a corporal in one of the companies which was sent to quell the Whiskey Insurrection in Western Pennsylvania in 1794.

Captain Macpherson and Mary Ann, his second wife, by indenture dated May 17, 1771, transfered the property to William Eckhard. On June 13, 1777, the last mentioned having married Mary Streighka, sold it to John Penn who was finishing his fine mansion on the adjoining estate, which he called "Lansdowne."

Governor John Penn and his wife, Ann, daughter of Chief Justice Allen by a Letter of Attorney dated May 9 1788, parted with the "Sweet Briar" portion of the estate, for Anthony Butler, so authorized, conveyed it to John Ross and Clemintina his wife on the 19th of July, 1791. Ross, an influential man in Revolutionary affairs and a successful merchant, possessed "The Grange," a fine country seat on the Lancaster road, seven miles from the city, after Captain Cruikshank, Clemintina Ross's father, returned to Scotland in 1786. In addition he owned and maintained a sumptuously furnished town house at Second and Pine sts. He held title to Sweet Briar until the 21st day of March, 1796, when, in consideration of the sum of ten shillings . . . it was transferred to Samuel Breck, Jr.

Such a trifling amount paid for the valuable tract arouses curiosity but the reason is apparent in the record that on Christmas Eve of the year 1795, Samuel Breck, junior, a young merchant, married Jean, the daughter of John and Clemintina Ross. Soon after, retiring into the country, they erected Sweet Briar, and otherwise improved the property.

2-22-28
Roof. News

HISTORIANS TO MEET

A meeting of the Wissahickon Valley Historical Society will be held on Friday evening, at 8.15 P. M., in the Post Room (3rd floor) of Hattal-Taylor Post, Lyceum avenue and Pechin street.

The following papers will be read: "The Lower Wissahickon," by A. C. Chadwick, Jr., and "The Fishing Company of the State in Schuylkill," by Joseph S. Miles.

Members and their families are invited to be present.

Evening Bulletin
Jan. 2-1928

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Men and Things

Many Striking Scenes Mark the Record of Inaugurals at City Hall and At the Old Municipal Buildings

MAYOR MACKEY'S inauguration today follows the established form. Now and then, in the past, the suggestion has been made that the induction into office of a new Mayor ought to be attended by a more elaborate show. But every time the proposal has been made it has been put aside in favor of simple exercises. So far as the actual ceremony itself is concerned—the opening prayer, the administering of the oath of office and the delivery of the inaugural address—there is little about it, apart from the importance attached to the advent of a new administrative head of the city government, that is officially impressive. But the scene in the Council Chamber, amid the profusion of flowers, the gathering of all the new Mayor's friends who can crowd into the room, and the congratulations and exultation has a touch of gayety and animation which always make it interesting to an on-looker.

All the Mayors since Stuart have been inaugurated at the City Hall. Before his term the ceremony took place for many years in the old quarters of Common Council on the second floor of the State House in Independence Square. Years before, the actual ceremony of the inauguration was in the open air on Independence Square. Inauguration day has not always been the first Monday in January. When Judge Conrad was inducted into office, as the first executive of the "consolidated city"—that is, the city which now takes in the entire county as contrasted with the old city-proper, which extended only from Vine to South street between the two rivers and which had constituted the territorial limits of all Mayors before him—the ceremony was held in the middle of June. His successor, Richard Vaux, came into office in the middle of May.

Since then the first Monday in April, or the first of January, has been the date set by legislative mandate, save when Blankenburg, through the extension of Reyburn's term beyond the four-year limit, came into office on December 4, 1911.

Conrad's Inauguration Notable

None of the inaugurals was attended with more public interest than the incoming of Conrad. That event was regarded as marking the beginning of a new epoch in municipal life. The old lines of demarcation which had existed between the numerous townships, boroughs and districts in the county had been obliterated by the passage of the "Consolidation Act." A new central city government had been created. The Select and Common Council, for the first time, represented all sections of what was a common city. "Consolidation" had been celebrated with much rejoicing, banquets, balls and a general illumination. The selection of the first Mayor of the greater city, then a municipality of four hundred thousand inhabitants looking forward to soon passing the half-million mark, had been the subject of a spirited contest between the Democrats and the Whigs, the latter putting Conrad into office through a secret alliance with the Native American, or "Know Nothing," party.

When the day arrived, Tuesday, June 13, 1854, the Councils having organized the day before, Judge Conrad, meeting Mayor Gilpin, in the old City Hall, at the southwest corner of Fifth and Chestnut, marched with him to the State House and thence to the little platform that had been erected in the rear where before a great crowd Judge Oswald Thompson administered the oath, and Conrad began the delivery of an inaugural address, which, as regards its text and style, has not been duplicated since, while over in Washington Square a battery thundered its salute of one hundred guns.

In his opening sentences Conrad sounded the note of solemnity the occasion seemed to call for. "The solemn obligation, which, before God and in your presence, I have just assumed," he said, "covers, and should consecrate, duties perhaps more enlarged, varied and responsible than any that have ever been committed to a municipal officer in this Commonwealth. However profound and earnest the devotion which I bring to their performance; however solemn and sincere the dedication of my every faculty to the service of this beautiful city of my birth and my affections—I feel an almost overpowering consciousness of my need, in the exigencies of this most trying station, of the charitable construction and kindly support of my fellow citizens and the sustaining arm of Him who is 'the Governor among the nations.'" Then followed a lengthy discourse on crime and social evils, of intemperance and Sabbath breaking, of the necessity of preserving law and order—a duty of which the Mayor was especially aware then as a committing magistrate and the active head of the police force—and a plea for citizens to lay aside the factionalism that had been rampant in the past and to assist him in the furtherance of the ends outlined.

While he was delivering the address a heavy thunder storm broke and the Mayor was forced to take cover, on the steps leading to the old court house, now Congress Hall, on the west side of the square, where he continued his address to hundreds who remained to hear its conclusion.

Quick Change on Election of Mayor Vaux

Two years later, when Vaux came into office, a curious mix-up occurred. One of the sections of the Consolidation Act had declared that the Mayor was to take office on the Tuesday following election, while another section stated the Mayor's term was to be for two years. Conrad's friends insisted, therefore, that he was entitled to remain in office until June 13th, 1856. Vaux, elected at the May election, was ready to go into office on May 13th. Without waiting for a judicial decision as to which was right, the friends of Vaux went ahead with the plans for his inauguration and on the day fixed by them Conrad's last official act was to send a message to Councils, informing the members, that, although he believed he was legally entitled to remain in office for another month, he intended to resign, if Vaux was not inaugurated and that, if so, Councils should be prepared to act. While the municipal assembly was meeting, just prior to the inaugural ceremony, the matter was brought up on the floor for discussion by a member who insisted Conrad was entitled to stay in office. Immediately a lively debate was on, but when the bell in the State House tower tolled twelve all hands hastily hustled out, made their way to the platform in the rear, saw Judge Thompson administer the oath to Vaux, heard the crowd of jubilant Democrats give nine cheers for the new Mayor and then, while the artillerymen, in Washington Square, began to stir up the town with another salute of one hundred guns, they resumed the debate as to who was Mayor.

Perhaps the most distinguishing characteristic of Mayor Henry's first inaugural was the brevity of his address, one of the shortest ever delivered on such an occasion. When Henry, who held the office from 1858 to 1866, was succeeded by Morton McMichael, the ceremony, shifted now to January 1st, was held indoors in the State House. McMichael's address, in contrast with Henry's first, was florid, containing an extensive panegyric on the natural glories of Philadelphia, its geographical and topographical advantages and its beneficent location, which, climatologically, he noted, had placed the city "remote from putrid miasmas that poison, chilling blasts that congeal and torrid heats that dry up the fountains of health."

General Grant Honors the Fox Inaugural

When his successor, Daniel Fox, came into office an unexpected event of interest took place. The new President-elect, General Grant, was in the city and while Fox was holding a reception at the State House, the General, wading through streets ankle deep in slush, made his appearance. Taken by surprise, the retiring and incoming executives were momentarily non-plussed as to who was to act as host, when McMichael, in a brief welcome to Grant, said he had the honor to present the President-elect to the Mayor-elect who would have the pleasure of welcoming him to the city, which Fox immediately did, in an informal, equally brief and friendly fashion.

"Dandy Mayor" Set New Style in Inauguration

Stokley's incoming, on the first of January, 1872, was marked by the first appearance of the Mummers, it being noted, in the news of the day that "Chestnut street was the scene of a procession of fantastically dressed individuals who seemed to be bent on reviving one of the customs connected with Shrove Tuesday."

When Mayor King came into office, in 1881, there was a deal of valedictory and salutatory address, but when his successor, William B. Smith, "The Dandy Mayor", was inaugurated three years later, one of the most joyful inaugurals occurred. Chestnut street was bedecked with bunting, the streets crowded with celebrants, the State House row a focal point for all the politicians, and the Mayor's office filled with wreaths of roses, jessamine and lilies of the valley. For the first time an inaugural address contained a de-

tailed view of the city's needs. When it was concluded Smith was tendered an unprecedented ovation, it taking him almost an hour to get away from the Council Chamber. Later in the day the Republican Invincibles, with young "Sam" Ashbridge as the orator, presented him with a silver service. In the evening came a dinner at Dooner's.

Later Ashbridge was the central figure at one of the most jubilant inaugurals held in the City Hall. This was on Easter Monday, 1899, when Dr. Russell H. Conwell invoked the Divine Blessing and Judge Audenried administered the oath while a group of ministers meeting nearby pledged the new Mayor their support. So much handshaking occurred then that Ashbridge was unable to hold a pen in his hand the next day. His first official act the appointment of young J. Hampton Moore as his secretary, brought more into the limelight one who, at a still later period, was the principal at a particularly dignified inaugural. Old Squire McMullen, who had risen from a sick-bed to take the oath of office for the last time as a Councilman, came totteringly forward while President Miles stood on the rostrum with tears streaming down his cheeks.

One of the most dramatic inaugural incidents was when, at the close of his inaugural address, Mayor Blankenburg raised his arms above his head and, in his characteristic tone and fervent speech, cried out "Your City—My City—Our City", as he proclaimed Philadelphia the special object of his affection.

Sunday Bulletin
June 5th 1928

Men and Things

"Winter of Gaiety" for Howe's Troops in Philadelphia Was Not All Mirthsome for Captors, Captives or the Neutrals

PHILADELPHIA, in the winter of the British occupation, 150 years ago, is pictured by Edward W. Hocker, of Germantown, in a review of diaries and other sources of information, with much more of shading than is generally found in portrayals of what is often regarded as the hey-day of Howe's troops.

Often during the latter months of 1777, writes Mr. Hocker, food was exceedingly scarce, in the British barracks as well as among the populace. The soldiers were limited to one-quarter of a pound of meat a day. In the markets beef cost a dollar a pound; flour was 6 pounds a hundredweight; sugar, 2 shillings 6 pence a pound. American prisoners confined in the Walnut street prison and elsewhere suffered desperately from lack of food, and hundreds of them died.

Late in October General Howe had drawn in his lines from Germantown, posting his army along a line of earthworks and redoubts from the Delaware to the Schuylkill about on a line with Callowhill street. Beyond that as far out as the American camp, was debatable ground. One night in November the British set fire to seventeen houses in this "no-man's land." Captain Alan McLane and his company of horsemen, and also other small detachments of Americans frequently made their way down Germantown road or down York road to the neighborhood of the British lines. Out near Frankford the Americans were seen more frequently than the British. In Lower Merion Potter's Pennsylvania militia were on duty, and they sometimes made incursions toward the enemy as far as the Schuylkill.

When the British Army moved out to Chestnut Hill the first week of December with the purpose of overwhelming the Americans at Whitemarsh, the conquering expedition resolved itself into a foraging party and brought back 700 head of captured cattle.

A detail of Virginia troopers was on duty along Ridge road in the neighborhood of Falls of Schuylkill and Roxborough. On December 19, the day that the main body of the American army went into winter quarters at Valley Forge, a company of British light dragoons, under Captain Andrew Cathcart, surprised the Virginia troopers, killing seven of them. The others took refuge in the barn of Andrew Wood, at Roxborough. They refused to surrender when called upon to do so, and Cathcart's men then set fire to the barn. The building was consumed and nine of the American soldiers perished in the flames.

Col. John Bull Gave British a Merry Crismes

Colonel John Bull, whose home was at Norrington, now Norristown, was sent out with six regiments of Pennsylvania militia to try to curb the British foraging. He posted his forces along the Ridge, Germantown and Frankford roads. Morgan's Rifle-men, the marksmen of the American army, were engaged in similiar duty in December. One day they captured thirty-four prisoners. Colonel Bull had good reason for endeavoring to cause all the trouble possible for the British, for on the march to Philadelphia, in the preceding September, the British created much devastation at his home at Norrington, setting fire to his buildings. What he accomplished is quaintly told in his official report to President Wharton, of the Pennsylvania State Government, then in Lancaster:

"According to my yesterdays note I have been with the Brigade Down to the Enemies Lines on the three most public Roads, in Three small columns, taking the Center on ye Germantown Road my Self, Coll. Antes, with two Battns on ye Ridge Road, and Coll. Lacy, of Bucks, with 2 Battns on or near ye frankfort Road, and marched them all Within Musquet Shot of the Enemies Lines, and Between third and fourth street Continued on the Right of the Germantown. I drew up my little Division, and having Our Two Twelve Pounders, with two Comps of artillery, I rather strechd my orders by Sending them 8 well directed Cannon Ball, Which no doubt Took Place near ye Church.

"It would have given your Excy. Pleasure to Se the Countenances of the Generality of my officers and many of the men, Who I am convinced I Could have Led up to the Redoubts, which would have done no more than alarm them, which was all I was Directed to Do, in order to Call their attention from Plundering in Chester Councy.

"We Wish'd them a Merry Crismes by causeing them to Beat to arms and fire their Cannon from the Lines from all Qurs, their Ball raked our Little Parade both on Right and Left, but without the Least Damage. We brought of one Prisone', some of their Horse, etc.

"I am, your Excy's obedient
Hu'bl S'vt,
"JNo BULL.

"Please to Excuse want of Paper, Bad Pen, etc."

The big raid of the British into Chester county that week, to which Colonel Bull alluded in his report, brought back 300 wagons. Another raid was made into New Jersey the same week to obtain live stock and farm products.

Everybody Suffered The Looting

Besides the incursions of the British into the rural regions, there was also much plundering in and about the city. Those who were disposed to be sympathetic toward the British suffered along with those that had supported the American cause. The diary which Robert Morton, a young member of the Society of Friends, kept during those months shows how the persistent looting alienated Friends and others who had welcomed the arrival of the army of Howe in the city. General Howe did issue a proclamation forbidding plundering as early as November 8, but it seems to have been lightly regarded.

Morton, whose family had a "plantation" on the Schuylkill near Gray's ferry, went down there one day in the fall and noted in his diary:

"I saw about 100 Hessians coming down the road on a foraging, or rather plundering party. As soon as they came to the corner of the road their commander gave them permission to take all the cabbage and potatoes they could find. Being afraid that they would take our cabbage, I applied for a guard to the house and garden, which was immediately granted, and by that means prevented our cabbage from being plundered. After they had taken all Jno. King's cabbage and potatoes they marched off. Bro't our cabbage home. It was surprising to see with what rapidity they run to and with what voraciousness they seized upon Jno. King's cabbage and potatoes, who remained a silent spectator to their infamous depredations."

The following day Morton records that another party of Hessians arrived at the "plantation." This time they brought along horses, carts and bags, prepared to carry away King's hay and what potatoes remained. However, Colonel Hancourt, of the British army, sent a guard to protect King's property. Thereupon the Hessians visited other places in the neighborhood and helped themselves to hay and potatoes.

Mrs. Drinker in her journal also notes that there was much thieving. She, like many others who were friendly toward the British, was not disposed to admit them to her house. Upon the arrival of the troops requisition was made upon the populace for quarters for the officers. Mrs. Drinker exercised all the influence at her command to keep her house free from military occupancy. Finally when it was no longer possible to withhold the use of the Drinker house it was arranged that the occupant should be a young officer who came highly recommended. He was

Major Cromwell, and he took up his abode with Mrs. Drinker on December 30.

Besides the cruder forms of plundering, much property was also taken under stress of military requirements. Watson, the annalist, says General Howe seized the coach of Mary Pemberton and used it during the occupancy.

Soon after the arrival of the British Howe called upon all inhabitants to make immediate return to the quartermaster general's chief wagonmaster of all horses, wagons, teams and carts in their possession. Attempts to conceal them, the order stated, would result in seizure. Those reported would be hired, 3 shilling, New York currency, being paid a day to drivers.

By another order the citizens were directed to provide 600 blankets for the army. Mrs. Drinker notes that a soldier entered her house and demanded a blanket. When refused he went upstairs and took one.

Fences and stables disappeared, the soldiers using the wood to build fires. The woods in "the neck"—South Philadelphia—were reserved for supplying the troops with fuel, while the poor of the city were permitted to cut wood north and west of the city.

Not only were prices high but the kind of money that would pass readily was exceedingly scarce. When the deserted stores were opened toward the end of the year by Scotchmen and Virginia loyalists who came to Philadelphia with the British fleet, these new merchants refused to accept the paper money which was almost the only money in circulation. They demanded "hard" money.

This currency question troubled the warmest friends of England as much as the American patriots. Finally a petition was drawn up asking that the old Colonial currency be accepted in trade. The petition received the signatures of most of the leading Tories in the city. It set forth that this money, issued by the colonies prior to the revolt against Great Britain, was still legal. General Howe acted favorably upon the petition and directed that the old paper money should circulate at a valuation of one-half the same sum in specie.

General Howe had a census taken of the city. In the ten wards of the city, from the present Vine street to South street, together with the districts of Southwark and Northern Liberties, there were 5395 houses. Five hundred and ninety dwellings and 240 stores were vacant, their owners having left the city. More stores were closed than were open, for only 116 stores were doing business. Later as English ships arrived many stores were opened. The population, according to Howe's census, consisted of 4996 males over 18 and under 60 years of age, 5,335 males under 18, and 13,403 females, making a total of about 24,000. Nearly 6000 male residents of the city were absent.

Ten Per Cent. of Buildings Were Vacant

General Howe made his headquarters first in the home of General John Cadwalader, on Second street, below Spruce, and later in a house on the south side of Market, east of Sixth, where Washington lived while President. General Knyphausen, the Hessian commander, followed Howe in the Cadwalader house.

General Cornwallis and his suite took up their abode in the house of Mrs. Deborah Logan, but upon her protestation, the officers withdrew, Cornwallis' headquarters being established on Second street, above Spruce. However, Mrs. Logan soon thereafter had to receive two artillery officers and later two of General Howe's secretaries as guests in her home.

To provide for the civil government, General Howe, in December, appointed Joseph Galloway, foremost among the Tories of the city, as superintendent general, with autocratic powers. Galloway appointed Samuel Shoemaker Mayor, but Galloway was the ruler of civic affairs. He sought to control the fly-by-night auction houses, which were numerous. Licenses were required for conducting vendues, and it was decided that but one such license would be granted in the city, besides one in Southwark and one in the Northern Liberties.

To check the efforts of butchers to corner the market by appearing early at the wharves and buying up all the meat that was offered, Galloway set a penalty upon such action, and encouraged enforcement of the law by giving half the fine to the informer and half to the poor.

Gradually an approach to normal condition was thus attained by spring, and it was then that the British officers organized dining clubs, encouraged sports of various kinds, had frequent balls and finally culminated their festivities in the much discussed Meschianza in May.

GREETINGS

Phila Record
Jan 8th 1928

Lydia T. Morris Gives Historic Mansion to Park

"Cedar Grove," Famous Old House, Re-erected Near Memorial Hall.

Open Soon to Public

"Cedar Grove," the latest link in Philadelphia's "Colonial Chain" of old houses in Fairmount Park, soon will be opened to the public as a museum of Colonial furniture.

This historic house, one of the oldest still standing in Philadelphia, is the gift to the city of Miss Lydia Morris, of "Compton," Chestnut Hill., whose family has owned the house for five generations.

Over 200 Years Old.

"Cedar Grove," for more than 200 years a landmark near Frankford, has been re-erected on Lansdowne drive near Memorial Hall. The gigantic task of transferring this house from its old location near Harrowgate station has occupied almost two years. Every stone and board of the house was numbered at its old site so that each could be placed in its exact original position when it was re-erected.

In 1888 the Pennsylvania Railroad's main line tracks to New York were laid at its very doors. Since that time the house has been a familiar landmark to passengers and has aroused much comment.

"Cedar Grove" really owes its present form to four long generations of the families of Morris and Paschall. Miss Morris, of the fifth generation, has preserved and removed it to begin life anew in surroundings similar to those which it enjoyed until late in the last century.

In its single self "Cedar Grove" pictures the history of American architecture from the death of William Penn to late in the nineteenth century. The interior shows the three periods of 1721, 1752 and 1795. The dining room and Elizabeth Paschall's room over it are of the character of "Stenton" and "Hope Lodge," with the chimney wall completely panelled; arched fireplaces and no mantel shelf. The nursery behind it has a bold mantelpiece from the fifties. The parlor, the ironing room and the two bedrooms at the right show the delicately-molded mantelpieces of the Adam style. The old locks of the doors, the colors of the old paint, vary in accordance with these periods.

A Frankford Landmark.

The land at Frankford, on a part of which the house stood for more than 200 years—292½ acres—was bought in 1714 by Thomas Coates, of High street, the father of Elizabeth Coates Paschall. This land he farmed. Records of the inventory taken at his death show that it was well stocked with domestic animals and farming implements, but that it was without a mansion house.

The land was divided among Thomas Coates' children. In 1721 Elizabeth married Isaac Paschall, and it is from this time that the oldest portion of the house dates. This is to the left as one faces the front of the house.

By 1750 it was spoken of, in a yellowed receipt bearing Elizabeth Paschall's name, as her "old house in Frankford."

Structural examination at the time of its removal from Frankford to Fairmount Park revealed that the house originally consisted of three principal rooms—a front portion two and one-half stories high, with parlor and bedroom, and an extension of one story, which contained the original kitchen. There was a simple gable roof, of which the present lower slope of the gambrel roof at the left formed one side.

This house, which is one of the oldest standing in Pennsylvania, served amply as a place for summer excursions from the city. It was no ordinary farmhouse. At a time when rubble walling was still almost universal, and even at "Graeme Park," the home of Governor Kieth, the squared stones of the front were very irregular in height; in the front of "Cedar Grove" all were uniform.

After her widowhood in 1752 Mrs Paschall gave increasing attention to the place, and her accounts indicate that she made a substantial addition to the original house in 1752. In April, 1752, she bought 10,000 bricks, with scantling, lime, sand and stones; in June she was buying lath; in August, shingles; in September, six dozen of tiles.

By December Mrs. Paschall was paying Gustaf Heffeling "two pounds ten for 10 days and a halfe work of my

gro Tom at Painting her house." By April, 1753, there was "a tin cap for her chimney."

A joint on the west wall of the second story makes clear that this addition to the house comprised the bedroom and garret over the old kitchen, making the original house two and one-half stories in height over its whole area.

In 1755 Mrs. Paschall began a garden, for which Sirach Schudi graded the terrace. The stable also was paved and the well was lined with brick in this year.

Isaac Paschall, a son of Elizabeth, married Patience Mifflin in 1767. The house was left to his daughter, Sarah, who was married to Isaac Wistar Morris in 1795. The house was enlarged to its present form by a very skillful transformation. The width was exactly doubled, as is evidenced by a joint up the center of the present front, which became six windows in width. Two doors below, balancing, lead into the new parlor and the dining room, which had been the old parlor. Behind the new parlor was a new and larger kitchen, from which the dining room was reached through what had been the old kitchen, henceforth known as the "ironing room," with a new mantelpiece in place of the great old fireplace.

Originally the house had along the front and left side a hood of the type familiar in Germantown. About 1830, as the mouldings of the post reveal, this was replaced by a porch, covering a brick entrance. This last change may well have taken place after the death of Isaac Wistar Morris, in 1831.

1917-1918

MANY people think that of all the reams of poetry brought forth by the war there has been nothing to compare in thought and expression with "In Flanders' Fields," by Lieutenant-Colonel John McCrae, of the Canadian Army Medical Corps, since dead at the front:

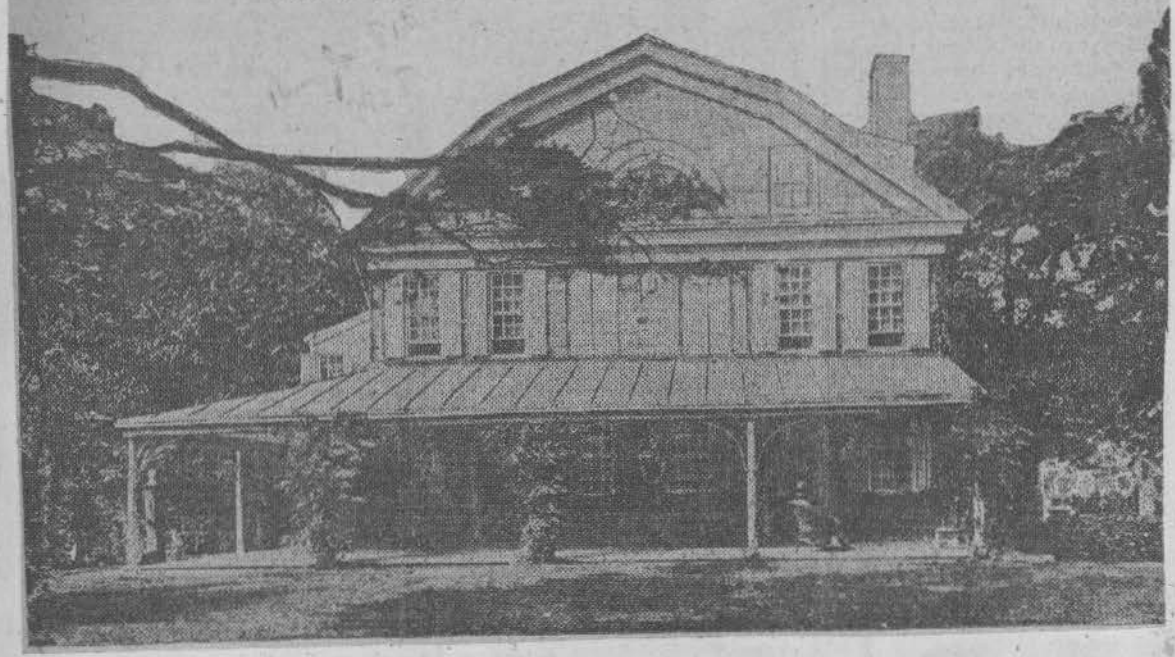
"In Flanders' fields the poppies blow
Between the crosses, row on row,
That mark our place; and in the sky
The larks, still bravely singing, fly,
Scarce heard amid the guns below.

"We are the dead. Short days ago
We lived, felt dawn, saw sunset glow,
Loved and were loved; and now we lie
In Flanders' fields.

"Take up our quarrel with the foe!
To you, from failing hands, we throw
The torch. Be yours to lift it high!
If ye break faith with us who die,
We shall not sleep, though poppies grow
In Flanders' fields."

Record 1-8-25

"CEDAR GROVE," ONE OF THE OLDEST HOUSES IN THE CITY PRESENTED TO FAIRMOUNT PARK



1915

A BOOK WORTH READING

Has a Local Setting and Deals Largely With Local Celebrities

"The Riversons," a romance of our beautiful Wissahickon, is a story of intensely human interest of the life of the Rittenhouse family, who owned the grist mill and mansion on the Wissahickon drive below the "old red bridge" seventy years ago.

It describes incidents relating to Crawford's old stage line on Ridge road; Drs. Runkle, Ramsay and Griffith, of Manayunk; Rev. Samuel Bumstead, pastor of the Dutch Reformed Church; the underground railway for runaway negro slaves; the great flood in the Schuylkill in 1851, which destroyed the bridge at Flat Rock, foot of Domino lane and Manayunk, and the somnambulist adventures of the heroine, Marian (Rittenhouse), written by S. A. Bumstead, formerly of Roxborough.

"The Riversons" is a book worthy of preservation by every one in our ward. Dr. James M. McGee, 6936 Ridge ave., has secured all the remaining copies from the New York publishers. Send for your copy **quickly**, before they are all gone and the solici- or will call.—Adv.

1902

THE WISSAHICKON, PAST AND PRESENT

Within Half a Century Its Appearance Has Completely Changed.

Riverside Mansion Was Once the Stately Home of the Robinson Family, Who Owned a Large Mill Which Has Since Passed Away.

That a stream like the Wissahickon can exist within the confines of Philadelphia and be comparatively little known to the mass of residents of the city is an astonishing yet true fact. It is estimated that only one in every thousand of the city's inhabitants know of its presence, and only one in every ten thousand has visited its banks. Its beauty is excelled by few streams of its size in the world, and no city anywhere has within its limits anything that compares to this beautiful sheet of water, with its most charming features within the limits of Fairmount Park.

Scarce fifty years ago the Wissahickon, from the railroad bridge to its mouth, a quarter of a mile away, presented an appearance vastly different from that of today. Nothing but a grassy meadow was on the east side below the turnpike, where the artificial lake and new pumping station are now, and the west side has been changed and altered so as to be utterly unrecognizable by the man who remembers it as it existed in the days long since past.

First on the river bank, just where the creek empties into the Schuylkill, was the old mill, with its over-shot water wheel, now used as a fish house. To the north of it was the pond for storing logs for the saw mill just above it, where the zig-zig of the upright saw shot its heavy blade through the water-soaked logs and the water from the race below made a musical accompaniment.

SUCCUMBED TO IMPROVEMENT.

Within a hundred feet of the turnpike stood the old frame saw-mill; on the other side of the turnpike were a wheelwright shop and a blacksmith shop; just below, under the wooden railroad bridge of the Norristown Railroad stood the old flour mill of the Robinsons, where flour was made and bolted in the old way; just across the creek road was the mansion in which the Robinsons lived. The old mill has succumbed to the march of improvement and has been torn down.

Fifty years ago the smoke and noise of the Pencoyd Iron Works, on the opposite side of the Schuylkill, just above, did not exist. All was peace and quietness. Electricity as a motive power was unknown and the lumbering wagons of the farmers and the light Dearborn of the gentry were all that were seen on the roads. Then there was no idea of such a thing as a public park; there was no need of one, for from the Wissahickon to Girard College there were few houses along the pike, and what few there were were farm houses. To be sure the Falls existed, but it was no more like the busy place it is now than day is like night. Then it was celebrated for its catfish and coffee; now it is celebrated as the site of Dobson's mills.

The stately mansion, with its many outhouses, just above the old mill on the Schuylkill, above the mouth of the creek, was built by the Robinsons in the early part of the eighteenth century, but was occupied by Mr. William Mintzer as late as 1850. It is now Riverside Mansion.

Then there was the old stone bridge, and it had a narrow arch and pointed walls to keep the traveler from falling into the creek. Occasionally it became damaged by the rise of water in the stream, and once or twice was nearly washed away. It was not more than 200 feet in width. The old dam under the railroad bridge, over which the water dashed in wild profusion when the flour and saw mills were stopped, had become supplanted by a new and modern dam; paths have been made on either side of the creek, and houses now look down from the banks above on the traveler who passes along the wild banks of the stream. The old pike has become a paved avenue, over which the electric lights spread their glow, and a line of cars, propelled by electricity, travel.

1916

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TWO FAMOUS HOTELS SOON TO DISAPPEAR

Park Takes Over Indian Rock Tavern and Ancient Lotus Inn.

MAKE WAY FOR PROGRESS

Damages for Properties Will Be Adjusted by Board of Viewers Tomorrow.

A meeting of the Board of Viewers will be held tomorrow in Room No. 287, City Hall, when claimants for damages for properties taken along the Upper Wissahickon by the Commissioners of Fairmount Park, will be heard. These properties include two former well-known hostelries, the Indian Rock Hotel, at the foot of Monastery avenue, and the Lotus Inn, at the foot of Rittenhouse street, and about five acres of the Gorgas Estate.

The properties were taken in order to straighten the park line along the west side of the Wissahickon, and to get rid of the saloons bordering on the Park. The Park line will be taken westward at these points to Henry avenue, the thoroughfare which the Twenty-first Ward Board of Trade, Manayunk and Falls of Schuylkill Business Men's Associations have been endeavoring for several years to have opened, from Hunting Park avenue over the Wissahickon Creek and Valley to and through Roxborough to the Montgomery county line. To cross the Wissahickon, these organizations have asked an appropriation of about $300,000 to construct a reinforced concrete bridge, similar to the one which spans the valley and creek at Walnut lane. The avenue, as proposed by the organizations, and for which plans are said to have been prepared, is to be a handsome boulevard extending along the western edge of the Wissahickon portion of Fairmount Park.

The properties have been condemned and will be torn down as soon as the claims are adjusted, and their sites filled in and suitably improved. Since the condemnation proceedings the two hostelries have been unoccupied.

History of Old Hotels.

Indian Rock Hotel was built by Reuben Sands, a well-known resident of Chestnut Hill. He first erected the hotel a short distance from the celebrated Indian Rock, about half a mile below Thorpe's lane, where he continued until the early 70's of the past century, when Fairmount Park was extended along the Wissahickon. The hotel, being taken by the Park Commissioners, Sands built the present hotel at the foot of Monastery avenue. Back of the new hotel he had a large frame figure painted to represent an Indian chief or warrior, and the place became known by the sign as Indian Rock. After Sands' death 20 years

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~~April 3~~ April 10th 1903

ago his sons, Reuben and Harry Sands, conducted the hotel, which continued to be famous for the catfish and waffle suppers served to its patrons, who chiefly drove out from the city. Later, the property was purchased by Mrs. Barbara Tresch, who had a large addition built to the west end. She was succeeded by her manager, Charles Weingartener. The hotel was also conducted for some time by a man named Balkenburg. The last proprietor was William Lowa, who had previously kept the High Bridge Hotel at Ridge avenue and Wissahickon drive. This property when condemned belonged to William O'Brien, whose legal representatives will press his claim at tomorrow's meeting of the Board of Viewers.

Lotus Inn was also famous for its catfish and waffle suppers, and for years was a noted resort for parties which drove out in carriages, 'buses or sleighs. Its location close to the famous old Rittenhouse bridge, a frame-covered structure, which preceded the handsome skew arch bridge, constructed chiefly of stone taken from McKinney quarries, and which is said to be the longest stone arch in this country, made it readily reached by people of Germantown or others driving along the township road, now Wissahickon avenue. The Lotus Inn property was part of a large tract of land owned by the late Charles Thomson Jones, of Roxborough. Its first proprietor, as far as can be ascertained, was George Locke, who sold out to Frederick Miley. After his death it was rented by his widow to Charles Mehler.

Only One Hotel Left.

Further up the creek is Valley Green, once a famous resort for the old-time cotillion dances held by sleighing parties. It has not been a hotel for many years, but is used as headquarters of the Colonial Dames or other patriotic women's organizations.

With the passing of Lotus Inn and Indian Rock Hotel there will be but one hotel in which liquor is sold within close proximity to the Park along the Wissahickon, High Bridge Hotel.

Among the old-time resorts which were put out of existence by the Park Commissioners, after the Park was extended up the Wissahickon, was Charles Lippen's Wissahickon Hall at Gypsy lane and Wissahickon drive, which was erected in 1849 by Harry Lippen, father of the last owner. Maple Spring Hotel, a short distance above Wissahickon Hall, was taken while the late Harry Long was proprietor.

A short distance below was "Tommy" Lewyllyn's Log Cabin and menagarie. The cabin was one of those used during the memorable political campaign of General William Henry Harrison, when he ran for President in 1840. The cabin was hauled on wheels by enthusiastic admirers of Harrison from Roxbourough and Germantown. At the close of the successful campaign the cabin was left standing along what was then the Wissahickon turnpike. Lewyllen bought it, added other rooms and opened it up as the Log Cabin Hotel.

The Hermitage, a resort established in 1844 by "Pop" Benson, on the upper side of the creek at the foot of Hermit's lane, was one of the most popular picnic resorts along the creek. It was reached by a frame truss bridge

THE OLD LOG CABIN.

An interesting illustrated lecture, entitled "The Romantic Wissahickon and Its Tributaries," was given by Dr. Naaman H. Keyser on Thursday evening last in the Central Girls' Grammar School, East Haines street, under the auspices of the City History Club. There were at least 125 illustrations shown on the canvas of buidlings, landscapes and interesting views along the Wissahickon. Dr. Keyser gave in detail many interesting facts that were appreciated by the largest audience that has attended lectures of the City History Club. A little defect in the limelight, caused by some tampering with previous to its being sent to Germantown, prevented as fine a picture show as was anticipated.

The early settlers of this vicinity, Dr. Keyser said, appreciated the possibilities of the many water courses lying close to Germantown. Townsend's grist mill gave to Mill creek its name; Potts' corn mill utilized the Winghocking; Rittenhouse erected his paper mill on Crab creek, while the Robinsons built a saw and grist mill on the Wissahickon.

The quantity and quality of the water made the Wissahickon and its tributaries particularly valuable to the paper makers, which fact no doubt prompted Benjamin Franklin to suggest the propriety of preserving the purity of this stream until such time as it would be needed as a water supply for the city of Philadelphia.

While the Wissahickon has retained its Indian name, there is some uncertainty as to from which one of two similar names its present name has been derived—Wissamickan, meaning "catfish creek," or Wisauchsichan, meaning "yellow colored stream." Either one is very appropriate, as this well-known stream is a favorite abode of the toothsome cat-fish, and during spring freshets it has a decidedly yellow color from copious supplies of yellow mud that come down with the water.

A plate was shown on the screen taken from a drawing prepared by Edwin C. Jellett, who has traveled over and over again the hills and valleys of the Wissahickon. The arterial streams are about nineteen miles long, the principal branches being Valley run, Sandy run, Cresheim creek, and Paper Mill run.

A short distance below the mouth of the Wissahickon, at one time, were the Schuylkill Falls. The erection of Fairmount dam and other changes have obliterated this old waterfall.

A picture was shown of the mouth of Wissahickon creek and Robeson's grist mill. The canal boats used to come alongside, and unload grain and take on flour.

The Robeson saw mill, Amos Jones' rolling mill and State of Schuylkill Club have all utilized an old building shown on the screen. It stood on a tract of ground comprising five hundred acres, purchased by Robert Turner from William Penn in 1684. It was known at one time as Shamrock Park, and extended from the Schuylkill river to Township line

on the east, and from School House lane to a short distance above Wissahickon creek. It is better known as the Robeson tract. It was the first cut nail factory in America, and like nearly all the mills was operated by water power. In 1860 the city purchased it and added it to the Fairmount Park property.

The Robeson mansion was built about 1700, by Andrew Robeson. It is still standing at Ridge avenue and Wissahickon drive. It is known as High Bridge Mansion. Andrew Robeson built the first grist mill on the Wissahickon, which was called the Bolting mill, then the Roxborough mill, and later on the Wissahickon mill. This mill stood between the house and the creek, at a point where the high bridge of the Reading Railway crosses.

At the time of the Revolution the mill was operated by John Vandeering. It was known at that time as Vandeering's mill. The Hessian redoubt stood on the hill back of the old mansion. During the invasion of Pennsylvania by the Rebel army in 1863, this same redoubt was fortified by citizens of Philadelphia, as it commanded the approach to this city by way of the Reading Railroad.

About 1860 the Dobsons purchased this property, and erected a larger mill west of the bridge. In 1868 these mills were destroyed by fire, together with the wooden bridge over the Wissahickon used by the Reading Railroad.

Wissahickon Hall was shown on the screen. This is the only one of the many hotels that formerly stood on the lower Wissahickon that still remains. Maple Springs Hotel was erected shortly after the War of the Rebellion by the late Harry Young. The timber used was from the Cuyler Hospital that stood on the Town Hall grounds. Joseph Smith was afterwards a proprietor of this hostelry. He was nicknamed "Rooty Smith," from the fantastic decoration of the porches and grounds adjoining his hotel with boxes, hanging baskets, chairs and ornaments from curious shaped roots of the laurel he gathered along the Wissahickon. This work was artistic and unique, and the hotel was an attraction for visitors for many miles around, who came to see his curios and partake of the catfish and waffle dinners that were served in the most elegant style.

In 1868 William Walmsley sold the Mineral Springs for $5000 to William Craven, who five years afterwards sold it to the city of Philadelphia for $20,000.

During the campaign of William Henry Harrison ("Tippecanoe"), in the year 1840, a log cabin was erected at Green Bank on the Wissahickon, on the site of the beautiful drinking fountain opposite what is known as log cabin bridge. The grounds belonged to Nicholas Rittenhouse, Sr., of Roxborough. Five Rittenhouse boys, Martin, James, Nicholas, Jr., Charles and George, and William Umstead, a cousin, built the log cabin. This unique building was used by the Tippecanoe boys of Roxborough. A bateau was placed on wheels, and used in the many parades hereabouts. The old log cabin was not popular with the Democrats, especially those from Manayunk, and at times large crowds would occasionally visit the Wissahickon, and terrible fights took place, often ending seriously to some of the participants.

In after years the old cabin was enlarged, and was a popular resort for picnic and boating parties. It was kept by a man named Tommy Lewellyn. He sold spruce beer and mead from big stone bottles for five cents a glass, and ginger cakes for a penny. There were pet bears fastened to strong chains, and lively monkeys that were a source of amusement for the small boy. This was the first zoological garden in what is now Park grounds.

[The concluding instalment of Dr. Keyser's lecture will be given in next week's issue. — Ed. "Independent-Gazette."]

THE UNKNOWN DEAD. 4

There are graves that lie in the forest deep,
There are graves on the plain alone,
Where the fallen soldiers calmly sleep
'Neath the plain board marked "Unknown."

There are graves where no prayer was ever heard
Nor sound of the muffled drum,
But their dirge is sung by the forest bird,
While the wild bees drowsily hum.

Heed not if the falling drops greet our ears
As we deck each lowly bed.
God's clouds are weeping sorrowful tears
O'er the graves of the unknown dead.

The National Guard

By Kenneth MacDougall

Pushers of pens and pencils,
Workers of wood and steel,
Doctors, lawyers and business men,
Answer the bugle's peal.

Hurrying throngs of khaki,
Rumble of wagon train,
Clatter of cavalry horses,
The Guard is called out again.

Back from the sun-baked desert,
Stalwart, alert and hard,
Protecting the nation's vitals,
Is the much-knocked National Guard.

Give them the praise that's due them,
For the regular calls 'em "pard."
Watch out for the wives and families of the men of the National Guard.

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LOCAL SOLDIERS AWARDED MEDALS

Seven Local Men Honored by 108th Field Artillery Medals

GEN. PRICE OFFICIATED

At a recent ceremony in the armory of the 108th Field Artillery, at Broad and Diamond streets, seven members of that regiment, who are residents of Germantown, were decorated for exceptional drill attendance. The men receiving the medals were Captain William P. Dix, 533 East Mayland street, for perfect, or 100 per cent, drill attendance during the years 1924, 1925, 1926 and 1927; First Lieutenant Gustave Blind, 545 East Mayland street, for 100 per cent attendance during 1925 and 1927; First Lieutenant Ormond F. Fitzgerald, 134 East Tulpehocken street, 1927; Master Sergeant William Baker, Headquarters Battery, 5917 Norwood street, during 1924, 1925, 1926 and 1927; Staff Sergeant Lawrence, Battery "C", 2025 Church lane, 1926 and 1927; Sergeant Malcolm Baker, formerly in Headquarters Battery, 5917 Norwood street, 1925, and Corporal John J. Cassidy, Battery "F", 739 East Thayer street, 1925, 1926 and 1927.

The orders of Colonel William A. March, commanding officer of the regiment, citing these soldiers, stated: "The following named officers and enlisted men of this regiment are to be commended for their faithfulness and strict application to their military duty. This is apparent from the fact that they did not miss a single ordered drill during the years mentioned. The excellent example set by them, followed by all in the regiment, would raise the regiment to the point of efficiency and esprit-de-corps that might well make the nation and State proud of it."

Major General William G. Price, Jr., commanding general of the Pennsylvania National Guard officiated at the ceremonies and pinned a bronze medal on the blouse of each officer and man entitled to one.

Many young men residents of Germantown are members of this fine old regiment which was organized back in 1840 and which, then, took the name "The National Guards" which was the first time this name had ever been used in this country and from this regiment came the name for the entire National Guard in the United States. This regiment has served through three wars, the Civil War, where it participated in 31 battles; the Spanish War, and the World War where it took part in as many battles as any regiment in the American Army. Incidentally this regiment was one of three Field Artillery regiments out of the enttire American Expeditionary Force in France that was selected for combat service in Belguim and for that honor carries the Belgian Lion on its Regimental Coat-of-arms.

It is not believed that many residents of this section are as familiar with the history and records of this wonderful regiment as they should be, although many young men of this section belong to the 108th, as one of the officers said recently: "We should have many more from Germantown and Chestnut Hill as the men we do have from these sections are of the finest type. They are mostly Non-commissioned officers and are in line for more promotions. The more young men of that type we have the better we will like it."

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The Wissahickon

The tyro who attempts a task
Which seems too much, his skill, to ask,

While meditating on the feat,
Will feel his heart in tumult beat.
So I, with throbbing, sinking soul,
Assume the poet's daring role,
To humbly sing of stream and shore,
And old-time Wissahickon lore.

Through scenes of steepest Alpine charm,
Past ruined mill and hillside farm
The Wissahickon's waters flow;
'Neath bridges which are old and low,
Or lofty spans, whose arches' strength,
Support their graceful, leaping length;
Or flow past lanes of early days,
In quiet or in racing ways.

By groves, where woody giants try
To reach the fleecy-clouded sky,
Where dense, dark banks of shrub and fern
Hide bare rock-faces, cold and stern,
By spruce and poplar, larch and pine,
Lattice-trimmed with clinging vine;
O'er falls, and through the shady pools,
Past cliffs, which gleam with garnet jewels.

They flow past Monastery, old,
Of which religious tales are told,
And pass the caves of pious men,
Who sought seclusion in a glen;
And here, 'tis said, from high was thrown,
The holy Kelpius' Wisdom Stone.
Past Lover's Leap, where Lippard writes,
He wed a maid, by Indian rites.

Canoes which ply this spring-fed stream,
Gondolas gay, of Venice seem;
When distant Church-chimes peal out clear,
It's Belgium's carillons I hear.

My make-believe continues still,
And makes a castle of the mill,
Where Livezey in his peaceful nook,
Philosophized near babbling brook.

An engine crosses o'er High Bridge,
Which towers just above the Ridge;
Its warning signal smites my ear,
A blast that wakens sleeping fear;
For in the quietness of the dell,
Where calmness always seems to dwell;
It's such a weird, unearthly thing,
Like fabled ogre's whistling.

In days of dim and distant past,
When nets for finny tribes were cast,
The State in Schuylkill Fishing Club,
For sport and feasting was a hub.
The house, they say, was once a mill
And by good luck, it's standing still
Where Wissahickon vows its troth.
And joins the Schuylkill River's froth.

Fond day dreams, which are ever plain,
Traverse the highways of my brain.
Betimes they come with martial ring
Of troopers madly galloping,
When Armstrong and his patriot band,
Who fought to free our favored land,
Attacked the Hessians on the hill
Behind the ancient Robeson Mill.

Sometimes McLane, the British goad,
Would use a Wissahickon road,
Down which his silent scouts would speed,
Each mounted on a foaming steed,
En route to burn abatis line,
And send chills down a Redcoat's spine.
His phantom raids of mystery,
Will always live in history.

And Morgan's riflemen would file,
Through Wisahickon's forest aisle;
Or Fitz, with Chester County band,
Would come to raid surrounding land.
And here was heard, o'er splash of falls,
As patriots battered Chew House walls.

The muffled sounds of bitter fight
At Germantown from dawn to night.

Roxborough's Green Boys, native folk
Who helped to shed the tyrant's yoke,
Would congregate at Levering's Inn,
Before their spying would begin.
With stealth they'd make some hill's descent
For messages "Mom" Rinker sent,
And pass them on to Washington,
Who planned to make Howe's soldiers run.

A little creek, which adds its foam,
Had, near its source, Pastorius' home.
Where harassed Friends from foreign climes
Found happiness in by-gone times.
Here Rittenhouse, the Mennonite,
From rags made paper clean and white;
And here one morn, where hemlocks sway,
A star-sage first saw light of day.

And writers tell how Indian tribes,
Cast out by Civilization's gibes,
Left "Yellow River's green-clad vale,
To travel down the sunset trail,
Heartbroken, from their favored haunt,
When told by white men, "Go! Avaunt!"
The music of the stream no more,
Would lure them to its spumy shore.

The hearts in every savage breast
Atrophied, as they started west;
No more would they hunt bear or deer,
Or capture fish, with net or spear;
Nor would they in a bark canoe,
Cleave swift cascadian waters through.
It seems, to me, a sad-voiced tale,
The way the Indians left the vale.

In boyhood's days, with playmates dear,
I waded in the waters clear,
And, clambering up the hills we'd rove
Through darkest shadows of a grove,
Some songbird causing us to pause,
To pierce the forest's inky jaws;
And then, with Nature's beauty, cloyed,
We watched steel mongers, at Pencoyd.

We often roamed on summer nights,
With sweethearts dear, 'neath Luna's lights;
Their forms, in dreams, before me glide,
As I recall the moonlit tide;
Some arms, by chance, slipped 'round the waist,
Of girlish figures, slimly graced,
And nestling close, with joy complete,
Their vacillating lips would meet.

Its tree-filled confines form a cage,
For feathered actors, on Life's stage.
There Yellow Throats, and Warblers, gay,
There Chats, and Wrens, and Sparrows gray,
There Cardinals and speeding Swallows,
Are flitting in its leafy hollows.
Kingfishers, Thrushes, Hawks and Crows,
Are seen along its green hedgerows.
Woodpeckers' taps are often heard,
And hoot of owl, that dismal bird;
If nature-lovers look, they'll see,
A Titmouse and a Wood Pewee,
Or Golden Pheasant wings his way,
To meet his mate, in plumage gay.
It's just the place where Audubon
Would most assuredly be drawn.

But summer flies, and frost descends,
To tint the trees with color-blends
Of green and yellow, brown and red.
"A leafy rainbow," someone's said,
A painter, using greatest art,
Could never make his brush impart
The tale of wondrous beauty found
In Fairmount's Wissahickon ground

Autumnal scenes before me pass,
The stream is now a floor of glass,
For Winter's wand, within a trice,
Transformed the water into ice.
The graceful skaters speed along,
With shout, and laugh, and merry song;
The skillful, with unusual ease,
Describing curious traceries.

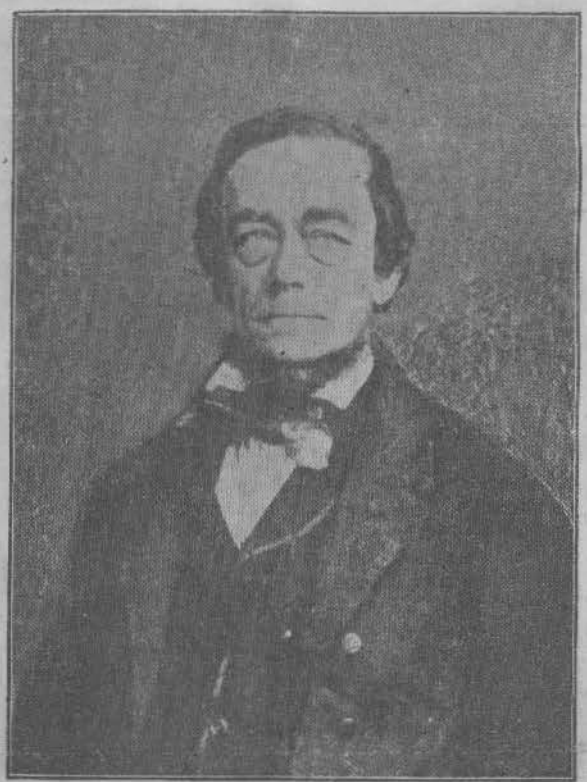
The snow is hard-packed on the roads,
And sleighs flash past, with happy loads,
And roadhouse keepers, cheery hosts,
Serve warming rooms to those who coast.
On low bob-sled, a straining horse,
Is dragging youths on glittering course;
To have a wag, in boyish prank,
Spill sled and all in snowy bank.

Unleashed by warmth and rain, the rills,
Now rush down o'er the oozing hills,
And swollen by the melting snow,
The waters, once more, start to flow.
They're like a beast, released at last
At end of long and steady fast,
Which roars and leaps, in liberty,
To speed again towards the sea.

Our human souls ofttimes despair,
When loaded down with worldly care;
It's then I crave the solitude,
In which to shed my worried mood.
Oh, I will never cease to praise,
The workings of God's wondrous ways;
In Wissahickon's shadows lurk,
The proof of His own handiwork.
February 3, 1928. A. C. CHADWICK

Ind. Gazette 7/20/15

OLD-TIME WORTHIES of GERMANTOWN



FREDERICK FLECKENSTEIN

Mechanical ingenuity was a trait of three generations of the Fleckenstein family, living at 5034 Germantown avenue.

Samuel Fleckenstein, it is said, made the moulds with which the first type cast in America was made for the Saurs. His son Samuel continued the shop. Though he lived to a great age, he never visited Philadelphia. Frederick Fleckenstein, a son of the second Samuel, was the last of the family. Like his grandfather and father, he

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did all sorts of mending and repairing for the people of lower Germantown. The first two members of the family had a rule of charging but 3 cents for any job they undertook. Frederick followed the same course, until the increased cost of living compelled him to increase his prices.

In the History of Old Germantown is the following about Frederick Fleckenstein:

"Eccentric as he was in many respects, he had a large circle of friends and probably no one of his time was better known than 'Freddie' Fleckenstein. His shop was a popular resort. Here, especially on stormy days, the men of the neighborhood were accustomed to gather and discuss the news of the day. The place could, with the greatest propriety, have been appropriately styled 'the old curiosity shop,' for all over it were hung or strewn bunches of keys, old locks of every size and description, bolts, nuts, buckles, odd fragments of harness, carriages, plows and farming gear of various kinds; in fact, odds and ends of almost every imaginable description. 'Freddie' was on good terms with the chickens and pigeons who freqently visited him.

"When the Civil War broke out, all the necessaries of life advanced in price, and 'Freddie' was reluctantly compelled to raise his price for a job to 5 cents, in order to save himself from absolute beggary. The step is said to have weighed heavily upon his conscience.

"Although he could not boast of much of an education, 'Freddie' was far from being an ignorant man. Loving nature as he did, he derived from her much knowledge not obtainable from books. He was particularly fond of botany and mineralogy, and in his frequent walks within a radius of twenty-five or thirty miles of Germantown he learned where to find the rarest and most interesting specimens of plants and minerals.

He was a bachelor and lived alone in the same building in which his shop was situated and in which his ancestors had lived and labored for so many years. About 1880 he contracted a severe cold that soon developed into pneumonia. Some of his neighbors, learning that he was ill, called to see him, and in a spirit of kindness cleaned up his sleeping room and gave him a bath. The sudden shock of the bath was too great for his enfeebled condition, and additional congestion ensued, which resulted in his death. He was about 80 years of age when he died.

"After his death an examination was made of his trunks, when it was found that he possessed a considerable supply of elegant clothing and underwear that had doubtless belonged to his father, as he was never known to wear it."

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Sketch of the Famous Old Log Cabin on the Wissahickon.

ERECTED BY TIPPECANOEITES

The Old Cabin a Popular Resort Forty Years Ago—Gutted by a Gang of Manayunk Democrats During the Harrison-Van Buren Campaign—How the Bill Cregar Crowd Was Cleaned Out—Other Reminiscences of Ye Good Old Days. The Benson Cabin.

The Old Log Cabin, so familiar to residents of Germantown and vicinity forty or more years ago, was built of logs, as its name denotes. It was constructed for political purposes during the "log cabin and hard cider" campaign of William Henry Harrison. Log cabins and hard cider become the party emblems, and as both were features of all the political demonstrations of the canvass (which witnessed the introduction of the enormous mass meetings and processions that have since been common just before Presidential elections), Nicholas Rittenhouse, Sr., a well-known resident of Germantown, his sons and some friends, determined to erect a log cabin house.

The site selected was on the east bank of the Wissahickon creek, at a place known as Green Bank, some six or seven hundred feet below Rittenhouse street. The land where this log cabin hut was built belonged to Nicholas Rittenhouse. After it was completed, it was furnished with the regulation keg of cider, and those who frequented the place were supplied with cider free. The Rittenhouses were enthusiastic supporters of Harrison, and at times the Tippecanoe boys became engaged in heated discussions with the Van Buren boys, frequently leading to personal encounters over the log house and its supporters.

THE BILL CREGAR GANG.

On one occasion a party of Democrats from Manayunk, headed by a notorious character, Bill Cregar, who afterwards served several terms for counterfeiting, and who died in jail at an advanced age several years ago, made an attack on the Old Log Cabin hut. After a stubborn defence by the Rittenhouse boys and some friends, the attacking party succeeded in driving the Harrison men over the Wissahickon hills, gutted the interior of the cabin, and ended for a time its political glory and interest. The Manayunkers held possession for sometime, until a party which was organized at Dan Hines' tavern, Main street and Washington lane, went to the Wissahickon, where they were reinforced by the Rittenhouse boys. This was the hottest fight of all, and ended for all time the prestige of the Bill Cregar gang from Manayunk.

It should be understood that nearly everybody in Germantown was enthusiastic for General Harrison. His prestige, owing to his success in the Indian wars, made him the popular hero, just as Dewey is to-day. That is why the sympathy of the place went out to the Rittenhouse boys after they were defeated at the Old Log Cabin.

THE CABIN CHANGES HANDS.

Many of the older Germantowners remember these encounters and talk about them to this day with a good deal of interest. Presidential election contests have somewhat sobered down the past twenty-five years.

Soon after the death of President Harrison, which occurred on April 4, 1841, one month after his inauguration, the Old Log Cabin passed into the hands of a man named John Cully, who made a popular resort of the place. The Wissahickon pike was then opened as far as the old Red Bridge. After a few years it became a recognized headquarters for picnics and dance parties. The rival volunteer firemen occasionally met at this place, and settled their differences in a way which had a tendency to bring the old hostelry into bad repute for a few years.

The next owner was a man named Thomas Lewellyn. He, among other things, introduced the sale of spruce beer—big stone bottles—for five cents each, with large ginger cakes for one cent each. Row boats were placed on the creek and hired out for fifty cents a half day, or fifteen cents an hour. The Old Log Cabin now began to increase in popularity.

FOURTH OF JULY A BIG DAY.

The Fourth of July was always a day that brought crowds of people to the place. Scores of wagon loads of men, women and children who came from miles around, with well-filled lunch baskets, had improvised tables in the woods near by. Whitsuntide, too, was a holiday for the boys, who came with fishing line and long poles for a day's sport. And as there was always something to catch in those early days there was a goodly representation from Germantown, where fishing was a subject for regular discussion in the shoemaker shops of the place. The translation of of Wissahickon, the Indian name, means "catfish waters," and it is doubtful if there were many shoemakers in Germantown who did not visit the creek on Mondays to try their luck.

Uncle Jake Rittenhouse was the recognized champion fisherman along the creek. He could catch more fish than any other man, for he knew all the eddies and spots where the fish would come to feed. This was at a time when coon hunting was a pastime in the woods adjacent, and no one had better luck than Uncle Jake with either rod or gun.

After Lewellyn, a man named McCrystal came into possession. His new methods were not admired by many of the former frequenters of the resort, and the popularity of the place began to wane. During Lewellyn's and McCrystal's occupancy the former primitive appearance of the place was changed. Additions were made to the buildings, and monkeys and chained bears were introduced to attract visitors. The bears were taught to pull corks from the bottles of spruce beer, drinking the contents standing on hind legs.

A RIVAL RESORT.

The father of H. J. Benson erected a log hut on the opposite side of the creek, which became quite a rival resort. It

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One of the original buildings in which the Dobson carpet weavers began their activities more than a hundred years ago. The firm has now retired from business.

Scott's Lane

was located on ground belonging to the Righters. This was, of course, before the Park Commissioners took charge of the ground.

The Benson cabin was known as the "Hermitage." It was built in 1841, one year after the Old Log Cabin. Edward Benson was given permission by Charles Righter, the owner of the ground to cut the logs in the woods and erect his cabin, where he and his family of seven boys and two daughters lived. Those now living of the Benson family are Charles, Horatio J., George and two daughters.

Among the other proprietors of the Old Log Cabin was Harry Young, afterwards a restaurant keeper in Germantown.

After the Park Commissioners secured the ground, the Old Log Cabin and the buildings connected with the same were torn down, and a drinking fountain and a watering trough were built on the site. Thus departed for all time the most popular and noted resort and stopping place on the Wissahickon drive.

16 Phila Record 2-19-28

Great Memorial at Valley Forge to Rise Swiftly

Ground to Be Broken for Church This Week, Dedication Planned for 1932.

Restore Old Surroundings

By JOSEPH L. COPELAND

One of the pioneer industrial villages of America, a place famous in its day for the quality of iron from its forge and slitting mill, this week will celebrate the birthday of a man who made the place even more famous by living there for six months. It will be an elaborate celebration, marked by the breaking of ground for a $10,000,000 memorial church in his honor. And he was a farmer and never connected with or even interested in the iron industry.

The first public celebration of this man's birthday was held in this village exactly 150 years ago this year. It was far from elaborate, consisting merely of the playing of a few "pieces" by a group of bandsmen who wore uniforms of shreds and patches because they had no other clothes and who stood in the deep snow with their feet wrapped in rags because they had no shoes.

The little stone house before which they stood still is there and looks today, after its recent restoration, very much as it must have looked upon that occasion. One can imagine these men, their faces pinched with cold and hunger, tooting their fifes, blowing their horns and beating their drums to the tune of "Yankee Doodle" and other popular airs of the day as they stood shivering within the dooryard.

Proud of Their Spirit.

And one can also see in imagination that other man, tall and grave and dignified, standing with his wife on the broad stone doorstep and listening with respectful interest to this "concert" in his honor. It is recorded that he "distributed a gratuity" among the bandsmen who had serenaded him. And as he stood there his heart must have been touched, not only by sorrow at their condition, but by pride at the spirit that upheld them.

It was concerning these men and their comrades that he wrote that winter: "Naked and starving as they are, we cannot enough admire the incomparable patience and fidelity of the soldiery." The man was Washington; the place was Valley Forge.

It may be said with no exaggeration that the visitor to Valley Forge can see there America in microcosm; the simple, plain-faring America of the past, as seen in the restored village on the banks of Valley Creek; the mighty America of today as exemplified in the noble, costly, beautiful Washington Memorial group of church and chapel, museum, library and tower rising in magnificence on the adjoining hilltop.

To Begin Work on Church.

It is the greatest unit of this group, the National Washington Memorial Church, to cost $10,000,000, to accommodate a congregation of 10,000 and to be completed, as to its structure, at least, in four years, for which ground will be broken this week.

The restoration of the old village of Valley Forge, or such parts of it as had not disappeared years ago, is one of the most interesting bits of reconstruction that has been done in these days of widespread interest in the houses, furniture, manners and customs of our Colonial ancestors. Part of this work has been completed under the direction of the Valley Forge Park Commission and the remainder is in progress.

The work finished includes the rebuilding of a group of three stone cottages, dating almost to the time of the encampment, as homes for park workmen; restoration of Washington's headquarters to its appearance when Washington lived there; reconstruction of an old stone house adjoining that had the appearance of 1877, not 1777, until removal of its mansard roof and the modern stucco revealed its old lines and beautiful stone walls; restoration of two old barns, removal of a great many sheds and bits of rubbish and planting of the old village site beside the creek with flowers that bloomed in Colonial gardens, native shrubs and trees.

His Headquarters Restored.

The change at Washington's headquarters is noteworthy. Formerly it had the barren appearance characteristic of an unlovely institution. Today it looks like a home, and its white picket fence and dooryard garden have won the admiration of thousands of visitors. To give it its present appearance a log addition, said to have been the place where Washington dined, was torn down because it was found to have been built of telegraph poles.

The pointing of the walls was removed and an older type substituted; the modern floor of the kitchen was removed and a brick floor put in; the modern plaster ceiling was taken out, exposing the old oak beams, and the great fireplace was restored to its original appearance. These changes, together with the planting plan carried out by Richard S. Burns, resident landscape architect, are responsible for the beauty that now exists in the famous old village.

It was on December 19, 1777, that the 11,000 men remaining of Washington's army after the discouraging losses at Brandywine and Germantown, marched over the Gulph road into Valley Forge. This hamlet of a dozen houses, cottages and mills, for many years had been famous for its iron works, called the Mt. Joy Forge, after one of the two hills, named "Joy" and "Misery," almost 100 years before by William Penn, lost upon one while exploring his new land grant, and found by his friends upon the other.

British Burned Forge.

After a time the people of the vicinity called the place merely "the valley forge," and so it remained. When Washington marched in with his ragged, starving army the place already had felt the hand of war. The British had marched through the precious September to cross the Schuylkill River at the ford there, and in passing had burned the forge and other manufacturing buildings and had set fire to and destroyed many acres of timber on the hills.

They had some reason for burning the forge, for it was making munitions for the "rebels." Shortly after the Declaration of Independence this iron works and others in Eastern Pennsylvania set up gun shops and began turning out muskets for the Continental Army. But the valley forge was known long before the Revolution. The valley creek supplied a strong flow of water, and it was upon its banks that the grandfather of Isaac and David Potts, owners in Washington's day, established one of the first iron manufacturing plants in America.

The fact that Valley Forge is connected with America's industrial progress, that it was a pioneer industrial settlement, usually is lost sight of in contemplation of the spiritual aspect of this most sacred of places. The great fact that upon these surrounding hills a naked, starving, untrained army went through one of the most severe winters in history, lost more than one-quarter of its strength by frostbite, pneumonia and smallpox, and emerged a disciplined force that went forward to win the Revolution, overshadows all other things.

Greatest Battle Without a Shot.

The greatest battle of the war was fought here, although not a gun was fired. It was a battle of the spirit and from it came America victorious. It was fought by plain, honest farm lads, apprentice boys, small shopkeepers and tradesmen, tinkers and journeymen, led by some other plain honest farmers, business men, gentlemen of high ideals and small country squires. All suffered the pangs of hunger and the pangs of death, when death was their portion, with equal courage and fortitude. And in the equality of death they lie today in unmarked graves all over the cantonment.

It is to keep alive this spiritual quality, this remembrance of the sacred dead, this religious faith that is inherent in the people of America and shines forth in every great national crisis, that the National Washington Memorial Church will be built upon the hilltop. And as the village in the valley portrays America of an early day, with its relics of forge and mill showing industry slowly and painstakingly achieved, so will the great national church on the hill above portray the America that has grown from that day to this.

Probably the most significant thing about this church is that it will contain within its walls memorials of every race and every nation that has had a part in the making of America from the earliest times to the present. Each bay, or division in the roof, of the great Gothic building that is to be a reproduction of the famous York Minster, of England, will be dedicated to some nation or people.

Young Cleric's Life Work.

This building will carry on to splendid fulfillment the life work of the Rev. Dr. Herbert Burk, the famous builder of the famous Washington Memorial Chapel. As a young clergyman 25 years ago Dr. Burk dreamed of a small wayside chapel at Valley Forge. He set about the task of accomplishing what he dreamed, with the result that the present chapel is one of the most beautiful small church buildings in the world.

It is a small building, seating hardly more than 100 worshipers. And year by year the visitors to Valley Forge in-

crease by the thousands. They come not only to see, but to worship. Sometimes the worship is in the open air, the "woodland cathedral," with its elm trees from Mt. Vernon planted in the form of a cross, but on stormy days and winter days this is impossible.

And so the idea of a great church grew in Dr. Burk's mind and seemed to be a fitting conclusion to the great memorial which, upon completion, will include church and chapel. The Thanksgiving Tower, in honor of Robert Morris, financier of the Revolution, is being given by the bankers of America; the Porch of the Allies, in honor of Lafayette, DeKalb, Von Steuben and others; the Patriots Hall, that will house the famous museum of American history, for which Dr. Burk is responsible, and the Washington Memorial Library.

To Be Built in Four Years.

The National Washington Memorial Church will occupy a commanding site in the woods near the chapel and facing the drill ground where von Steuben whipped the American troops into an army. It will be visible from the camp ground and will be especially beautiful when seen from the Schuylkill River, with its tall Gothic towers rising above the trees.

Ground will be broken on Wednesday, the 196th anniversary of the birth of Washington and the 150th anniversary of the first public celebration of that day. And, amazing as the fact is, Dr. Burk hopes to consecrate the finished building on February 22, 1932, the 200th anniversary of the birth of the first and greatest of Americans.

Four years to build a church over which medieval builders would have labored for centuries! Not cheaply built, not shoddily built, nor hastily built, in spite of the speed with which construction must go forward. Built with all the love and veneration which the artists and craftsmen of the Middle Ages put into those poems in stone that are the cathedrals of Europe.

"It took the English people 800 years to erect their wonderful York Minster. America, with its mechanics and artists, its machinery and power, with its money and organization can do a similar work in four years for the glory of God and the honor of our country, in tribute to Washington and for the spiritual upbuilding of all Americans."

The Wastrel

Once, when I was little, as the summer
dark was falling,
Among the purple upland fields I lost
my barefoot way;
The road to home was hidden fast, and
frightful shadows, drawling
Along the sky-line, swallowed up the
last kind light of day;
And then I seemed to hear you
In the twilight, and be near you;
Seemed to hear your dear voice calling—
Through the meadows, calling, calling—
And I followed and I found you,
Flung my tired arms around you,
And rested on the mother-breast, returned, tired out, from play.

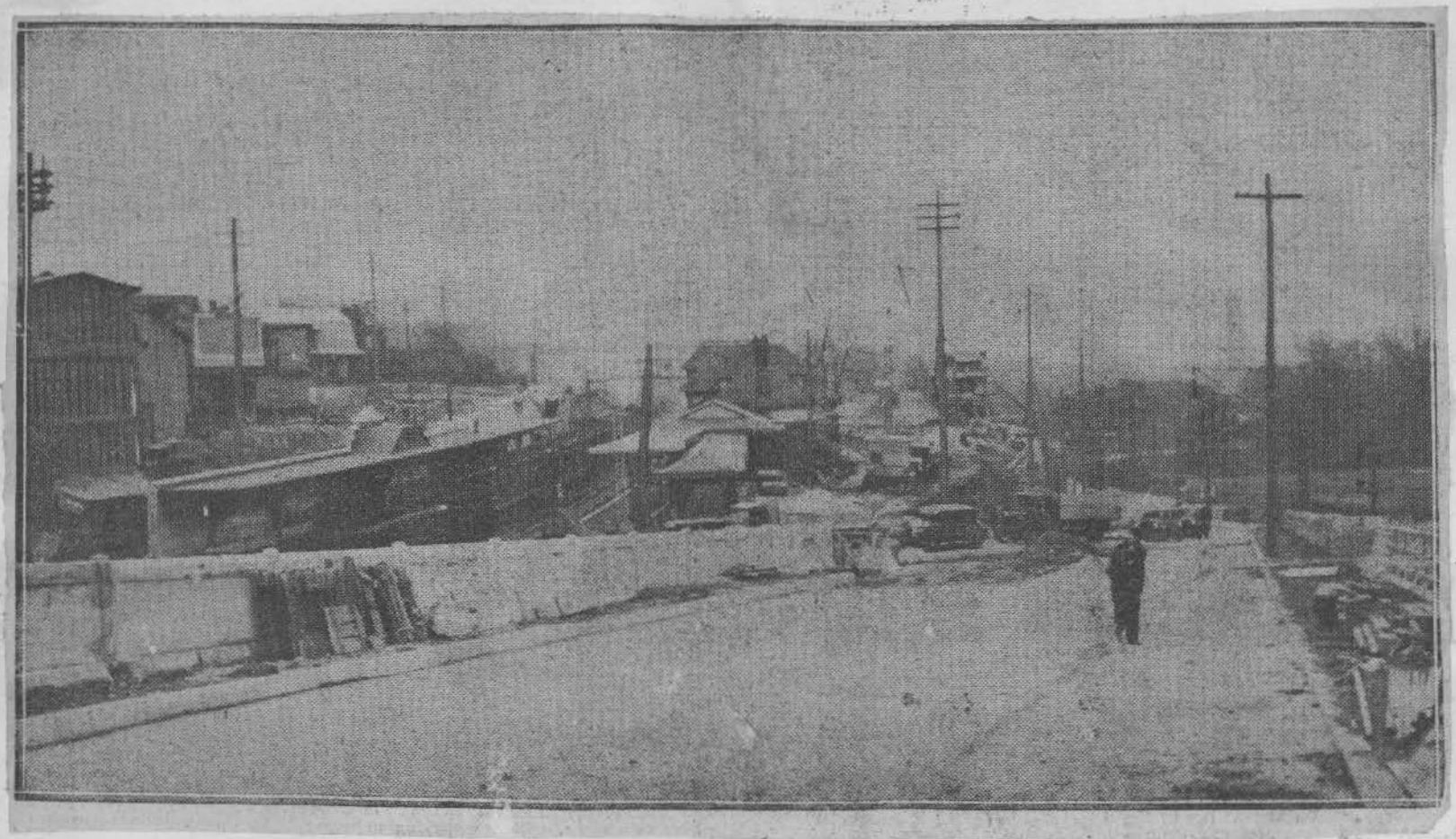
Down the years that followed, though I
trod strange paths unheeding,
Though I chased the jack-o'-lanthorns
of so many maddened years,
Though I never looked enough ahead to
see the Inn of Fears;
Still I knew your heart was near me,
That your ear was strained to hear
me,
That your love would need no pleading
To forgive me, but was pleading
Of its self that, in disaster,
I should run to you the faster
And be surer that I was dearer for your
sacrifice of tears.

Now on life's last summertime the long
last dusk is falling,
And I, who trod one way so long, can
tread no other way
Until at death's dim crossroads I watch,
hesitant, the crawling
Night passages that maze me with the
ultimate dismay.
Then when Death and Doubt shall
blind me—
Even then—I know you'll find me;
I shall hear you, Mother, calling—
Hear you calling—calling—calling:
I shall fight and follow—find you
Though the grave-clothes swathe and
bind you,
And I know your love will answer:
"Here's my laddie home from play!"

—Reginald Wright Kauffman, in the Forum.

17

Wissahickon Grade Crossing Phila Inquirer 2-20-28



Inquirer 2-20-28

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GRADE CROSSING REMOVAL AT WISSAHICKON STATION

The two pictures above give views of the removal of the grade crossing of Ridge avenue at Wissahickon Station. The work is now just about completed. The upper picture is a view from the bridge. The lower photograph shows how the "street of many curves" will make its way over the railroad tracks.

Ind. Gazette 12-30-1898

A CENTURY AND THREE-QUARTERS

Church of the Brethren Celebrates Its 175th Anniversary.

PASTOR'S MEMORIAL SERMON

An Interesting Historical Sketch of the Dunkard Church in Germantown—Was Organized Fifty-Three Years Before the Declaration of Independence—Some of Its Landmarks—Old-Time Printing in Germantown.

In accordance with the announcement in last week's INDEPENDENT-GAZETTE, interesting special services have been held during the week at the Church of the Brethren, Main street, above Sharpnack, in commemoration of the 175th anniversary of the organization of the church. The most notable feature of the exercises thus far held was the memorial sermon preached by the pastor, the Rev. George N. Falkenstein, on Sunday evening. The sermon follows:

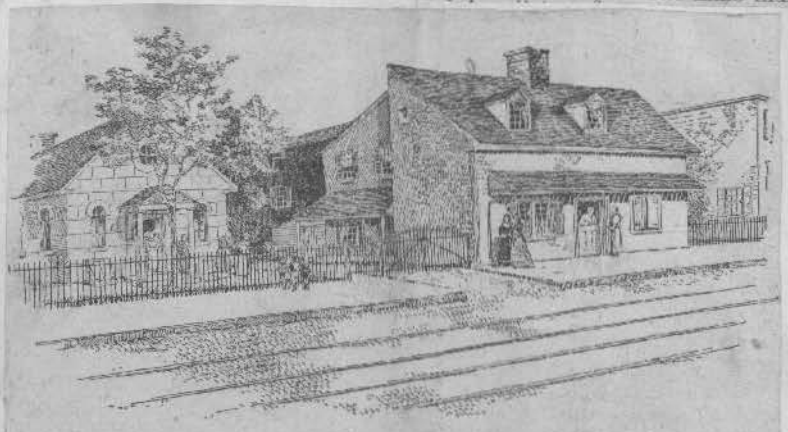
MEMORIAL SERMON.

"I call your attention to the reading of Prov. xxii, 28: 'Remove not the ancient landmark which thy fathers have set.' It is not my purpose to preach from this text to-night, however fruitful the text might be in itself, but rather apply the thought to this memorial occasion On this Christmas evening it is 175 years that the Brethren Church of Germantown was organized, and I welcome you to a brief study of the history of these years. Without a careful study we can not conceive nor properly apppreciate what it means to go back in our history to December 25, 1723. What a vast amount of the world's history in those years! What a marvelous advancement in industrial and material interests! What astounding progress in invention, science, art, literature!

"The organization of this congregation took place 53 years before the Declaration of Independence. The history and development of the Brethren Church is interwoven with the history and development of the nation. Our fathers assisted in the conquest of the unhabitable wilds and in the transformation of the primeval forests into the richest of God's acres of golden harvest fields. They passed through the national vicissitudes with sad experiences. They endured untold sacrifice and suffering in the cruelty of unrelenting war. It meant sacrifice, imprisonment, death, triumph.

PERSECUTION OF THE PIETISTS.

"But what gave them the mighty power of devotion to faith and duty, and the endurance in the moment of bitter trial? The church was born and reared amid scenes of persecution. In the days of cold formalistic ritualism in Germany men and women longed and prayed earnestly for deliverance, for religious freedom to worship God according to the dictates of conscience, for spiritual life and holy, pious living. The Catholic, Lutheran and Reformed Churches alone were recognized. Those who dared to dissent from these views were denounced as Pietists and persecuted. The movement inauguarated by the Pietists became the second Reformation. In these scenes of agitation and in this struggle for advancement in spiritual life, the Brethren Church was organized in Schwartzman, Germany, in 1708. The members of the infant church, but eight in the beginning, rapidly increased in numbers, and as quickly persecution came. Driven from their homes and from province to province, they could nowhere find a place of safety or security from the evil spirit of persecution. They were fined, they were imprisoned, they were tortured; but the schooling of eleven years of bitter experience only increased their faith and strengthened their devotion. They welcomed the news of Penn's Province (some had heard the story from Penn's own lips, in Holland), and they longed for the enjoyment of its religious freedom. They bade adieu to Fatherland and kindred with sad hearts, but the change was infinitely their gain. The wild woods of the new world, with freedom of devotion to God, was better than the native home, with persecution.



OLD DUNKARD CHURCH AND PARSONAGE.

THEY "WALKED WITH GOD."

"In September, 1719, about twenty families landed on these friendly shores of the Western World, to realize their fondest hopes, and four years later organized this congregation of which you and I are members, and the first organized in America.

"Now, as we take a historical review to-night, I bid you notice some of the journeyings of this people. They have had their night marches, their trials without and within, suffering and persecution at home and abroad; but when I see their peace, progress and propserity, I am led to say that the Lord has been with them to guide and keep and bless. They 'walked with God,' like Enoch of old. In recognition of His goodness, their lives say to us, 'Hitherto hath the Lord helped us.' It is not then so important to know every fact and detail of their lives as it is for us to learn the lessons of their experience and devotion that will lead us to greater consecration. Where are the landmarks they have set for the guidance of our lives? Have we removed some of these or carelessly passed them by?

"In tracing these landmarks, let me call your attention to them under three heads,—viz: Social, civil and political, spiritual. Christ represented this threefold life. In this social life He hesitated not to eat with publicans and sinners, and thus extended the domain of spiritual instruction. Our religious life and work to-day is ineffectual, because too narrow in its scope. The same individual is religious in the assembly of worship, and in social and civil life, secular and sinful. The entire Christian Church is thus feeble in its best efforts to evangelize the world.

THE SOCIAL LANDMARK.

"There is only one landmark I can notice in their social life, and that one must always be dear to every true heart. It was the blending of the public worship around the home altar. They gathered around the home hearth to receive their religious instruction. In these religious meetings pious devotion blended with social hospitality and friendship. Thus the Brethren worshipped and reached every avenue of their social life, and the first awakening in Germantown was among the youth. Remove not this landmark. Continue to breathe the spirit of devotion in your social life around the home altar, and the Lord will bless our homes as he did the homes of the fathers.

CIVIL AND POLITICAL LANDMARKS.

"If the Church is true to its mission in the world, it must always be the vanguard in the expression of the highest moral standards and the living exponent of the best elements of advanced Christian civilization. In the great moral issues in the life of this nation our church held early foremost ground and occupied it bravely. But how little you hear what ground our brethren took regarding slavery. In the agitation of that question from pulpit, press and platform, in the deadly conflict in cruel warfare, in the hour of freedom by emancipation, where was the Brethren Church? When did the church join the mighty onward march of moral advancement to God?

"In 1797 slavery was forbidden in the church and all slaves emancipated by our National Conference, thus abolishing slavery sixty-six years before the nation

did. Their peace is another landmark in their history. As followers of Him who was declared to be the Prince of Peace, they have always opposed war and advocated peace, and that difficulties between nations should be settled by arbitration. Within recent years there have been many instances of arbitration, showing that the nations are gradually adopting arbitration as a means of peace and the hastening of the time when they shall learn the art of war no more. Let us have peace in the nation, in the community, in the home. Peace is one of the cardinal principles of the gospel of Christ.

"There is one more landmark on a burning national question. Long and severe has been the agitation, and sometimes bitter the conflict between temperance and intemperance. In its civil and political phases, the liquor problem is complex and difficult. The Brethren have met the question in the domain of morals and have settled it without compromise, as all moral issues must be settled, and in 1792, by decisive and positive action of the National Conference, prohibited the manufacture and sale of all intoxicants by any communicant of the church.

SPIRITUAL LANDMARKS.

"But interesting as are these considerations and profitable these lessons, vastly more important to us and to a needy world is to know the true scope of their spiritual work. It is not what we have, but what we give, that will bless the world. We may have millions in gold, and not feed one hungry man, until we open our hearts and give. Poor comfort

Md. Gazette 1917

The Man on the Corner

Before the Days of Street Cars

An interesting chapter in the history of Germantown which has not hitherto been written is the story of the extension of street railways to this place.

When Germantown was consolidated with the city of Philadelphia, in 1854, the railroad to Philadelphia, now part of the Reading system, had been in operation for some twenty years and had lately been extended to Chestnut Hill. The Germantown terminus was at Germantown avenue and Price street, in front of a hotel at that point. The station building, which everybody called the "depot," was not built until 1855. In the rear of the offices and waiting rooms was a "car house," 256 by 37½ feet in dimensions and an engine house, 55 by 55 feet. The cost of the entire plant, together with the ground, was $13,000. A ticket office was opened on May 12, 1856. Hillery Krickbaum, who had been a conductor for eighteen years, being appointed agent.

At that time wood was still burned in the locomotives, and during eleven months of 1855 the Philadelphia, Germantown and Norristown Railroad Company spent $31,519 for wood used as fuel. Then experiments were made with anthracite coal as fuel, and that year one locomotive was equipped to burn coal. In the course of a few years coal was used altogether on the locomotives.

The railroad extension to Chestnut Hill was operated by a different company from that owning the Germantown road, and passengers for Chestnut Hill had to change cars in Germantown. The Chestnut Hill Railroad made money from the beginning and had no debts. It seems that the Germantown road craved some of the Chestnut Hill business, for in 1855 a bill was introduced in the State Legislature authorizing the Philadelphia, Germantown and Norristown Railroad Company to build a railroad to Chestnut Hill on the west side of Germantown avenue. Possibly, too, it was the purpose to forestall any projects to build a street railway to Chestnut Hill, for that was the time when street railways were being constructed all over the city. At any rate the plan aroused the opposition of citizens and was abandoned.

The extent of the traffic on the Chestnut Hill road is indicated in the annual report for 1855, which shows that during that year 85,294 passengers were carried, besides 7000 excursionists.

Germantown business men had a cause for complaint against the railroad because it seemed uninclined to carry freight. It was asserted that a package could not be sent in safety to the city because there was no one to look aftes it on the trains. Another allegation made was that it cost more to send a barrel of flour from Market street to Germantown than to send it to Liverpool or Havre.

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"Germantown Telegraph"

Dec. 13th 1848.

Railroad gives notice quarterly "and other regular tickets" not accepted on night train, after Jan. 1st 1849. Fare 20¢.

Price: Yearly ticket, between Phila., Manayunk, and Germantown, down to $30.

Few years before $90.

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GAZETTE, FRIDAY, APRIL 7, 1911

PLAN ELEVATED LINE AND NEW STATION

Reading Railway Contemplates Reopening its Terminus at Germantown Avenue and Price Street and Abolishing the Dangerous Grade Crossings in the Neighborhood of Chelten Avenue

READING RAILWAY'S FORMER STATION WHICH MAY AGAIN BECOME A GERMANTOWN TERMINAL.

Plans for important improvements in the railroad facilities of Germantown, involving the construction of an elevated road, the abolition of dangerous grade crossings and the reopening of a terminal at Germantown avenue and Price street, are under consideration by officials of the Reading Railway. It is likely that they will be brought to fruition after the work of elevating the tracks of the company between Wayne Junction and Spring Garden street is completed.

Conditions in the neighborhood of Chelten avenue station have long been fraught with peril, there being grade crossings on Chelten avenue, Baynton street and Armat street. It is proposed to elevate the tracks in this locality, and continue the elevated line over the present right of way as far as the former station at Germantown avenue and Price street, which would probably be rebuilt to constitute an attractive, modern railroad station.

The old station at Price street was abandoned about ten years ago. Prior to that time it was the terminus of trains that ran only as far as Germantown.

It is said that eventually the present Chelten avenue station will be devoted solely to freight traffic.

The use of electricity as motive power may also be a feature of the contemplated improvements. By this means frequent train service could be attained.

The Price street station was the site of the terminus of the railroad for many years after its construction. The road from Ninth and Green streets, Philadelphia, to Germantown was opened on June 6, 1832. Horses were then used to pull the cars. In November of that year Matthias Baldwin completed his first locomotive, which was placed on the Germantown railroad, but it was operated only in fair weather and made but a limited number of trips daily, horses still pulling the cars on the other trips.

The station was not built until about 1855. Prior to that two taverns at Germantown avenue and Price street served the purpose of waiting rooms.

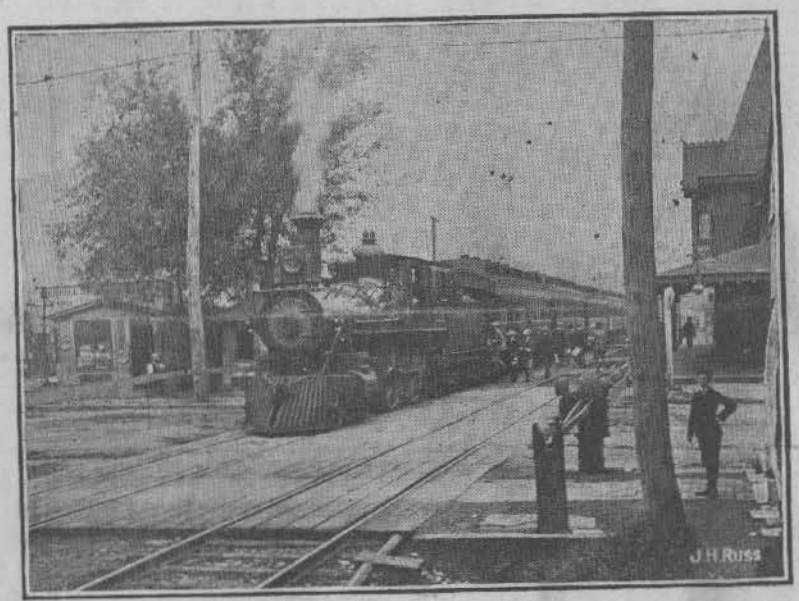
It was the original intention to continue the railroad on to Norristown, and some grading was done west of Germantown avenue; but the difficulty of bridging the Wissahickon ravine caused this route to be abandoned, the road to Norristown being constructed along the Schuylkill.

Ind. Gazette Germantown

OCTOBER 10, 1913

TO WIPE OUT DEATH TRAPS

All Grade Crossings on the Pennsylvania's Chestnut Hill Branch Will Be Eliminated Next Year When the Road is Equipped With Electric Power



CHELTEN AVENUE GRADE CROSSING WHICH WILL BE ELIMINATED.

All grade crossings on the Chestnut Hill branch of the Pennsylvania Railroad will be eliminated when the road is equipped with electric power next year.

George P. Darrow, member of Councils, received this information from officials of the company, and similar information was given to officials of the Chestnut Hill Business Men's Association when they applied recently to the company's officials to have the dangerous grade crossings in Chestnut Hill abolished.

There are four grade crossings on the Chestnut Hill line—at Chelten avenue, Highland avenue, Graver's lane and Hartwell avenue.

No definite plans have yet been prepared for the bridges or tunnels necessary in connection with the work, but the board of directors of the company has authorized the installation of electric power next year.

Gazette 1914

Building $40,000 Shelter Shed.

Ground has been broken for the erection of a large shelter shed at Wayne Junction for the Philadelphia & Reading Railway Company. The shed will be sixteen feet in width and 580 feet in length and will be constructed of iron and concrete. The work will cost $40,000. The shed will extend from Wayne to Germantown avenue, below the station. A large force of men is also at work building a subway for freight trains at Wayne Junction and additional elevated tracks.

OLD-TIME WORTHIES OF GERMANTOWN

23

1914. Gazette

JOHN MARKLEY

For thirty-two years prior to 1874, John Markley was known to virtually every resident of Germantown, for during those thirty-two years he was engineer of a locomotive pulling passenger trains on the railroad from Philadelphia to Germantown.

He was born in Norristown in 1817, and after learning locomotive building when that industry was young, he was employed in Reading and afterwards in the repair shops of the Philadelphia, Germantown and Norristown Railroad, in Philadelphia. In 1842 he was made engineer of the "Germantown," a locomotive on the Germantown road, the locomotives then having names instead of numbers. These locomotives were much smaller than those now used. For some years Markley's locomotive did not have a cab, the engineer being perched beside his levers without protection from the elements.

In 1846 Markley made his home in Germantown. He boarded for many years at the Henry Clay hotel, at the north corner of Germantown avenue and Price street, opposite the Germantown terminus of the railroad.

That the engineer was a general favorite in Germantown is attested by the fact that in 1852 a number of women of Germantown presented Markley with a gold watch.

During all the years that he was a railroad engineer Markley never had an accident.

After retiring from the railroad service, in 1874, he continued to live in Germantown until 1891, when he returned to his native town—Norristown. There he died in 1895.

Feb. Gazette 1914 24

ORGANIZING WAR ON GRADE CROSSINGS

Committees of Improvement and Business Associations of the Ward Unite in a Campaign.

ACT ON TRANSIT MATTERS

With the purpose of organizing a campaign for the elimination of all grade crossings on railroads in the Twenty-second Ward, a meeting of committees of the various improvement and business men's associations of the ward was held on Tuesday evening in the room of the Germantown and Chestnut Hill Improvement Association, in the Vernon Building, Germantown and Chelten avenues.

It was decided to organize with the title of the Affiliated Business and Improvement Associations of Germantown, Chestnut Hill and Vicinity.

Pringle Borthwick, of Chestnut Hill, was temporary presiding officer; and Addison H. Savery, chairman of the Germantown and Chestnut Hill Improvement Association's committee on street and steam railways, was elected president, and Thomas E. Clemens, of the East Germantown Improvement Association, secretary.

Various organizations were represented as follows:

Germantown and Chestnut Hill Improvement Association—Addison H. Savery, William H. Hobson and W. H. Holt.

Germantown Business Men's Association—George P. Darrow.

East Germantown Improvement Association—Thomas G. Parris, Samuel Worthington, Sidney M. Earle, John O'Brien, Dennis V. Kennedy and Thomas E. Clemens.

Upper Germantown Improvement Association—George B. M. Swift, W. M. Conard and T. B. Smith.

Stenton Improvement Association—F. M. Harris, Jr., W. S. Dolman.

Chestnut Hill Business Men's Association—Pringle Borthwick, John Marsden, P. F. Glynn.

A resolution was adopted protesting against all grade crossings on the Reading Railway between Wayne Junction and Chestnut Hill and requesting members of Councils and the mayor to meet with the representatives of the allied associations to devise some means of eliminating these crossings.

William H. Holt explained his unsuccessful attempts to induce the Reading Railway Company to take steps to abolish grade crossings.

Dennis V. Kennedy reported that he had information that the Reading Company has nad plans prepared for the elimination of the crossings.

Mr. Borthwick spoke of the ordinance he had recently introduced in Councils to abolish grade crossings at Mount Airy avenue, Mermaid lane and Willow Grove avenue, and he thought Germantown people ought to care for their own crossings.

Mr. Marsden said that a Chestnut Hill committee had called on Mayor Blankenburg in reference to the grade crossings, and that he had promised to co-operate in the movement.

The meeting decided to bring the new co-operative effort to the mayor's attention and to invite his aid.

When the condition of street car traffic was taken up, a report was presented that the Philadelphia Rapid Transit Company had promised to put more cars on Germantown avenue lines.

For the benefit of East Germantown, it was decided to ask the Rapid Transit Company to run a line on the following route: Starting at York road, over Chelten avenue, Wayne avenue and Twelfth street to a point below Market street, returning on Thirteenth street.

The meeting also agreed to ask the company to put into immediate operation a line on Chew street, in accordance with the plans of the city transit commissioner.

A committee composed of three members of each of the affiliated associations is to meet officers of the Rapid Transit Company to discuss plans for putting the transit commissioner's suggestions into effect.

Representatives of the associations of the ward called on Morris L. Cooke, director of the department of public works, yesterday, relative to the grade crossing matter. The party comprised Addison H. Savery and William H. Holt, of the Germantown and Chestnut Hill Improvement Association; Sidney M. Earle, of the East Germantown Improvement Association, and John Marsden, P. F. Glynn, John McCrea, James McCrea and Walter M. Staake, of the Chestnut Hill Buiness Men's Association.

Director Cooke told the visitors that the survey bureau had prepared plans for the elimination of the grade crossings, but that the work could not be commenced until Councils provided the money to pay for the city's share of the cost.

Gazette 1914

TALK OF NEW FIGHT AGAINST RAILROADS

Plan Discussed for Making an Appeal Solely for the Germantown District.

NEW RATES GO IN EFFECT

The advisability of making a special plea on behalf of the Germantown region for a rehearing before the Pennsylvania Public Service Commission, on the question of increased railroad fares was discussed on Tuesday evening at the monthly meeting of the board of directors of the Germantown and Chestnut Hill Improvement Association, and it was decided to refer the matter to the legal committee of the association, with power to act. Francis Chapman is chairman of this committee.

Harold F. Shertz, a lawyer who is a member of the association and who represented the association in the hearings last week before the Public Service Commission, explained that the hearings were so hurriedly conducted that many vital matters could not be presented, while valuable time was consumed with irrelevent discussions. He suggested that the Germantown and Chestnut Hill district ought to conduct any further fight that might be made without regard to other interests, basing its plea for a rehearing upon the discrimination to which passengers from this region are subjected. He though, for instance, the fact that the price of montnly tickets is increased 25 cents at stations within a few miles of Philadelphia, while no greater increase is made at stations thirty or forty miles away, is an instance of such discrimination.

Mr. Shertz deprecated the attempts to bring accusations of conspiracy against the railroads for co-operating in fixing rates, and he also deemed the criticisms of the members of the Public Service Commission for conferring with the railroad officials to be unwise, explaining that the commission is not strictly a judicial body and that to obtain results satisfactory to all parties interested the members of the commission find it expedient to interview representatives of both sides to controversies.

Walter S. Dolman attended the meeting as a representative of the Stenton Improvement Association and pledged the support of that association in any movement to bring the fare matter

anew before the Public Service Commission.

There was a great demand for commutation tickets on Saturday, Sunday and Monday at the various railroad stations in this neighborhood from passengers who sought to "stock up" before the new rates went into effect, on December 15. The demand was particularly heavy at Stenton and Sedgwick, where, owing to the lack of street car facilities, nearly all residents are forced to travel on the Reading Railway. It to travel on the Reading Railway. It was reported that at Stenton station more than 800 commutation tickets were sold on Monday, and at Sedgwick more than 2000. At Mount Airy station 1100 tickets were sold that day.

The haste to economize resulted in a loss to numerous citizens traveling from Wayne Junction. Many bought 100-trip tickets on Monday at the old rate of $8. The next day they learned that, under the ruling of the Public Service Commission, the new rate from Wayne Junction for 100-trip tickets was $7.65. The distance between Wayne Junction and the Reading Terminal is five and one-tenth miles. As the commission fixed the maximum rate for 100-trip tickets at one and a half cents a mile, no more than $7.65 could be asked for 510 miles.

The new rate for 100-trip tickets from Chelten avenue station, on both lines, is $10.35. The former rate was $8.30. At Chestnut Hill the increase is from $12 to $16.20.

In accordance with the Commission's order, the price of ten-trip tickets at Chelten avenue is increased from $1.26 to $1.38, and at Chestnut Hill from $1.98 to $2.16.

Previous increases in fares have always been followed by decreased traffic and a consequent reduction of the train service and a loss of income to the railroads. The prediction is made by commuters that because of the present increase there will be another marked loss of traffic, which will result in further withdrawal of trains. As most commuters have bought a year's supply of tickets, the railroad's receipts during the coming years will show a decided loss, which, it is expected, will eventually by used as argument for a further increase in fares.

Gazette Nov. 1914

Though the present protest of commuters against the increase in railroad fares is probably the most determined and emphatic ever uttered, similar protests have been voiced from time to time in the past, generally with little result.

In 1887 regular passengers on the two branches of the Philadelphia, Germantown and Norristown Railroad Company, to Germantown and to Norristown, formed an association to endeavor to obtain lower fares, and a public meeting in the interests of the movement was held in Germantown on July 1, of that year.

During the afternoon a wagon with a band and transparencies announcing the meeting passed over the streets of the neighborhood, but in spite of all the agitation only about a hundred persons assembled that evening at the meeting, which was held in Vernon Hall, Germantown and Chelten avenues. To the extreme heat that prevailed at the time the small attendance was attributed

Samuel W. Wray presided at the meeting, and speeches were made by Samuel P. Hanson, of Norristown; F. A. Hartranft and others.

At that time the excursion fare between Philadelphia and Germantown was 25 cents and the single fare 15 cents, these rates having prevailed for many years—probably since the opening of the road.

The speakers contended that the company was making too much money and they directed attention to the terms of the company's charter which required that whenever the earnings were in excess of twelve per cent of the investment then the fare should be reduced, so that the company's profit might not be more than twelve per cent. It was also asserted that on railroads in New England the fare was 1-3 to 5-6 of a cent a mile.

The following were appointed a committee to endeavor to obtain lower fares: Charles H. Phillips, Henry Amerling, H. H. Benner, Joseph Ross, H. F. McCann, Charles McCarty, M. Banham and B. F Gilbert.

However, the rates of fare remained unchanged until 1895. Then the Reading Railway Company, which now controlled the Germantown road, surprised and delighted its patrons by a sweeping reduction on its suburban lines, this being attributed to the growing competition of the electric railways, then just coming into general use.

From 25 cents, the round trip rate between Philadelphia and Germantown was reduced to 15 cents, and the single fare was reduced from 15 cents to 10 cents. Package tickets were sold at the rate of thirteen rides for $1, and fifty-trip tickets, good for anyone, were offered for $3.50.

The Chestnut Hill round-trip fare was made 25 cents, and the single fare 15 cents, while the fifty-trip tickets cost $5, and package tickets were sold eight for $1.

When the State Legislature, in 1907, passed the law fixing the maximum rate of railroad fare in the State at 2 cents a mile, the Reading Company increased its suburban rates, to make up for the reduction in rates which the law required on other branches. The single fare to Germantown was made 15 cents and the round-trip fare 20 cents. Ere long the 2-cents-a-mile law was declared unconstitutional, but the suburban fares were not reduced.

In 1911 the fares were again increased to 18 cents for a one-way ticket and 28 cents for the round rtip. That rate continued until the present time. Residents of the Twenty-second Ward made a protest to the State Railroad Commission, following the increase of 1911, and hearings on the question were held, but the commission declined to recommend a reduction in the rates. At that time both railroad companies contended that they were operating their Chestnut Hill branches at a considerable loss.

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Gazette 1915

TO ABOLISH ALL GRADE CROSSINGS

Money for the Work on the Reading's Chestnut Hill Line to be Provided in the Next City Loan.

COUNCILS TAKE ACTION

Councilman George P. Darrow has introduced a resolution in Councils requesting the finance committee of Councils to provide sufficient money in the next loan to pay for the city's share of the expenses of eliminating the grade crossings on the Chestnut Hill and the Norristown branches of the Reading Railway. The resolution was adopted.

The resolution mentions particularly the crossings at Chelten avenue, Armat street, Mount Airy avenue, Willow Grove avenue and Mermaid lane, and it declares the grade crossings on these two branches of the Reading Railway are the most dangerous in the city.

The department of public works has formulated tentative plans for the proposed improvement.

Members of the Board of Surveyors, in company with Chief George S. Webster, of the Bureau of Surveys, visited Germantown on Tuesday to study the effect of the proposed scheme to abolish the grade crossings on the line of the Pennsylvania Railroad's Chestnut Hill Branch. The total cost of the operation will be in the neighborhood of $650,000, according to estimates. Councils have already appropriated the city's share of the expense. Under the scheme of eliminating the dangerous crossings at Chelten, Seminole and Highland avenues, the street will be lowered about four feet at Chelten avenue, while at the intersections of the other two avenues the tracks will be lowered and the streets raised.

Chelten avenue station is to be moved back twenty feet to permit of the construction of two additional tracks. Trains will use these tracks while the others are being electrically equipped.

Gazette 1915

MILLIONS FOR GRADE CROSSINGS.

It has been a long fight that progressive citizens of Germantown and vicinity have waged against the railroad grade crossings of this neighborhood. At last the time is at hand when the city is taking steps to heed the cry for the abolition of these death traps.

On the Pennsylvania Railroad's Chestnut Hill Branch all grade crossings are to be wiped out when the line is equipped with electric motive power. It was expected that that would have been accomplished during 1914, but misunderstandings as to certain crossings at Chestnut Hill caused delays. Happily now, however, it is believed an agreement has been reached.

In addition, the city is also ready now to undertake the elimination of grade crossings on the Reading's Chestnut Hill Branch if Councils will provide the money to pay for the city's share of the work, and if the railroad company is willing to proceed.

Morris L. Cooke, director of public works, in a schedule which he has submitted to Councils showing the imperative needs of his department, includes these important improvements on both Chestnut Hill lines. He asks for $350,000 to pay for the city's share of the work on the Pennsylvania road, and $750,000 for the work on the Reading line at Chelten avenue, Mount Airy avenue, Willow Grove avenue and Mermaid lane. Besides that, he asks $70,000 for the abolition of the Green lane crossing, near Fern Rock, on the Reading road, and $1,750,000 for similar work on the Reading's Norristown line.

Councils' finance committee has allotted $425,000 from the next municipal loan for the proposed improvements on the Pennsylvania road and at Green lane. The other projects evidently must wait until more money is available.

All this work is necessary if Philadelphia is to keep a place among cities of the first importance, for grade crossings on railroads, with their constant menace to human life, are now outlawed in every progressive community.

Gazette 1915

The Early Railroad.

If railroading is in its infancy now what was it then? One little locomotive, two little cars that would hold about twenty-five or thirty passengers each and two round trips a day, one in the morning and one in the afternoon, were sufficient to do all the business there was to be done. The tracks used to come up to the main street curb, and there was a little turntable there, not more than six or seven feet in diameter. They used to have to separate the engine from the tender to turn them, so you may know she was not a thirty-ton one.

I remember well how pleased "Johnny" Markley looked the first time he came up with his new engine. It was on a Saturday afternoon, and we boys ran down to see it. It was called Fort Erie. I think it must have been about 1848. He ran that until he got a double driver, the Germantown. All engines were named then. He and Jerry Cody were engineer and fireman for many years on that road. Old Hillery Krickbaum was conductor.

A prolonged whistle would warn the people that the train would leave in five minutes, and when the time was about up the canductor would walk out to the street and look up and down to see if any one was coming for the train. If so, he would wait for them.

I have often heard a tale about him going down into Duy's lane to help a couple of ladies up that were hurrying to catch the train, and "Johnny" started off and left them for a joke. All got a free ride that morning.

Railroading was different then from now. If they were ten or twenty minutes behind time it was nobody's business, and nobody cared. There was no master of transportation to jump on the train and demand to know where you'd been all day if you are two or three minutes late.

There was very little coal burnt in Germantown then. Charles Weiss was the only one that had a yard, and I have heard if he sold five or ten tons a week he was doing pretty good. There was a Mr. Coulter that sold coal, but that was brought from Nicetown. There was plenty of wood around then and farmers who had it for sale would stand at the old market house that stood on the site of the Ellis Post monument. The people of the town could generally find a load of wood there when they wanted it.

I remember the old market well. I have often played hide and seek or "I spy" around its tall brick pillars.

But I must stop.

JOHN THURMAN.

Doylestown, Pa., R. D. 2.

Gazette 1915

The Man on the Corner

Though the railroad from Germantown to Philadelphia was opened in 1832, stagecoaches ran over the Germantown pike for many years thereafter, even when the village of Germantown had become a borough.

Peters & Stallman, of Chestnut Hill; Colonel Alexander and Joseph Glenat operated lines of coaches through Germantown, some of the coaches continuing to points on the Bethlehem or Skippack roads, in Montgomery County.

At times the coaches tried to compete with the railroad by reducing the fare between Germantown and Philadelphia. Thus in 1834 the stagecoach fare was lowered to 18¾ cents from Germantown and 25 cents from Chestnut Hill. But the principal business of the coaches was in carrying passengers from points north and west of Germantown to the terminus of the railroad in Germantown.

No one factor did more to lift Germantown out of the slough of village despondency and indifference than the railroad. The people fought to buy its stock, when it was offered here, on March 19, 1831, some of the applicants being stripped of their coats in the crush and others carried out exhausted. But ere long there were occurrence that caused the citizens to direct sharp criticism at the railroad company.

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The first matter of contention was the route of the road. The company decided to cross Germantown road below Germantown, come up on the east side of the village, cross Germantown road again somewhere in the upper part of Germantown, continue on to the Wissahickon, cross that stream on a high bridge and then build the road on to Norristown, its destination. Then a demand was made that the road be built on the west side of Germantown, and a public meeting was held on July 28, 1831, in William Bowen's inn, to consider the matter.

It was shown at this meeting that if a road were built on the west side, it would be necessary to have a stationary engine to pull the cars up a forty-foot incline at Clapier's hill. Samuel Harvey and Benjamin Lehman were appointed a committee to look after the interests of Germantown in the matter of the railroad route.

As the construction of the railroad proceeded, dissatisfaction arose because in building its bridges over certain highways the railroad company reduced the width of the highways. Again a public meeting was held at Bowen's inn, Charles J. Wister presiding. A report was received from the chief engineer of the railroad explaining that it was inexpedient to make the span of the bridges the full width of the road, but pledging to construct the viaducts with eighteen-foot roadways and a space of four feet for foot passengers, besides watercourses. This proved acceptable to the meeting.

But still there was dissatisfaction in Germantown about the new bridges, and another meeting was held at Daniel Hein's tavern, at which Dr. William Runkel presided. It was declared at this meeting that the railroad was trampling upon the rights of the township; that the first meeting was illegal and opposed to the wishes of the township, and that the supervisors should not permit any viaduct to be built of less than the recorded width of the road which it crosses, the township officials being called upon to remove "all and every obstruction" from the roads.

To show that the citizens at this meeting were in earnest, they appointed a committee consisting of Wyndham H. Stokes, Jacob Derr and Henry Cress to bring suit against the supervisors of the township if they neglected to comply with the purport of the meeting's resolutions, any money thus recovered to be placed in the township treasury for the repair of the roads.

Shortly afterwards the township supervisors caused the arrest of a number of workmen erecting abutments for the railroad bridge at Church lane, and they suffered a brief incarceration in the Arch Street Prison.

This apparently ended the strife over the bridges. The narrow space left for the roadway under the bridges at Penn street and Wister street, has been a matter of complaint from time to time up to the present day.

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One other objection was offered during the construction of the road, and this was due to the fact that large quantities of whiskey were supplied to the workmen on the road, apparently to stimulate their energy.

But when finally the road was so far completed that cars were run, operated by horse power, the railroad was exceedingly popular. On July 4, 1832, 1500 passengers were carried from Philadelphia to the lower end of Germantown. On August 1 cars were run as far as Church lane, and on September 30, Germantown avenue, at the present Price street, was the terminus, a large crowd assembling there to witness the arrival of the trains. Along the route at many points booths were maintained where refreshments, including liquors, were sold to the passengers.

The next year a mile and a half of the railroad, between Germantown road and the Wissahickon Creek, was under construction, and work was pursued with much energy for several months. But the steep hills of the Wissahickon region involved so many difficulties for the undertaking that finally that part of the route was abandoned, and the road to Norristown was built along the Schuylkill River.

This was not done, however, without a protest from Germantown. A public meeting at Peter Buddy's tavern, on November 22, 1833, with Dr. William Runkel presiding, adopted resolutions opposing the abandonment of the original route to Norristown through Germantown, and a committee was appointed to forward a memorial to the State Legislature opposing a supplement to the railroad company's charter permitting the proposed change.

A year later the Norristown road was completed as far as Manayunk, crossing the Wissahickon on a bridge that was described as an "extraordinary undertaking." At the formal opening of that part of the road, on October 18, 1834, the guests of honor, after traversing the line, partook of a collation in a hotel at Manayunk, as which speeches were made, one being by Major Chew, on behalf of Germantown. He expressed the disappointment of Germantown at being left off the main line but admitted that "all was done that could be done."

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A large meed of traffic, judged according to the standards of that time, came to the Germantown railroad. But when the novelty began to wear away, there were some citizens who thought the steam cars were far less satisfactory than the old-time stage coaches.

One newspaper writer, in 1836, complained that formerly the stage coaches running between Germantown and Philadelphia were frequent, comfortable and cheap, but now the railroad had driven them away, and in their place had come bursting locomotive boilers, cars that jumped off the track; collisions that imperiled passengers and sparks from the locomotive that burned the clothing of persons in the cars; while, to cap the climax, the company was now about to increase the rate of fare.

Germantown passengers, this writer complained, must walk to the depot, pay 20 cents for a ride to Green street, Philadelphia, and then pay 12½ cents

more to complete the journey to Market street in an omnibus. The fare on the stage coaches from Germantown to the city had been 12½ cents, 18¾ cents or 25 cents at the utmost.

Just as in recent times, so in the thirties and forties there were seasons when the railroad company would be seized with a spasm of retrenchment, when fares would be increased and the number of trains reduced.

In 1847 no trains left Germantow between 10.30 A. M. and 4 P. M., an the last train left Germantown at o'clock, while the last from the cit left at 7 o'clock. There were onl three trains each way daily, whereas formerly there had been six a day. It was reported that in three months time more than thirty families had moved away from Germantown because of the curtailment of the train service. The following year Germantown again had six trains each way daily, and immediately the business of the railroad increased, so that the reports showed that during the first three months of 1848 4000 more passengers were carried on the Germantown Railroad than during the corresponding period of 1847.

Gazette 1915

BIG CHANGES ON THE PENNSYLVANIA

Improvements on Chestnut Hill Branch Specified in Agreement With the City.

1915

CLOSING HARTWELL LANE

Full details of the agreement between the city and the Pennsylvania Railroad Company, relative to the abolishing of grade crossings on the railroad's Chestnut Hill branch, are given in the bill now before Councils authorizing these improvements. Councils' finance committee has made a favorable report on the bill.

The city agrees to revise the lines and grades of the following streets: Highland avenue, from a point about 200 feet southwest of Navajo street to Seminole avenue; Seminole avenue, from a point about 210 feet northwest of Highland avenue to Graver's lane; and Chelten avenue, from Pulaski avenue to Morris street; to revise the lines and grades and open Hortter street, from McCallum street to Pelham road; Navajo street, from a point about 175 feet northwest of Highland avenue to Evergreen avenue; and Evergreen avenue, from a point about 175 feet northeast of Navajo street to Navajo street; to place upon the city plan and open a new street, not less than sixty feet wide, to be called St. Martin's lane, from the intersection of Highland and Seminole avenues to Graver's lane, and to strike from the city plan and vacate such parts of Highland avenue, from Seminole avenue to St. Martin's lane; and St. Martin's lane, from Highland avenue to Graver's lane, as do not lie within the lines of the new St. Martin's lane, and so much of the bed of Woodlawn street as may lie within the widened and revised right-of-way of the railroad.

The city agrees to prepare plans and specifications for, and to carry out, the necessary grading, paving or repaving and setting and resetting of curbs, the construction, reconstruction, alteration or removal of all sewers, water and gas mains, electrical conduits and municipal structures and street improvements and their appurtenances, in so far as they may be affected by the work.

The railroad company agrees to lower the grade of the tracks from a point about 1100 feet south of to a point about 1600 feet north of Highland station, and from a point about 900 feet southeast of to a point about 1300 feet northwest of Chelten avenue station.

The railroad is to prepare plans and specifications for, and to carry out, all the work necessary to construct bridges, with masonry abutments, with steel or concrete superstructures, to carry Highland, Seminole and Chelten avenues over the tracks with an overhead clearance of not less than seventeen feet six inches, to construct a footbridge with suitable stairways and approaches over the tracks on the line of Hartwell avenue, to construct a bridge with masonry abutments and with columns on the curb lines and steel superstructures to carry the tracks over Hortter street, and to readjust the bridge carrying the tracks over Graver's lane with an overhead clearance of not less than fourteen feet.

In the event of the passage of an ordinance of Councils at any time in the future authorizing and directing the opening of Hartwell avenue, between Seminole avenue and St. Martin's lane, the railroad company will raise the grade of the tracks at the crossing there to an elevation of at least plus 357.4 city datum, will dedicate to the city so much of the property owned by the company as will lie within the lines of the avenue, will pay the entire cost of raising the grade of the tracks outside the lines of the avenue, and will pay one-half the cost of constructing a bridge to carry the tracks over the avenue, and of all work appurtenant thereto within the right-of-way of the railroad.

The city agrees that, upon the completion of the work authorized in this contract, the Pennsylvania Company may close the crossing of the tracks at grade on the line of Hartwell avenue against public travel and keep the same closed until Councils shall, by ordinance, authorize the opening of Hartwell avenue and the construction of a bridge to carry the tracks of the railroad over the same.

The city is to pay one-half the cost, and the Pennsylvania Company one-half the cost of all the work incident to the change of the lines and grades of Highland, Seminole and Chelten avenues, the change of the lines and grades and the opening and grading of Evergreen avenue, Navajo street and the new St. Martin's lane, the changes of the grades of the railroad and the reconstruction of tracks, telegraph and telephone lines, and station facilities and their appurtenances, on the new grades at Highland station; of constructing a bridge to carry Highland and Seminole avenues over the tracks; of constructing a footbridge over the tracks on the line of Hartwell avenue; of readjusting the bridge carrying the tracks of the company over Graver's lane; of grading Graver's lane and macadamizing a sixteen-feet wide roadway therein from Seminole avenue to St. Martin's lane; of lowering the grade of the railroad and reconstructing the tracks, telegraph and telephone lines, station facilities and their appurtenances on the new grade authorized at Chelten avenue station; of constructing a bridge to carry Chelten avenue over the tracks; and of all the work

RAILROAD—First Page. GAL 2

incident to the opening and paving of Hortter street within the right-of-way of the company, the grading of Hortter street, between Pelham road and McCallum street, and of constructing a bridge to carry the railroad over Hortter street, except the cost of work incident to changing the location, grade or construction of the private siding of the Germantown Steam Company beyond the limits of the right-of-way of the company near Hortter street. All changes or improvements to existing stations and appurtenances other than those required to adapt the present traffic facilities and appurtenances to the new condition shall be wholly paid for by the railroad company.

All the work is to be done under the supervision of the director of the department of public works, or such engineer as shall be designated by

him for that duty, and the chief engineer of the Pennsylvania Company.

The city agrees to maintain, at its sole expense, the bridges to be built under the terms of the contract to carry Highland, Seminole and Chelten avenues over the tracks.

The Pennsylvania Company agrees, at their sole expense, to maintain the bridges to be constructed under the terms of the contract to carry the railroad over Graver's lane and Hortter street, and the footbridge over the tracks on the line of Hartwell avenue.

The city and the company will each pay one-half of all costs and damages assessed against the city by reason of the change of the lines and grades, and of the cost of all property, other than that owned by the Pennsylvania Company, required for the reconstruction of tracks on the new grade as provided for by the contract near Highland station and Chelten avenue station.

The Pennsylvania Company agrees to release the city from all claims for damages to any property, owned or controlled by the company, which may be affected by reason of the revision of the lines and grades.

The work authorized by the contract is to be started within six months after the approval of the contract by the Public Service Commission of Pennsylvania, and is to be completed within two years thereafter.

Gazette 1916

TO WIPE OUT MORE GRADE CROSSINGS

City Survey Bureau Prepares Plans for the Reading's Chestnut Hill Line.

COST WILL BE $1,400,000

Though the efforts of the Germantown and Chestnut Hill Improvement Association to have some of the funds of the next city loan designated for the elimination of grade crossings on the Chestnut Hill Branch of the Reading Railway have not been successful, the officers of the association have the assurances of George E. Datesman, director of the department of public works, and Chester E. Albright, chief of the bureau of surveys, that they will recommend an item in a future loan to carry out this work.

Meanwhile the bureau of surveys is attending to all the preliminaries in the way of preparing plans so that it will be possible promptly to proceed with the work as soon as funds become available.

In a letter to William H. Embardt, president of the Improvement Association, Mr. Albright writes as follows:

> In the recent past, tentative revisions of lines and grades have been worked up in conference between the bureau and the engineering department of the Philadelphia & Reading Railway, looking to the abolishment of these crossings in what this bureau hopes will be the near future.
>
> No definite understanding has been reached as to the distribution of cost, but I do not doubt that, as in other such cases, the Railway Company will bear one-half the cost, and that, although they are not anxious to begin the work, they will be prepared to contribute their share and proceed with the work as soon as the city provides its share of the funds.

According to estimates that have been prepared, the cost of the work will be as follows: Germantown avenue, Armat street and Baynton street, $950,000; Mount Airy avenue, $170,000; Willow Grove avenue and Mermaid lane, $320,000; making a total of $1,440,000. The city and the Railway Company therefore would each pay $720,000.

GAZETTE 1916

Twenty-five Years Ago This Week

Engineers were surveying for two railroad extensions in the neighborhood of Chestnut Hill—an extension of the Pennsylvania Railroad to connect with the Trenton Cut-Off, just completed, and an extension of the Reading Railway from Chestnut Hill to the Bethlehem Branch at Glenside. The former extension was built, being the present Cresheim Branch. The latter was not built, though a charter for it was obtained.

GAZETTE 1916

No Longer on New York Division.

The Chestnut Hill Branch of the New York Division, Pennsylvania Railroad, has been made a part of the Philadelphia Terminal Division, and as a result, its headquarters are now in West Philadelphia instead of Jersey City. Heretofore when residents of Chestnut Hill had complaints to register concerning the service of the twelve-mile branch, they were forced either to write, telephone or carry their grievances personally to the superintendent's office in Jersey City. Now, the branch comes under the jurisdiction of the superintendent in West Philadelphia. It is hoped to have electrically propelled trains running on the Chestnut Hill Branch by the first of next January.

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"Your account of the operation of the Germantown Railroad in the days when Germantown was a borough brings to my mind some of the scenes in those times about the Germantown railroad station, or 'depot,' as everyone called it then," said Nathan Marple, custodian of the museum of the Site and Relic Society, in Vernon Park.

"As a boy I used to sell newspapers at the depot. As you said in your article, there was a fraternal feeling between the regular passengers and the crews of their trains.

"George W. Carpenter, who had a big mansion and extensive grounds opposite the present Pelham carbarn, was accustomed to drive down to the depot every morning in his big coach, drawn by two white horses, and if he wasn't on time the conductor would hold the train for him.

"The conductor of the morning train was a man of the name of Kite, and when the time arrived for the train to leave according to the schedule, if Mr. Carpenter had not arrived, the conductor would come walking out with his watch in his hand and look up the street for Mr. Carpenter. If the coach was not in sight, Kite would retire into the depot, while we boys kept a lookout for the coach.

"The moment one of us saw the white horses coming down the road, we would all run inside, shouting: "Here he comes, Kitey, here he comes!"

"Then when the coach had pulled up and Mr. Carpenter had jumped out and entered one of the cars, the conductor would call out, "All aboard!" and off the train would go."

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Gazette 1916

Moved Station in Three Hours.

Chelten avenue station of the Pennsylvania Railroad, which had been raised on skids preparatory to moving it to a new foundation fifteen feet east from its old site, to permit the construction of another track, in connection with the introduction of electric power on the Chestnut Hill Branch, was moved onto the new foundations on Tuesday, the work occupying only three hours. Four horses attached to a rope on a windlass furnished the power to pull the big building. The skids had been so placed that the structure slid the distance of fifteen feet without any mishaps.

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The Man on the Corner

"In the good old days before the Reading Railway Company absorbed the Philadelphia, Germantown and Norristown Company, the locomotives used on the railroad between Germantown and Philadelphia had names, instead of numbers, as at present," said Charles H. Weiss, secretary of the Mutual Fire Insurance Company of Germantown.

"The early locomotives running to Germantown and to Norristown had such names as Old Ironsides, Rocket, Planet, Spitfire, Dragon, Engineer, Comet, Hecla, Gem, Germantown, Quaker City and so on.

"When I was a boy every lad in Germantown had his special favorite among the locomotives. He knew it could beat all the others and he would brag about its achievements and sometimes come to blows as a result of the arguments thus aroused.

"On the Fourth of July the engineers would decorate their locomotives with flags and flowers, and we boys were proud to bring flowers for the adornment of our favorites. I recall that I championed the cause of the locomotive named Quaker City, and every Fourth I would gather all the flowers I was permitted to have at home and carry them to the roundhouse, where they were placed upon the locomotive."

Gazette 1916

MORE MEXICANS ARRIVE.

Force of Laborers Increased on the Pennsylvania Railroad.

Another gang of Mexicans arrived at Chestnut Hill Wednesday. They came direct from El Paso and were put to work on the Pennsylvania Railroad, between Highland avenue and the Germantown avenue station.

When they alighted from the train they lined up two by two, and each carrying a new dinner pail, marched to a tool car, where shovels and picks were distributed to them.

There are now seventy Mexicans in the camp at Wyndmoor.

A large number of negroes are also working on the Pennsylvania Railroad improvements.

Trains on the Pennsylvania Railroad are now run on one track from the Germantown avenue station to Hartwell avenue. Among the big improvements that are to be made on this road will be the tearing down of the train shed at Germantown avenue, and the erection of shelters and island platforms similar to those at North Philadelphia station.

Gazette 1916

PUSHING WORK AT PENNSY'S BIG DITCH

Houses Pulled Down to Make Room for Extensive Improvements at the Chelten Avenue Crossing.

CITY CHANGING STREETS

With the aid of a steam shovel and a large force of men, work is proceeding as rapidly as possible in the "big ditch" that has been dug at the point where the Pennsylvania Railroad Company's Chestnut Hill Branch formerly crossed Chelten avenue at grade.

Trains still cross at grade on a temporary track, but the permanent roadbed will be constructed in a deep cut, the excavations extending from a point 900 feet south of Chelten avenue to a point 1300 feet north of that street. The street has been elevated several feet, and the bridge will be seventeen feet six inches above the tracks. The excavations, however, go to a greater depth, as it is necessary to build a sewer under the tracks to carry off a large flow of water from springs.

Three two-story store buildings on the south side of Chelten avenue, west of the railroad, have been demolished to permit the necessary excavations, and two two-story dwellings on Woodlawn avenue, adjoining the railroad have likewise been removed, while a third house on this street is also to be torn down.

The Woodlawn avenue houses were razed with remarkable expedition. The steam shovel dug away tons of earth under the structures, and, having thus been undermined, a locomotive pulled them down. Then the mass of debris was piled on cars and hauled away. It was said that it would not pay to pick out the building material, owing to the high price of labor.

A large number of negroes, brought from the South, are working on the Pennsylvania Railroad improvements, in addition to the Mexicans who were brought from El Paso.

The elevation of Chelten avenue at the railroad necessitates a change in the grade of the street from Pulaski avenue to Morris street. Work on this change of grade has been commenced, the city having awarded the contract to R. P. Bennis, of Germantown.

The city's department of public works opened bids on Tuesday for work necessary in connection with changes of grade at Highland and Seminole avenues, St. Martin's lane, Evergreen and Hartwell avenues, Chestnut Hill, this being necessary because of the abolishing of grade crossings. But one bid was received, that of J. Brenneman & Company, whose price was $22,943. The lack of bids was attributed to the scarcity of labor and the fact that the site where the work is to be done is a long distance from the homes of workmen.

Steel frames to carry the overhead wires for the electrical equipment have been erected along the railroad.

Excavations at Highland avenue have not advanced as far as at Chelten avenue. At the former point both Highland and Seminole avenues will be carried over the railroad tracks. A footbridge will be built over the railroad at Hartwell avenue. The bridge carrying the tracks over Graver's lane is to be readjusted, so as to give additional clearance.

Numerous claims for damages will result from the changes of grade, as the elevation of the streets leaves abutting properties below grade. According to the agreement between the city and the railroad company, each will pay half of such damages and the costs incurred, and also half the cost of all property required for the reconstruction of the tracks, except that which the railroad company owns.

Gazette 1916 (Dec)

NO LOWER FARES HERE.

Public Service Commission Rejects Improvement Association Schedule.

The Pennsylvania Public Service Commission has declined to accept the schedule of passenger fares which the lawyers of the Germantown and Chestnut Hill Improvement Association proposed, but has accepted the schedule which the railroads offered.

The Improvement Association was the only organization before the Commission which championed the cause of the commuters living within eight miles of the downtown terminals. Their schedule reduced the rates within the eight-mile territory but made some increases over the railroads' last offer for more distant points. As a result the Improvement Association's schedule was opposed not only by the railroads but also by the great body of the commuters outside Philadelphia.

By the new tariff fifty-trip tickets good for six months are to be offered, instead of 100-trip tickets good for a year. The rate from the Chelten avenue stations of both railroads for the new tickets will be $5.20, while the cost of the 100-trip tickets was $10.35.

Thus there is a net increase in the cost of 5 cents.

Chestnut Hill commuters gain something by the change, as the cost of fifty-trip tickets is $7.25, while the 100-trip tickets cost $16.20.

From Wayne Junction fifty-trip tickets cost $3.85. The 100-trip tickets cost $7.65.

The Pennsylvania Railroad will sell no fifty-trip tickets for less than $5.

Gazette 1918 March 22nd.

FIRST ELECTRIC TRAIN

Pennsylvania Railroad Tests New System on Chestnut Hill Branch

The first electric train on the Chestnut Hill Branch of the Pennsylvania Railroad was run last Friday afternoon to test the system, and everything connected with the operation of the train moved along smoothly.

The officials are planning to put electric trains on regularly on Monday, April 1, with the same schedule as at present. Later on the running time will be reduced, and more trains put on, but that will not be decided on for some time. There are now twenty-four trains each way daily and sixteen on Sunday.

The train last Friday left Broad Street Station at 2.20 o'clock and consisted of two passenger cars and a combination baggage car. A party of railroad officials were on board.

The cost of the new system was $1,500,000. The largest expense was abolishing the grade crossing at Chelten avenue. That alone cost in the neighborhood of $500,000. Work was started in the autumn of 1915.

The cars were built by the company in the Altoona shops, while the motors and electrical equipment were made in Pittsburgh. The current is supplied by the Philadelphia Electric Company.

The roadbed, rolling stock and equipment are similar to the electrified part of the Main Line. Both the Main Line and Chestnut Hill trains will use the same tracks out of Broad street.

Ledger Apr. 1st 1918

ELECTRIC SERVICE TO CHESTNUT HILL

First Passengers Carried Over New Line Completed at Cost of $1,500,000

FOUR TRAINS MONDAY

System Expected to Be in Complete Operation by End of Week

The Chestnut Hill electrified line of the Pennsylvania Railroad was put in operation yesterday when one train carrying passengers was sent out of the Broad Street Station at noon to try out the service under normal conditions.

Active service will begin tomorrow. Four trains will be run during the day. From then on the number will be increased until the end of the week, when it is planned the steam trains will be supplanted entirely by electrical equipment. Under the present system the Chestnut Hill branch operates twenty-four trains on weekdays and sixteen on Sunday.

The total cost of the Chestnut Hill electrification was approximately $1,500,000. Two and a half years were devoted to the work. The time in construction was increased 100 per cent. and the cost $250,000, on account of war conditions disturbing the labor market, also the jump in the cost of materials. The largest item of expense was the elimination of grade crossings, which cost approximately $750,000. This was divided between the city and the railroad.

The Chestnut Hill electrification is similar in construction to that of the Paoli branch. It included stretching 150 miles of copper wire and erection of 230 poles and twenty automatic block signals.

Electric trains operated tomorrow will leave Chestnut Hill at 7:21 a. m., 9:46 a. m., 12:21 p. m. and 3:21 p. m. From Broad Street Station the schedule will be 8:06 a. m., 10:41 a. m., 1:16 p. m. and 3:26 p. m. At the outset the regular schedule will be maintained of thirty-five minutes between the terminals. Later it is planned to cut from three to five minutes from the running time.

Md. Gazette Aug. 22 1918

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TRAIN NOW RUNS TO HOG ISLAND

Daily Service Begun Yesterday from Wayne Junction Proves a Boon to Workers Living Here.

TRIP IS QUICKLY MADE

Months of efforts have finally brought about the running of a daily train to Hog Island from the northwestern part of the city. The train began making trips yesterday on a regular schedule between Wayne Junction and Hog Island.

The train leaves Wayne Junction at 7.28 A. M. daily, except Sunday, and arrives at Hog Island in time to permit passengers to begin work at 8 o'clock. But two stops are made on the way—at Girard avenue and Thirty-first street and Chestnut and Twenty-fourth street.

Returning the train leaves Hog Island at 5.15 P. M., daily, except Saturdays and Sundays. On Saturdays the return trip is made at 12.50 P. M.

For this train strips of twelve tickets are sold at $1.65, making the cost of a trip about 14 cents, or a cent a mile. Persons who pay on the train must pay at the rate of 3 cent a mile, or 42 cents each way.

Comparatively few passengers were carried on the train on the first day. This is attributed to the fact that no public announcement of the new service had been made. It is believed fully 600 persons living in this vicinity are employed at Hog Island.

Germantown real estate operators and others, under the lead of Councilman John W. Graham, Jr., who have been urging the running of such a train, are gratified by the action of the railroad officials in putting on the train, even though at present it does not extend its service to Germantown and Chestnut Hill. It will save Hog Island workers living here much time now consumed in the daily trip. Heretofore the journey from this neighborhood to Hog Island involved an hour and a half to two hours and several changes of cars. Now it is possible to take a street car on Germantown avenue or Wayne avenue to Wayne Junction and board the train there, arriving at Hog Island within an hour after leaving home and making the journey with comparative comfort.

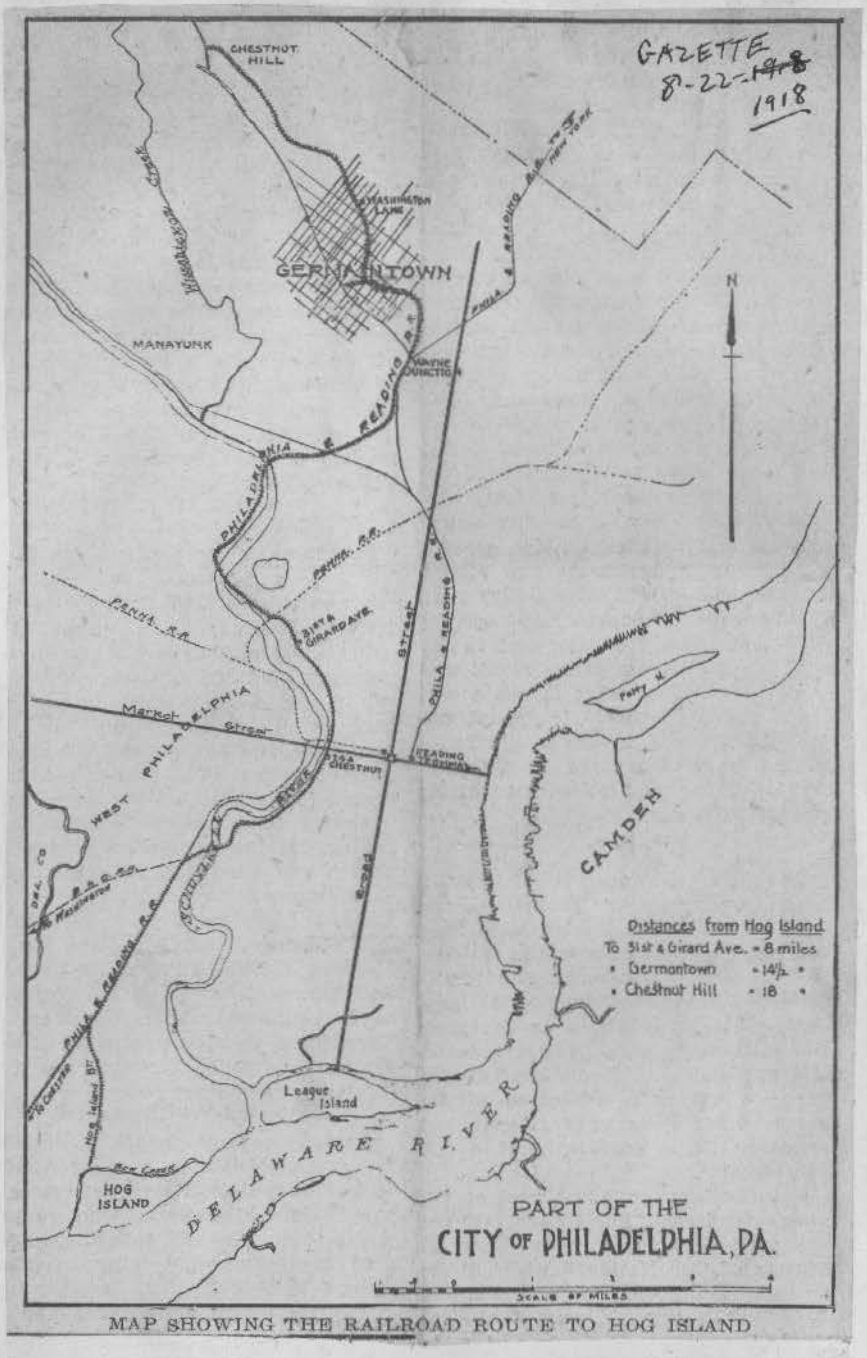
It is said that within the past week twenty-five Germantown men employ-

ed at Hog Island gave up their jobs because of the transportation difficulties they encountered.

Representatives of improvement and business organizations of this neighborhood recently held a meeting and appointed a committee to work for the Hog Island train service. Walter Dolman is chairman of the committee, and William S. Garrison, secretary. The other members are: Addison H. Savery, Sidney M. Earle, John C. Humphreys, John W. Graham, Jr.; Michael Loughery.

Efforts to have the train service extended to Germantown will be continued. It is contended that siding space for the train can be had more readily in Germantown than at Wayne Junction.

GAZETTE 8-22-~~1918~~ 1918



MAP SHOWING THE RAILROAD ROUTE TO HOG ISLAND

"Germantown" 1919

Inquirer, November 23, 1861.—Freaks of a Detached Car-Collision with a Locomotive.—A singular accident occurred on Thursday upon the Germantown Railroad. As a train of freight cars had nearly reached Germantown, the last one became detached, and strange to say, retraced its steps to the city. As the road is down grade all the way, the car soon attained great speed, and by the time Camac's woods were reached, the car was making fifty miles per hour. As the curve at that point was rounded, a passenger train was encountered. This train was drawn by the engine "Tioga." The stray car was discovered, and the engineer immediately reversed his engine, but was unable to prevent a collision. The car struck the locomotive with great force. The latter was considerably injured. The machinery was very much deranged, and it is thought that several hundred dollars will be required to repair damages. The engineer and fireman escaped by leaping from the engine. Fortunately none of the passengers sustained any injuries.

"Germantown" 1919

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LOCAL HISTORY

1919

HAINES FAMILY LETTERS

Contributed by Mr. Reuben Haines

To Editor of "Germantown"

The following extracts from family letters relating to the first year of operation of the Germantown Railroad will doubtless be of some interest:

July 2d, 1832.

Thy account of your trip on the railroad (Germantown) gave me much gratification. The Philadelphia Band accompanying the cars must have been highly pleasing. How happened it that thou didst not return with the cars, was one ride enough? It would have been sufficient for me if thy mother's account of their progress is a common occurrence. She tells me 40 persons and a heavy carriage have been dragged, not drawn, with violent effort by one horse—This is to me inhuman.

Germantown, September 11, 1832.

[Several Cousins, M. A. D. and thy sister E.] have just returned from a visit to the woods. They were determined it should not be destroyed by the railroad men before they took one view of it. E. is much disturbed at the thought of the beautiful waterfall being destroyed—but I believe her trouble will not prevent the work of destruction. Altho the railroad company have nearly exhausted their funds, they are so sure that the road will be advantageous when finished that they have sent out an agent to Holland to borrow money believing it can be borrowed there for much less than it can be obtained here.

[This was intended to be an extension of the railroad to Norristown but the further grading and cutting of timber for it was soon afterwards abandoned. The above mentioned woods were located where Walnut Lane now is, near the Township Line, now Wissahickon Avenue.]

Germantown, November 25th, 1832

"Yesterday the steam engine was put upon the railroad for the first time—five cars were attached to it loaded with passengers. They came up in fine style but owing to some deficiency they were unable to turn the engine and the passengers had to get back as they could.

Germantown, January 5th, 1833.

"We have had the steam engine in operation for sometime on our railroad which has attracted crowds of people to our village, but many complain of the sparks from the engine burning their clothes. Uncle B. said when he came up he had one or two holes burned in his coat or pantaloons and beside the inconvenience the machine has proved in one or two instances inadequate to what was expected of it. A week or two ago passengers to the number of three hundred (so stated) were carried half way to the city when the engine stopped and all the passengers were obliged to walk to the city; and at another time some hundreds of people came up on the cars expecting to return in them, but the engine was again out of order and the good folks had to get back as well as they could—this happened late in the afternoon so many were put to great inconvenience. Yet notwithstanding all this, whenever the cars are conveyed by steam they are thronged by people as a bee-hive is with bees. I am told it is quite a curiosity to see them filled in the inside and covered on the out. Day before yesterday when the engine was going down with four or five cars attached it left the track at Mr. Russell's bridge, sprang against it and injured both itself and bridge very materially. The cars were, by a fortunate stroke, detached, otherwise they would have been thrown down the bank. Horses were sent for to the city to take them down. But the most unfortunate of all accidents that have occurred I shall have yet to tell thee of. Some days since when the engine was in rapid motion (for it has gone to the city in sixteen minutes) a man sitting on the top became frightened at the great rapidity with which he was carried on and jumped from the car, struck the bank and rebounded upon the railroad just before the wheel of the engine and was instantly killed. I am truly sorry for the accident because I am fearful people will prefer horses to steam."

The above letters were from la[illegible]s of my grandmother's family household at Germantown.

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Germantown - 1919

The Efficiency—or Inefficiency—of the Railroad Travel between Philadelphia and Germantown in the Year 1865

On my first visit to Germantown I was advised to take the train at Ninth and Green Streets; how I arrived at that point, I do not remember, but probably by horse car to Ninth Street and then walked up to Green. I stood on the corner of Green for some time before I could locate the depot. From there I took the train for Germantown at Price Street. I was directed to walk down the Main Street on the right-hand side until I saw a building that looked like Noah's Ark, which was the old King of Prussia Hotel, where my uncle, Doctor Rohrer, lived with his father-in-law, Samuel R. Bockius. I spent two most happy years there.

It was evident, going back and forth to Philadelphia, that the proper thing to do was to secure a season ticket—at a very moderate rate—and by showing said ticket to the conductor on the first day of the month, the owner could ride back and forth as many times as desired. I frequently made three round trips a day. The engineer always blew the whistle at Price Street five minutes before the train left, giving those who lived within a radius of three or four blocks time to get to the train.

Coming out, there was one through train leaving at five-forty-five. Invariably the engine exhausted all the steam by the time Duy's Lane was reached, where there was a grade up to Germantown. We would wait for five or ten minutes to accumulate more power to take us up to the Depot. Secretary McAdoo was not controlling the roads at that time.

All that remains of the old King of Prussia is a few feet of the gable end, above the other buildings, the remainder probably now a party wall.

J. R. S.

Gazette.

ELECTRIC POWER FOR READING ROAD

Preparations for Important Changes on Germantown and Chestnut Hill Branch.

STORAGE BATTERY SYSTEM

To care for suburban traffic, the Philadelphia and Reading Railway officials are working out plans to provide electric power on their system from Philadelphia to Germantown and Chestnut Hill, and also to points along the Bethlehem branch. No public announcement of the plans had yet been made. What the system is to be, has not been determined, but it will not be the third rail, owing to the danger.

There will in all probability be electricity and steam on the same tracks. Probably a storage battery system will be adopted, owing to the interlocking switches and the turnouts and the freight and steam trains to and from New York and distant points.

Nearly all the new stations below Wayne Junction are built with entrance gates to trains, similar to those used along electric roads.

The building of the open subway from the Richmond branch of the Reading Railway to a point at Logan, it is said, is a movement in anticipation of the proposed electric service.

The Reading Railway owns ground on East Chelten avenue, near Germantown avenue, now used as a freight station, which could be used for a passenger station, without considerable expense for elevated tracks, while a short distance away it has the old Price street station, fronting on Germantown avenue, which would permit passengers to arrive in the centre of the business district of Germantown. It is understood that the ground on which this old station stands was deeded to the Philadelphia, Germantown and Norristown Railroad Company on the condition of its being used for station purposes.

Men familiar with conditions that exist at present in steam railroad affairs in Germantown, say the Reading Company is ready at any time to abolish grade crossings on Chelten avenue if the city were financially able to do its part.

The building of the open subway at Wayne Junction will block any subway that might be wanted at that point, while the overhead tracks will make any elevated road there an impossibility.

Electric trains from the Reading Terminal to Germantown and Chestnut Hill, and other suburban points, could run faster than steam trains, for the reason that an electric motor can "pick up" or start quicker than a steam locomotive, and is better adapted to suburban service.

Before equipping the Germantown and Chestnut Hill branch with electricity the grade crossings on Chelten avenue, Armat and Baynton streets will doubtless be abandoned. This would mean that the station building, which has been an eyesore for many years, would be replaced with a modern structure, to accommodate increased traffic and many more trains.

The Pennsylvania Railroad Company's Chestnut Hill branch is to be equipped with electric power next year, when all grade crossings will also be abolished.

The Reading Railway has a perfect elevated system from Twelfth and Market streets to Wayne Junction, and above Wayne Junction there are no grade crossings until Armat street, Chelten avenue and Baynton street are reached.

A few years ago when cheap fares were charged between Chestnut Hill and the Reading Terminal, there was a real estate boom all along the road from Washington lane to Chestnut Hill. In a few years farm land was divided into building sites and attractive homes were built. Additional trains were run and the passenger business increased every month. Then greatly increased fares were charged. The boom dropped and

comparatively little building has been done since that time. Yet thousands of acres of beautiful building sites await the running of electric trains and cheap fares, which would mean increased revenue for the railway and hundreds of thousands of dollars in additional taxes for the city. This district, extending from East Washington lane to a point above Chestnut Hill, across to the Whitemarsh Valley, is one of the most beautiful and attractive in all Philadelphia, and one of the most elevated. Those acquainted with the region say all that is needed is fair treatment to those who have spent millions in building suburban homes along the steam railroads and those who are willing to spend millions more when these roads are equipped with electric power.

Gazette (Date unknown but must be in 80's

The old railroad station is on "the southeast corner of Germantown avenue and Price street." This railroad connecting the old village and the city, effected Germantown greatly. In May "74," the late Edward H. Bonsall, father of Mr. Spencer Bonsall, so long in the service of the Society (Historical) gave the Society reminiscences of the railroad and of Germantown. He was the second President of the railroad, and when he wrote "the last survivor of those engaged in the enterprise." "He lived in Germantown from 1819 to 1835, and more recently." He remembered the old town as "almost exclusively confined to the Main street, and he thought it probable that three-fourths of the inhabitants were descendants of the original German settlers." The majority of older people spoke German —wrongly called "Pennsylvania Dutch"—as easily as English. In a circle of six miles, with Chew's House as a centre, he thought, outside of Main street, there would not have been five houses superior to "an ordinary farm house." Probably there were not in the town "ten houses of genteel style less than thirty years old."

Gazette

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QUEER JUGGLE IN RAILROAD FARES

Amidst General Increase, the Pennsylvania Road Reduces Monthly Tickets at Some Stations.

STRONG PROTEST PLANNED

Taking up the consideration of the announced increase in railroad passenger rates, the board of directors of the Germantown and Chestnut Hill Improvement Association, at its monthly meeting in the Vernon Building on Tuesday evening, made the surprising discovery that, according to official information from the Pennsylvania Railroad, the change in the rates would bring about a reduction in the cost of monthly tickets on that road between Philadelphia and most of the stations of Germantown and Chestnut Hill.

While the board decided to make a protest to the State Public Service Commission against the new rates, it was decided to base the protest principally upon the withdrawal of the fifty and 100-trip tickets and upon the inequality in the change of rates.

Information regarding the effect in Germantown of the new rates operative on December 15 was contained in a letter from David N. Bell, general passenger agent of the Pennsylvania Railroad Company.

This showed that excursion tickets are to be abolished, the round trip rate being twice the single fare. Thus from Chelten avenue, Germantown, the round trip rate to Broad street station will be increased from 28 cents to 36 cents, and the Chestnut Hill round trip rate from 44 cents to 54 cents. There will be no time limit on the new round-trip tickets.

The new price of the sixty-trip ticket, good only during the calendar month, will be $5.05 from Chelten avenue. At present this costs $5.25. A similar ticket from Chestnut Hill will be sold for $6.25, which is 5 cents less than the present rate. Other stations will be affected as follows in the sale of this ticket: Highland, reduced from $6.30 to $6.10; St. Martin's, reduced from $6 to $5.95; Allen lane, reduced from $5.85 to $5.65; Carpenter, increased from $5.35 to $5.50; Upsal, increased from $5.25 to $5.35; Tulpehocken, reduced from $5.25 to $5.20; Queen lane, reduced from $5.25 to $5.05.

A similar change in prices will apply to the forty-six trip school ticket, good during the calendar month, the Chelten avenue price being reduced from $4.03 to $3.90 and the Chestnut Hill price from $4.83 to $4.80.

The reduction in the price of these two tickets on the Pennsylvania road is due to the equalization of that company's rates with those of the Reading road. Heretofore the monthly tickets have been considerably cheaper on the Reading's Chestnut Hill Branch than on the Pennsylvania. At Chelten avenue station the cost is $4.80 for the sixty-trip ticket, while the Pennsylvania's rate at its Chelten avenue station is $5.25. The Reading rate will be increased 25 cents, according to the general announcement, making the new rate $5.05—the same as the new rate on the Pennsylvania road.

The Pennsylvania Company heretofore based its prices on its actual mileage to Broad street station by way of West Philadelphia. Its new rates are based on the Reading's mileage.

Round trip rates on the Reading road will be increased as follows: Wayne Junction, from 21 to 26 cents; Chelten avenue, from 28 to 36 cents; Washington lane, from 32 to 40 cents; Graver's lane, from 42 to 52 cents; Chestnut Hill, from 44 to 54 cents.

The following shows the increase in the price of monthly tickets on the Reading road:

	NEW.		OLD	
	60-trip	46-trip	60-trip	46-trip
Chestnut Hill	$6.25	$4.80	$6.00	$4.60
Graver's	6.10	4.70	5.85	4.49
Wyndmoor	5.95	4.60	5.70	4.37
Mermaid	5.95	4.60	5.70	4.37
Mt. Airy	5.80	4.45	5.55	4.26
Sedgwick	5.65	4.35	5.40	4.14
Stenton	5.65	4.35	5.40	4.14
Washington La	5.35	4.15	5.10	3.91
Germantown	5.05	3.90	4.80	3.68
Wingohocking	4.90	3.80	4.65	3.57
Wister	4.90	3.80	4.65	3.57
Fisher's	4.75	3.65	4.50	3.45
Wayne Junction	4.60	3.55	4.35	3.34
Nicetown	4.30	3.30	4.05	3.11
Tioga	4.15	3.20	3.90	2.99
Logan	4.75	3.65	4.65	3.57
Tabor	5.05	3.90	4.80	3.68

A new 180-trip ticket, good for three months, will be sold on the Pennsylvania road for $15.15 for Chelten avenue, which is just $1 more than the present price. The Chestnut Hill price of the ticket is advanced from $17.05 to $18.75.

The 100-trip ticket, good for a year, is abolished. This is now sold for $8.25 from Chelten avenue and $12 from Chestnut Hill.

The package of ten tickets good for a year is abolished. This is now sold for $1.26 from Chelten avenue and $1.98 from Chestnut Hill. A ten-trip ticket good for three months will be sold at $1.62 from Chelten avenue and $2.43 from Chestnut Hill.

At the meeting of the Improvement

Association's board of directors, William H. Eppardt urged the board to make a strong protest to the State Public Service Commission.

E. A. Zeller said that the railroads might be justified in raising the rates if they found they were making no profits, but he declared the withdrawal of the fifty and 100-trip tickets was an injustice.

As to the contention of railroad officials that their companies are not making any profit, C. A. Rittenhouse asserted that the Reading's Chestnut Hill line is one of the most profitable railroads in existence, and it is wrong to try to make this branch pay losses incurred on other branches.

On motion of Warren H. Poley, the legal committee of the association, of which Francis Chapman is chairman, was directed to join other associations in filing a protest with the State Public Service Commission against the action of the railroads in increasing fares and abolishing certain tickets.

Dr. T. H. Carmichael proposed that special attention be given to an effort to ascertain just what the receipts and expenses are from passenger service on the Chestnut Hill branches. He said: "If these lines do not pay then no lines pay, and it is a mystery how the railroads can build their big terminals in New York and other cities." He offered the following resolution, which was adopted:

That the Public Service Commission be urged to order the Pennsylvania Railroad Company and the Philadelphia and Reading Railway Company to furnish reports of passenger traffic on their branches to Chestnut Hill, showing the receipts from passengers carried between Broad street station and Germantown and Chestnut Hill and between the Reading Terminal and Wayne Junction, Germantown and Chestnut Hill, and in addition the number of passengers carried in total and the number riding on the different classes of tickets now in use, also the expense of carrying these passengers between the above points.

Gazette 1922

BURGIN RELICS RECALL BYGONE ACTIVITIES

A Germantown Collector's Treasures Are Placed in the Site and Relic Society Museum

HAVE HISTORIC VALUE

A large collection of historical material which the late Dr. George H. Burgin accumulated during the past half century has been placed in the museum of the Site and Relic Society, in Vernon Park. It is the gift of Dr. Burgin's brother, Dr. Herman Burgin. The collection comprises several hundred pieces, mostly pamphlets, programs, announcements and cards.

Many items of the collection recall conditions that are no more One of these is a season ticket on the Germantown Branch of the Reading Railway, good for one year. It was issued July 12, 1872. The holder of the ticket could ride as often as he pleased during the year. The ticket was not even punched. The conductor could call for the ticket, but as holders of season tickets were well known on the road, a nod to the conductor was the only formality. The ticket was not transferable.

Gazette 1924

SEEK TO BRIDGE THREE RAILROAD CROSSINGS

Bill in Council for Improvement Near Reading's Chelten Avenue Station

$1,000,000 APPROPRIATION

Another effort has been set on foot in City Council to bring about the abolition of the grade crossings on the Reading Railroad at Chelten avenue, Baynton and Armat street in the neighorhood of Chelten avenue station.

Councilman Howard Smith has introduced a bill setting apart $1,000,000 from loan funds for this improvement.

This action followed a conference held earlier in the week in the mayor's office, which was attended by Agnew T. Dice, president of the Reading Company.

It was estimated at that time that the total cost of removing sixteen grade crossings on the Reading lines is $9,000,000, which would be borne equally by the city and the railroad.

Mayor Kendrick asked the railroad engineers and Solomon M. Swaab, his consulting engineer, to make a survey of grade crossings.

Councilman Sigmund Gans previously introduced an ordinance appropriating $1,000,000 for the elimination of grade crossings on the Reading Railway in Manayunk, Falls of Schuylkill and Wissahickon.

Plans for the elimination of the Germantown crossings were prepared ten or twelve years ago and received the approval of railroad and city officials. Wartime conditions, however, interfered with the carrying on of the project.

Gazette 1924

SURVEY READING ROAD FOR ELECTRIC SERVICE

Use of New Power on the Germantown Branch is Receiving Consideration

HOPES LONG DEFERRED

Talk of the utilizing of electric power on the Germantown and Chestnut Hill Division of the Reading Railroad has been revived. The Philadelphia Inquirer prints an article to the effect that the Railroad Company has asked the Philadelphia Electric Company to make a survey of the branch to determine what would be needed in the way of equipment and what are the possibilities for supplying power.

From time to time during the past fifteen years the desirability of electric power on the Reading road has been discussed. It has generally been assumed that such an improvement would be brought about incidental to the abolishing of the grade crosssings at Chelten avenue station, just as was the case on the Pennsylvania Railroad when its Chelten avenue grade crossing was abolished.

The Grade Crossing Question

The Germantown and Chestnut Hi Improvement Association has place

the abolishing of the grade crossing at the Reading's Chelten avenue station first on its list of improvement to be sought in 1925.

It is understood that plans for grade crossing elimination on the Reading road were formulated ten years ago, but could not be executed because of wartime conditions.

One of the hopes of many Germantowners has been that with the use of electric service and the lowering of expenses on the Reading road the Railroad Company would reopen the old Germantown station at Germantown avenue and Price street, so as to give high-speed service from the business district of Germantown.

To Determine Possibilities

Speaking of the contemplated survey, the Inquirer says:

The request includes a spotting by the electric company of advantageous points where the electric cables may be tapped for transmission of current to the railroad. Such a survey preceded the electrification of the Main Line of the Pennsylvania Railroad as far as Paoli. The Philadelphia Electric Company supplies the current for this service.

"We are keeping in step with the times, said a high official of the Reading, who asked that his name be withheld. "That means we are going to electrify our lines at the earliest possible moment. When that may be is up to those who hold the purse strings."

While the amount of "juice" required for the Chestnut Hill Division is large, it is well within the enormous capacity that is being provided in the progressive program of the Philadelphia Electric. Not only that division, but other branches of the Reading can be supplied by the great reservoir of power that will be available when the new development on the Delaware and the projected plant at Conowingo, Maryland, shall have been completed.

It is possible that the Reading may wait until the giant power survey, ordered by the last session of the Pennsylvania Legislature shall be made public and its possibilities outlined. That project visions the development of a gigantic lake of electrical power in this state by linking immense plants situated at the mine mouths with existing plants whose economic operation may fit them as parts of the huge system.

Electrification of the Chestnut Hill Division of the Reading will revive the project to make that branch part of the city's new high speed system of which the new Broad street subway will be the backbone. Whether or not the Reading would continue as the owner and operator of the line or would transfer it to the Philadelphia Rapid Transit Company is a speculation that has never been threshed out to a finish by the engineers and other experts who have been working out the high speed plans.

Gazette 1925

READING ACQUIRES OLD "KANE'S POINT"

Acquisition of Property on Chelten Avenue May Pertain to Forthcoming Improvements

ON PRICE STREET TRACK

Those who are on the lookout for signs indicative of the intention of the Reading Railroad to make important changes in its Germantown service have noted, with interest, the purchase of the tract of land 110 to 130 East Chelten avenue, known as "Kane's Point," by the Eastern Real Estate Company, a subsidiary of the Reading.

The property was bought from J. F. Nolen. The price paid was $55,000. The property is assessed for $30,000.

This is part of the district known in earlier days as "Kane's Point." It was the subject of a recent article by The Man on the Corner.

There are a number of old stores and dwellings on the tract, which has a frontage of 252 feet on Chelten avenue, extending eastward from the Reading's tracks leading to the old station at Germantown avenue and Price street.

Some weeks ago representatives of the Reading Company aroused curiosity in Germantown by inquiries regarding the time when the old "depot," at Price street, was closed.

It has been surmised that because of E. T. Stotesbury's commanding influence in the Reading Company and his controversy with the Mitten management of the Rapid Transit Company, the Reading Company is preparing to bring about the early use of electric power on its Germantown and Chestnut Hill Division and otherwise to improve its facilities, so that it may become a competitor for much of the traffic now carried by the Rapid Transit Company.

Gazette 1925

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ELMER DE FRAIN DEAD; "IDEAL STATION AGENT"

Served at Queen Lane Since the Pennsylvania's Chestnut Hill Line Was Opened, in 1888

HIS WIDE FRIENDSHIPS

By the death of Elmer DeFrain, last Thursday, Germantown lost a citizen of an unusual type and the Pennsylvania Railroad one of its most conscientious veteran employes.

In many respects Elmer DeFrain carried over the fine traditions of old-time Germantown into the present era when the community spirit of by-gone days seems to be at the point of vanishing.

As station agent at Queen Lane station, on the Pennsylvania Railroad, ever since the Chestnut Hill Branch of the road was opened, in 1888, Mr. DeFrain not merely made the acquaintance of thousands who traveled over the railroad but he maintained with the regular patrons of the road an intimate degree of contact that caused them to regard him as their friend.

He had a courteous greeting for them in the morning when they arrived to travel down town, and again at night when they came home. Many of the foremost families on the west side boarded the trains at Queen lane station—the Strawbridges, the Wardens, the Loverings, the Wisters and others. To all of them Elmer DeFrain's passing means a loss.

It was his delight to do whatever he could for patrons of the railroad, and they grew to regard him as a veritable bureau of information. Nothing pleased him more than to be asked to work out an itinerary for someone who was going on a long journey. He would carefully outline the route and indicate the most desirable stopping places. This he could do with assurance for he had traveled all over the country.

Mr. DeFrain had much to do with the annual Ocean City outing for Germantown children. He arranged the train facilities, and in addition he provided sandwiches and chocolate bars for all the children, as he knew many would come to the train in such haste that they would fail to eat a sufficient breakfast.

Railroad officials had just as high a

regard for Mr. DeFrain as did patrons of the road. He has been pronounced to be the ideal station agent. He might have had promotion, but he believed that his field of work was at Queen lane and there he preferred to remain.

Before coming to Queen lane as station agent, in 1888, Mr. DeFrain was a ticket clerk at Germantown Junction, now North Philadelphia.

Mr. DeFrain's death was due to a carbuncle at the base of the brain. He was a patient in Hahnemann Hospital and was believed to be recovering, when septic poisoning developed, resulting in death.

A widow and one son, Roger, survive. His home was in the Queen lane station building.

Now that Mr. DeFrain is dead, the oldest ticket agent on the Pennsylvania's Chestnut Hill Branch in point of service is Frank Kisselback, at Upsal station.

Gazette 1927

GRADE CROSSING WORK PROPOSED

City Council Asked to Include $1,000,000 Item in the Next Loan Bill

P. & R. IMPROVEMENTS

If a bill which Councilman Howard Smith, of Germantown, has introduced in City Council, is passed, an item for $1,000,000, for grade crossing elimination in Germantown will be included in a loan bill to be submitted to the voters, at the primary elections, on September 20.

The Reading Railroad Company has been engaged for some years in formulating plans for the elimination of grade crossings on its road through Germantown and Chestnut Hill. As is customary in such work, the city is expected to pay half the cost. The cost of the work contemplated is estimated at $3,000,000.

The purpose is to get rid of six grade crossings. Three of these are in the neighborhood of Chelten avenue station, at Chelten avenue, Baynton street and Armat street. The others are at Mount Airy avenue, Mermaid lane and Willow Grove avenue.

Though no official information has been given out, it is said the railroad company purposes straightening its tracks in the neighborhood of Chelten avenue station and crossing Chelten avenue farther east than at present.

There is every likelihood that electric service will be introduced on the line in connection with the improvements.

Just what will be done with the old spur running across Chelten avenue to the former station at Germantown avenue and Price street is not known. It has frequently been asserted that the railroad company will reopen the old station in order to tap the business district along Germantown avenue. Color is given to this theory by the fact that the company has never yielded to offers for the purchase of the property at Germantown avenue and Price street.

A committee of City Council has approved a bill providing $550,000 for construction of a bridge on the line of Henry avenue, over the Reading Company's tracks, from Hunting Park to Roberts avenue. Councilman Howard Smith explained that completion of this project will provide a wide thoroughfare from Roxborough to Hunting Park avenue, all the other necessary improvements having been approved by Council.

Gazette 1927

Reading's Plans Awake Memories of the Old Main Street "Depot"

In his explanation of the long-discussed plans of the Reading Railroad for the improvement of its Germantown and Chestnut Hill service by the rebuilding of the road, the elimination of grade crossings and the introduction of electric power, Agnew T. Dice, president of the Reading Company, made it clear that the company has no intention of abandoning the old spur running to Germantown avenue and Price street, the original Germantown terminus of the railroad.

President Dice, in enumerating the grade crossings to be eliminated, mentions two on Chelten avenue.

Of course, it would be possible to eliminate the crossing over the spur by abolishing the spur. But it is hardly likely that is what Mr. Dice means.

Ever since the improvement of the Reading's lines hereabout has been a matter of discussion, such discussion has been coupled with rumors about what is to be done with the old "depot" at Price street.

It has frequently been asserted that the refusal of the company to sell the property at Germantown avenue and Price street, which would command a high price because of its availability for business purposes, is due to the fact that the railroad's plans provide for the re-opening of the station.

So long as steam locomotives are used, difficulties are presented in running trains into the Price street station. In early days there was a turntable back of the station. But turning locomotives there would be impracticable now. Anyway the locomotive used on the suburban lines now do not require turning.

But with the use of electric power the problem of running trains in and out of the ancient station would be greatly simplified.

While the building at Germantown avenue and Price street is one of the oldest railroad stations, nevertheless it was not built until 1855, or twenty-three years after the Germantown Railroad had been opened. Prior to 1855, a hotel on the north corner of Germantown avenue and Price street served as the railroad station.

The "depot," as everyone called it consisted of the ticket office and a waiting room in the building along Germantown avenue, then called Main street, a carhouse and an engine roundhouse at the rear. The total cost of the "depot," together with the site, was $13,000.

Compared with the present, those were indeed primitive days of railroading.

Wood was burned in the locomotives. Often on the run to Germantown, in climbing the grade near Wister street—then Duy's lane—the steam in the locomotive would be exhausted, and it was necessary to stop the train for five or ten minutes, until enough steam was generated to complete the run.

Five minutes before the time for leaving the "depot," the engineer would blow his whistle. This could be heard over the greater part of Germantown. When the time for departure arrived the engineer would step into Main street and look up and down. If he saw prospective passengers hastening toward the "depot," he would wait until they arrived before pulling out.

In those years annual tickets were sold for $30. They permitted the holder to ride so often as he wished during the year between Philadelphia and Germantown or between Philadelphia and Manayunk. The conductor knew all the regular passengers, and it was not even necessary for them to show their tickets.

Fares have varied greatly on the Germantown Railroad during the period of almost a century in which it has provided transit facilities for Germantown. The lowest rate was 15 cents for the round trip between Germantown and the Reading Terminal, which was in effect at the opening of the present century.

The Price street station was closed for a while in the nineties, and was then reopened. It was again closed November 17, 1901, and has not since been used for railroad purposes, though coal and other freight is moved over the tracks into the old station.

Gazette March 12-1925

GUESSES AS TO READING'S PLANS CENTER ABOUT OLD STATION

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THE "MAIN STREET DEPOT" A QUARTER OF A CENTURY AGO

Inquiries set on foot this week to learn when the Reading Railroad Company discontinued the use of the old station at Germantown avenue and Price street, have given rise to many and varied conjectures as to the possible re-opening of that station in connection with the introduction of electric service on the Reading's Germantown and Chestnut Hill Division.

The inquiries came first to the office of the Business Men's Association of Germantown and to tenants in the old station building. An odd feature about them was that they emanated from officials of the Railroad Company. Apparently the Company had no record of how long the station was used and it was anxious to know.

The persons first asked could only guess, and they transmitted the inquiry to their friends who have been long-time residents of Germantown. No one knew definitely when the station was closed, but there was a wide variety of guesses, ranging from the eighties to the nineties.

Finally recourse was had to The Independent Gazette, and the files of the paper showed that the station was closed on Sunday, November 17, 1901. The Business Men's Association of Germantown made an appeal to the Railroad Company to keep the station open, but without result.

Waiting for City Appropriation

The date of closing having been determined, conjectures were next in order as to why the Reading wanted to know.

The Company has long been contemplating the elimination of grade crossings on the Chestnut Hill Division and the installation of electric power. The Philadelphia Electric Company made a survey of the division last fall to learn how much power would be needed for its operation.

One cause of delay in undertaking the improvements is the failure of City Council to make appropriations for the elimination of grade crossings, half of this expense being borne by the city and half by the Company. An appropriation for grade-crossing elimination, available this year, is being expended on the Reading's Norristown Division. It is expected that the next appropriation will be for the Chestnut Hill Division.

E. T. Stotesbury as a Factor

Another factor believed to have a bearing upon the situation is the feud existing between E. T. Stotesbury and Thomas E. Mitten, of the Rapid Transit Company. This has just broken out afresh through the opposition which the Rapid Transit Company has offered before the State Public Service Commission to plans of the Philadelphia Electric Company for developing a power plant on the Susquehanna River. This project is to be financed by Drexel & Company, of which firm Mr. Stotesbury is the head.

Mr. Stotesbury is also chairman of the board of directors of the Reading Railroad Company.

Those conversant with financial affairs suggest that it would be a master stroke to improve the service of the Reading's Chestnut Hill line and reduce fares so that the Railroad Company could compete with the Rapid Transit Company for Germantown and Chestnut Hill patronage.

The fact that Mr. Stotesbury lives at Chestnut Hill and formerly lived in Germantown gives him a good acquaintance with conditions here with regard to transit matters.

"Depot" Built in 1855

The old "Main street depot" building, at Germantown avenue and Price street, was built in 1855. This was the terminal of the Germantown Railroad, opened in 1832, but until the station was built, a hotel on the opposite side of the street, served as the station. After the extension of the railroad to Chestnut Hill only certain trains were run into the Main street station. The station was closed for some years in the early nineties, but was re-opened and used until November, 1901.

Since then the building has been leased to tenants, though the railroad still uses the tracks, in the rear, for a yard for freight cars.

It is said that, some months ago, a real estate operator wanted to buy the station building, but the Railroad Company refused to enter into negotiations.

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Wissahickon Valley Historical Society

Philadelphia

Feb. 1928

A Meeting of the Society will be held on Friday evening, February 24th, at 8:15 P.M.

In the Post Room (3rd floor) of Hattal-Taylor Post, Lyceum Avenue and Pechin Street, Roxborough, Philadelphia, Pa.

The following papers will be read:

The Lower Wissahickon — by Mr. A. C. Chadwick, Jr.

The Fishing Company of the State in Schuylkill — by Mr. J. S. Miles

Members and their friends are invited to be present.

Inquirer 2-23-1928

Girard's Talk of the Day

A PUBLIC speaker in Philadelphia referred to what he termed the 'many inexcusable blunders found in newspapers.

But look at the great number of chances for an error! In a paper of forty pages are about ten million letters or their equivalents.

That means billions of opportunities for the mechanical misplacement in letter combinations. In respect to mechanical perfection of a thing which must be produced so rapidly as a daily newspaper, lack of errors, not their number, is what should cause amazement.

If the gent meant mis-statement of facts in newspapers, there again he is wrong. No newspaper I read has in it so many blunders of that kind as Shakespeare's plays or Scott's novels.

Many celebrated writers who worked deliberately put into their books errors of which the greenest reporter or dullest copy editor working under high pressure would be guiltless.

* * * *

SHAKESPEARE writing when clocks were common, made a clock strike three in Julius Caesar many centuries before striking clocks were invented.

Henry the Fourth was King of England a century before Columbus discovered America, yet Shakespeare in a play of that period introduced a turkey.

Europe got its first turkey from America so that Shakespeare's error measured at the shortest 100 years.

Milton made the lady nightingales sing, although birdologists insist only daddy nightingale sings. That is true also of the whip-poor-will, although poets have more than once referred to "her" nightly and plaintive calls.

Quiller-Couch in his "Dead Man's Rock" moves Bombay clear across India and slaps it down on the Eastern Coast by the Bay of Bengal.

In the "Newcomes," Thackeray dates a letter in the eighteen-thirties and speaks of a lack of a painting of young Queen Victoria and "her august consort."

That came near being a scandal, since the young Queen was not married until 1840.

* * * *

VICTOR HUGO posed as knowing pretty much everything.

Yet he quotes Charlemagne as referrring to, the Sorbonne, which school did not exist for 400 years after that mighty monarch had died.

Tom Moore, Ireland's beloved poet, made sunflowers turn around to face the sun all day, something no sunflower in this country has learned how to do.

Rider Haggard performed an astronomical feat by introducing a bright moon-light night following an eclipse of the sun. Query: How did the moon fall so far behind?

Errors of fact such as these you do not find in newspapers. No reporter makes Washington listening in on a radio as Shakespeare has folks shooting pistols generations before pistols were invented.

* * * *

ANSWERING the question why all colleges are overcrowded, Dr. William Mather Lewis, president of Lafayette, said:

"Because there are many youths in college who should be out working for a living, who have not the type of mind to make the college grade."

And Dr. C. W. Burr says the same thing about our high schools. He contends that high school is not a universal panacea and that many boys and girls are hurt rather than helped by such attempts at schooling.

Dr. Lewis and Dr. Burr are not quacks, but highly intelligent, and each has a wide experience to back him.

Cluttering up colleges with a lot of social frill deadwood is an expensive business all around.

* * * *

A GENTLEMAN of Lebanon asks me if it would be illegal for brothers to serve in Congress at the same time.

No, the Constitution erects no bar against brothers. Pennsylvania had a notable instance of two brothers in Congress at the same time—one a Senator, the other a Representative.

A near rival for high offices held by the Adams family in Massachusetts, and the Bayard family in Delaware has been the Findlay-Shunk-Brown family in Pennsylvania.

William Findlay, of Franklin county licked the redoubtable General Joseph Heister, of Berks county, for Governor of this State. Then Heister later beat Findlay.

But Findlay was sent to the United States Senate and while there his brother, John, was also a Representative in Congress.

William Findlay was State treasurer eleven years and when a State Legislator introduced a bill to locate the State Capital at Harrisburg.

* * * *

FINDLAY'S son-in-law was Governor Francis Shunk, of Pennsylvania.

The latter's grandsons are Francis Shunk Brown and William Findlay Brown, one attorney general of Pennsylvania, the other assistant district attorney of Philadelphia.

And only last month Francis Shunk Brown, Jr., became a judge. The elder Brown brother's father, "City Charlie" Brown, was a leader in the convention of 1838, which made the second constitution for Pennsylvania.

One of those fine old mansions of Colonial mould which still dot this State is the Findlay homestead in Franklin county, which produced such other eminent men as President Buchanan and Colonel Thomas A. Scott.

* * * *

FROM its column, "Fifty Years Ago Today," in the West Chester Local News, I read of the death of Mrs. Lydia Pyle. That was in 1878.

To Chester countians and many in other parts of America Lydia Pyle was another name for the perfect ice-cream.

Older residents of West Chester tell me that her fame was prodigious. Easton once boasted a similar superiority in Abel's ice cream.

The prettiest girl in all Northampton county once dispensed that confection in Abel's shop, which made it a magnet for Lafayette College students.

In that day Easton's only rival to that ice cream was Billy Walter's beer and the miniature pretzels which boys carried to the theatres in their hats.

* * * *

Record 2-26-1928

The Centenary of Judge Richard Peters

The Village Poet who bursts into song on this page every Saturday "smote his bloomin' lyre" yesterday in praise of a distinguished son of Philadelphia who is too little known to—and much too little honored by—his fellow-citizens of this day. Philadelphia now has the opportunity of making some slight amends for its past indifference to the sterling character and the many meritorious achievements of the Hon. Richard Peters, for August 22 of this year will mark the one hundredth anniversary of his death at his ancestral seat, Belmont Mansion, in Fairmount Park.

Very few of those who visit Belmont nowadays know anything at all about the interesting man who was born there in 1744 and made it his hospitable home for 84 years. Even those who do possess some hazy knowledge of the fact that one Judge Peters did once reside there have no real conception of who Richard Peters was and what he did for his city and his country. Yet scarcely any of his contemporaries is more deserving of grateful and affectionate remembrance. It is particularly worth recalling that when most of the members of the Philadelphia bar went over to the side of the King in the early days of the Revolution, this young man, already eminent in his profession, remained true to the cause of the colonies. It is much to his credit, too, that when he caught Benedict Arnold applying to his own use certain army funds entrusted to him, the attempt of Peters (then Commissioner of War) to stop this robbery led to an open quarrel between him and the man who subsequently disclosed himself as arch-traitor.

If neither his city nor his country should care now to pay decent tribute to his memory there are several institutions which might make it their business to do so. The University of Pennsylvania might be glad to honor its distinguished graduate, who was one of its trustees (1788-91); the financial world might recall him as one of the few who in 1780 subscribed $25,000 to the Pennsylvania Bank; the Philadelphia Agricultural Society might be pleased to remember him as its founder and first president, and the Philadelphia bar could afford to honor him for many things, but chiefly for his rich contributions to the maritime jurisprudence of this country.

Some sort of tablet, certainly, should be set up at Belmont to acquaint the public with the main excellencies in the character and career of Judge Peters.

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Nothing
on
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Page

THE BEEHIVE
GERMANTOWN, PA.

(REGISTERED U. S. PAT. OFFICE)

In the Interests of "Germantowners for Germantown." Founded by the First and Foremost of All Germantowners, Francis Daniel Pastorius, in 1696.

Published by FLEU & FETTEROLF, 5954 Germantown Avenue.

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When and Where Germantown Came in First

First in Good Citizens

DR. CHRISTOPHER WITT

BY THOMAS G. PARRIS

DR. CHRISTOPHER WITT, in every acceptation of the term, was a "First Citizen" of Germantown—one of the early "citizens" who distinctly influenced his time—so much so, in fact, that much that he accomplished is recorded on the pages of history. Watson in his "Annals" makes mention of Dr. Witt, John Bartram in his correspondence frequently alludes to him, and several of the later historians devote considerable space to his life and accomplishments. A brief study of the life of Dr. Witt and his "Firsts" for Germantown will help us much in our endeavor to "broadcast" our doctrine of "Germantowners for Germantown." It is our feeling that by making such a study we shall inspire our present "First Citizens" to work harder than ever for our Dear Old Town, and furthermore that they will inspire our coming "First Citizens" to emulate the example they set.

ST. MICHAEL'S CHURCH—On "Spook Hill."
Place of Burial of Dr. Witt.

Dr. Witt Joins the Hermits

Dr. Christopher Witt was born in Wiltshire, England, in 1675, and came to America in 1704. The first we hear of him is of his association with The Hermits of the Wissahickon. This religious sect had settled on the east side of Hermit Lane, about midway between Ridge Road and the Wissahickon.

From Germantown this region may be reached easily, either by foot or auto, by turning into Hermit Lane from Wissahickon Drive. Up and down hill the trip leads through the beautiful country of the Wissahickon until a deep glen is noted to the left. One knows when the proper place is reached, for a large mansion, well named "The Hermitage," sets back several feet below the road. Still many more feet below the road in the glen is the exact place where the Hermits practised and taught their religious beliefs. "The Hermitage" was built by Mr. Ewan Prowattain and is now occupied by Mr. Thomas S. Martin, Secretary of Fairmount Park Commission. Through the care given the property by Mr. Martin, the house and grounds have become a beautiful show place. Yet the many attractions have been preserved, even the original paling fence is still in place and adds to its general appearance. This, of course, is private property, and if one visits it, care should be taken first to get permission to go upon the premises.

The Hermits' Cave

Back of "The Hermitage," on the way down the glen, is a smaller house, now occupied by the caretaker of the property. A careful inspection of this house, now two stories high, will disclose the fact that, in all probability, the first story is the old log cabin used by the Hermits. Further back of this house, in the deepest part of the glen, one can seek out the site of the old cave of the Hermits, used by them to seclude themselves from the world in order that they might study,

JOHANNES KELPIUS
Reproduction of Dr. Witt's First Oil Painting in America.

meditate and practice the teachings of the Word of God as they were able to interpret it.

We take the time and space to treat of the Hermits, and their place of abode, for Dr. Witt lived with them for four years, and they had an incalculable influence on him and he on them. He was one of their leading interpreters to the outside world. The members of this sect had emigrated from Germany on account of religious persecution. We first find them in London, then in 1694 in America. After they landed in America they stopped in Philadelphia, and chronicles tell of the peculiar impression they made on the Quaker inhabitants of Philadelphia as they walked two and two along the city streets in their religious garb. Their leaders first called on Benjamin Fletcher, Governor-General of Pennsylvania, for the purpose of taking the Oath of Allegiance. During one of the few nights they remained in Philadelphia, they journeyed to a hill outside the confines of the city, where the rites incident to St. John's Eve were performed. Early one morning they started their walk up Second Street, through Fairhill, and, after four hours, reached the settlement of "Germanopol," as Germantown was then called.

It is said that they were disappointed to find that their brethren, whom they sought out in Germantown, were to a great degree neglecting their religious observances. This probably accounts for their passing on through Germantown in order to seek seclusion in the glen and cave already mentioned. The Pietists, as they were called in the Old World, now became The Hermits of the Wissahickon.

The Mystic Practices of the Hermits

The Hermits were under the direct influence and teaching of Johannes Kelpius. They came to America that they might enjoy the religious freedom offered. They soon began the practice of their mystic beliefs which had been handed down to them from their ancestors. Many are the traditions and tales told of their practices in Germantown and throughout the country.

They were exceedingly devout, and developed much mysticism in their interpretation of Holy Writ. They were looked upon as sorcerers and fortune tellers. Their leader used the divining rod to help in their incantations, and the more complex horoscope was used by them in their casting of nativities. The use of this instrument required considerable mathematical and astronomical knowledge. Through the horoscope, together with their occult science and religious teachings, the life and fortunes of infants were foretold at birth. The proper time and season to hold approaching important events, it was thought, could be selected through such forecasting. Sachse, in "The German Pietists of Pennsylcania," gives an interesting account of the use of this instrument: "As an illustration how the horoscope entered into local affairs, there was formerly a tradition current, and which is recorded in one of the Ephrata manuscripts, that prior to the laying of the foundation stone (grund stein) of the Swedish Church at Wicacoa, Selig, at the request of the Swedish pastor, first cast a horoscope to find a proper day for the commencement of the building, so that its completion should be assured. Whether the old tradition that the day and site were selected by occult calculations of the Mystic Brotherhood on the Wissahickon be founded upon fact or not, the day certainly was an auspicious one, as the old church, after a lapse of two centuries is still in constant use, and is now the oldest and most venerable sanctuary in the Commonwealth of Pennsylvania." After the death of Kelpius in 1708, the sect of The Hermits of the Wissahickon was broken up. Gottfried Selig succeeded Kelpius, but did not hold them to-

gether as well as Kelpius. Dr. Witt about this time moved to Germantown and first lived in a house on Haines Street, but soon moved to the lands of Christian Warner, in the vicinity of Germantown Avenue and what is at present High Street.

Dr. Witt Influences His Contemporaries

All that has been written about the Hermits relates very definitely to Dr. Witt, for, as has already been said, he was one of them—their beliefs were his beliefs, their doings were his doings. Dr. Witt was a diviner, magus, a conjurer, or, in common parlance, a fortune teller. Like the other leaders of the sect, he could cast nativities by the use of the horoscope. This ability, coupled with his great knowledge of medicine and the use of herbs, gave him a commanding position among men of his time. His religious zeal made a definite impression on his contemporaries. In the correspondence of John Bartram, the noted Philadelphia botanist, and Peter Collinson, equally noted in England, reported by Dr. Wiliam Darlington, frequent reference is made to his teachings and capabilities. We read, under date of December 10, 1745, in a letter of Dr. Bartram to Peter Collinson: "According to our friend Dr. Witt, we friends that love one another sincerely may, by an extraordinary spirit of sympathy, not only know each other's desires, but may have a spiritual conversation at great distances one from another. Now if this be truly so—if I love thee sincerely—and thy love and friendship be so to me—thee must have a spiritual feeling and sense of what particular sorts of things will give satisfaction; and doth not thy actions make it manifest, for, what I send to thee for, thee hath chosen of just such sorts and colors as I wanted. Nay, as my wife and I are one, so she is initiated into this spiritual union, for thee has sent her a piece of calico so directly to her mind that she said that if she had been there herself, she could not have pleased her fancy better."

Truly in these days of radio we may exclaim: "What a far-seeing man was Dr. Witt!" Nearly two hundred years ahead of his time! Even the wife of Dr. Bartram was "initiated into this spiritual union"—could "listen in," we take it.

But again we read, under date of June 11, 1743: "I have lately been to visit our friend Dr. Witt, where I spent four or five hours very agreeably —sometimes in his garden. So, being satisfied with this amusement, we went into his study, which was furnished with books containing different kinds of learning, as Philosophy, Natural, Magic, Divinity, nay, even Mystic Divinity, all of which were the subjects of our discourse, within doors,—which alternately gave way to Botany, every time we walked in the garden.

"Indeed, to give the Doctor his due, he is very pleasant, facetious and pliant; and will exchange as many freedoms as most men of his years, with those he respects.

"When we are upon the topic of astrology, magic and mystic divinity, I am apt to be a little troublesome, by inquiring into the foundation and reasonableness of these emotions — which, thee knows, will not bear to be searched and examined into; though I handle these fancies with more tenderness with him than I should with many others that are so superstitiously inclined, because I respect the man. He hath a considerable share of good in him."

one who ever enters the Germantown High School as a student should fail to know intimately the life and accomplishments of this truly great and learned man, Dr. Witt. The students through their classes in biography and history should be instilled with the true spirit of research which will lead them to make first-hand investigation of facts relating to Dr. Witt and the many other personages and historical places with which Old Germantown abounded. In the study of Dr. Witt's life a trip to the Hermit Lane region of The Hermitage mansion, a look at the original painting of Kelpius and a visit to "Spook Hill" to see the tombstones of the two Warners and to stand near the last resting place of Dr. Witt would be very profitable. The many tales of ghosts and sprites which inhabited "Spook Hill" in the days of Dr. Witt would thrill and interest the students.

The site of our high school again is well selected, for it will be remembered, according to the June number of THE BEEHIVE, that the successor of Kelpius and a close associate of Dr. Witt — Gottfried Selig — conducted the first school work in Germantown. No doubt this work was under the influence of Dr. Witt. In the June BEEHIVE we read: "The earliest record of school work in Germantown was from a letter of Gottfried Selig, in which special emphasis was laid upon character. Selig was one of the band of mystics living on the Wissahickon. On August 7, 1694, he wrote back to the home country: 'We are now beginning to build a house there, and the people lend us all possible help. We place this to the credit of the public good and expect not a foot's breadth on our own account, for we are resolved, besides giving public instruction to the little children of this country, to take many of them to ourselves and have them day and night with us so as to lay in them the foundation of a stable, permanent character. With them the beginning must be made; otherwise there will be only mending and patching of the old people."

We see what great influence the Hermits had on all phases of life of early Germantown, and Dr. Witt, most eminent of them, has a double share.

First Tower Clock in America

Lastly, Dr. Witt made the First Tower Clock constructed in America. Near Ephrata, in the northern part of Lancaster County, Mount Zion, the home of the Zionistic Brotherhood, was located. The members of this Brotherhood in their beliefs resembled The Hermits of the Wissahickon—in fact, were brethren in The Faith. This brotherhood built an addition to their sanctuary and installed in the tower the clock made by Dr. Witt. One of our most noted historians, at present living in Germantown, doubts that Witt made the first tower clock in America, so we shall quote from Sachse's "German Sectarians of Pennsylvania," Volume I: "This curious clock, bearing the legend, 'C. W. 1735,' may still be seen in the cupola surmounting the old academy facing the Turnpike. It is said that when in running order the clock keeps excellent time. *This is without any doubt* the first tower clock in America of which we have any knowledge. The works now, after the lapse of over a century and a half, are still in fair condition, and if they

So we see that Dr. Witt's "astrology, magic and mystic divinity" were not taken too seriously by Dr. Bartram. We can say without fear of contradition that Dr. Witt was one of the most learned men of his times. He was a noted physician, astronomer, botanist—taught medicine and his religious beliefs to others, and, no doubt, was one of the "First Citizens" of Germantown. After a long and useful life he died at the advanced age of ninety years, in the year 1765. During the last few years of his life he was totally blind, but even after that affliction overtook him he still kept up an active life, as Dr. Bartram tells of Dr. Witt's visiting him when he could hardly tell a leaf from a flower on account of his blind and feeble condition.

Place of Burial of Dr. Witt

In connection with the death of Dr. Christopher Witt, the picture of St. Michael's Church reproduced with this article is of great interest. The two tombstones seen in the picture mark the graves of Christian and Jonathan Warner. Dr. Witt was buried near by. The chancel of St. Michael's Church is built over this portion of the ground. The picture is not a reproduction of a recent photograph, for if one journeys to St. Michael's Church the two tombs cannot be seen in the location noted. THE BEEHIVE suggests that attendance at service in St. Michael's Church will disclose the present whereabouts of the two tombstones mentioned. To the right of the chancel may be seen the tombstones of Christopher and to the left that of Jonathan Warner. Both stones are considerably more than one hundred years old, but the names, dates of death and ages of both men can be traced by carefully following the lettering.

Four "Firsts" of Dr. Witt

So much for our account as it relates to Dr. Witt as a "First Citizen," but in what respect are we indebted to him for some of our "First Things in Germantown"? At least four of our answers to the question "When and Where Germantown Came in First" are directly traceable to him as entirely the result of his labor.

First Oil Painting in America

We have already written of Dr. Witt's association with The Hermits of the Wissahickon and their leader, Johannes Kelpius. He had the greatest admiration for his religious teacher, and through this admiration he was inspired to paint a picture of Kelpius—this picture was the first oil painting in America. Think of it—a doctor, scientist, clockmaker, musician—also an artist. This picture is still in existence and may be seen at the Pennsylvania Historical Society. It was a great inspiration when the writer held a book in his hand and upon opening it saw the oil painting of Kelpius. To think that this painting had been made more than two hundred years ago! Then the yellow and aged pages of the book itself attracted his attention. It is a book of hymns of Kelpius. The hymns had been copied by hand by Dr. Witt. On the left page he copied the German and on the right page the English. The composition of the hymns is by Keplius, but all the writing and the translation are by Dr. Witt. Truly the writing of such a

Continued on Page 18

Continued from Page 5

book would test the patience and religious devotion of any man.

In the reproduction of this picture which illustrates this article it will be noted that Kelpius is shown holding his eye open. He had a disease, *Ptosis,* or drooping of the eyelid, and used this method of keeping his eye open to improve his appearance. Historians agree that this first oil painting of America was painted in a small house on what is now the lawn of the Germantown High School.

First Medical Diploma in America

The eminence of Witt as a physician has been noted already, but the fact that he was probably the first professor of medicine in America and, without doubt, gave the first diploma to his "graduates," has been left till now to emphasize as a "First" of Germantown which can be attributed to him. Many students were trained by him—Christopher Lehman, Christopher Sauer, and, it is said, one, a Jewish young fellow, Jacob, gained great renown and became known throughout Europe as Jacob Philadelphia. It will be interesting to quote the wording of Dr. Witt's diploma in full:

"These may inform all whom it might Concern, That Mr. John Kaighm of Hatnfield, in the Province of West New Jersey hath lived with me (here under named) a considerable time as Disciple, to learn the Arts and Mysteries of Chymistry, Physick and the Astral Sciences, whereby to make a more perfect Discovery of the Hidden causes of More Occult and Uncommon Disseases, not too easily to be descovered by the Vulgar Practice. In all of which he has been very Dilligent and Studious, as well as in the administration of the Medecines and in the Various Cases; wherein his Judgment may be safely depended, upon in all things, so far as he follows my Instructions. And Hope he may in all things answer the Confidence that may be reposed in him.

"Germantown February 20, 1758.

"C. WITT."

First Bontanical Gardens

A third "First" of Dr. Witt was his "Bontanical Gardens," said by most historians to be not only *among* the first botanical gardens in America, but actually *the first,* outranking the renowned one of Dr. John Bartram by ten years. This garden occupied the site of the Germantown High School, and the house which stood on the lawn of the high school, in which Dr. Witt lived, is reproduced on the front cover of this issue of THE BEEHIVE. The Site and Relic Society has erected a stone and tablet on the lawn at Germantown Avenue and High Street to mark the site of the old house. We shall not reproduce the inscription on the tablet, but hope that every reader will make the trip to read the inscription, admire our high school and walk back two blocks to what was formerly called "Spook Hill," but now the site of St. Michael's Church, already mentioned.

Site of Germantown High School

Truly all this is hallowed ground. Could the site for a high school have been better selected? All the ancient atmosphere of learning and culture which emanated from Dr. Witt should be imbibed by the students of the school. Not any

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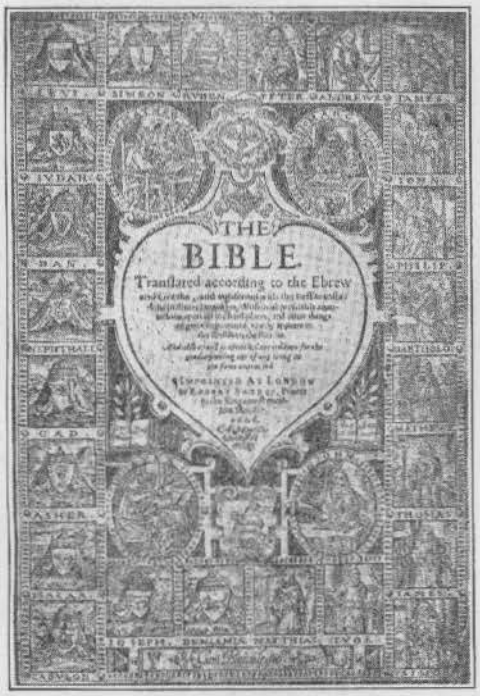
The Old Witt Bible

With a Brief of Title From Dr. Witt to the Present Owner

By Dr. Naaman H. Keyser

THE WITT BIBLE is one of the most interesting copies of the Book of Books. The reproduction of the title page will indicate the fine character of engraving of the year 1606, the date of publication of the Bible. In order that the exact wording may be thoroughly understood, we quote from the title page:



Title Page of Dr. Witt's Bible.

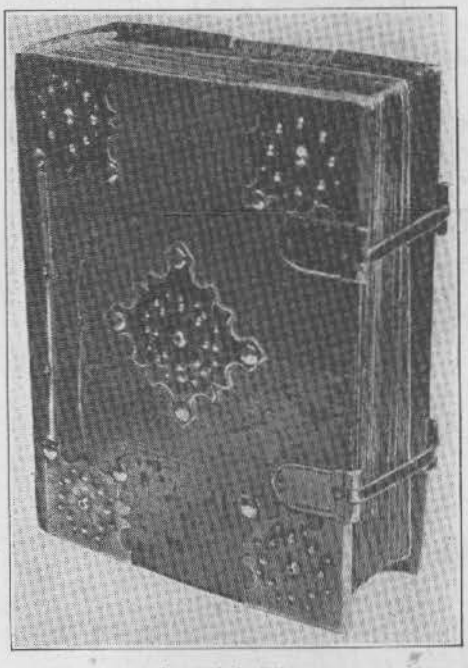
"THE BIBLE

"Translated according to the Ebrew and Greeke and conferred with the best translations in divers languages. With most profitable annotations upon all hard places, and other things of great importance, as may appear in the Epistle to the Reader and also a most profitable Concordance for the reader finding out of anything in the same contained.

Imprinted at London
By Robert Barber printer
to the king's most
excellent majestie
1606
Christopher Witt
His Book."

The Witt Bible, called the Breeches Bible, was printed in London in 1606 from a translation made in Switzerland by the Geneva exiles in 1560. This translation was so popular that one hundred and fifty editions were printed in eighty years. The Breeches Bible is so called as Gen. iii:7 is translated: "They sewed fig leaves together and made themselves breeches," instead of "aprons," as appears in later versions. The Bible herein described was brought to America by Dr. Christopher Witt in 1704. Upon his arrival he joined the theosophical community of Hermits under Johannes Kelpius on the Wissahickon. The Breeches Bible of Witt was used by these Hermits in their various devotions. Upon the death of Kelpius, Witt brought this Bible to Germantown where he settled in a little house on the lands of Christian Warner.

Witt, without doubt, was a great biblical student, as the book is full of annotations made by him. They are written on the margins, very small but clear and distinct, remarkable when we consider that all the "pen" work was done with a quill. Added to the Apocrypha is a manuscript of "A Part of the First Book of Enoch Concerning the so named Egregorii or Watchers Translated out of the Greek." This addition is in Witt's handwriting and is supposed to have been a translation from the Septuagint Greek by Gottfried Selig, a Greek scholar and a member of the Kelpius community.



Dr. Witt's Bible.

Brief of Title

Frequently connoisseurs dispute the authenticity of various works of art and literature. In the case of the Witt Bible the title is passed down from owner to owner through bequests in wills, much in the manner of the passing of titles to houses by deeds.

Let us carefully trace the title of the Witt Bible from the first to its present owner:

Christopher Witt came to America in 1704. His will was made November 7, 1761. He died in January, 1765, and Richard Johnson and Christian Warner 2nd, were his executors. Will Book N, page 277, year 1765. Witt left his books to

Christian Warner 2nd, who died in 1768, and his will is in Will Book O, page 299, year 1768.

Christopher Warner, a son of Christian 2nd, was named after Dr. Witt. He died February 17, 1783, and his son, Jonathan, fell heir to the book. Jonathan Warner was a godson of Dr. Witt and his autograph in the Bible is as follows: "Jonathan Warner's Bible, December 14, 1785, Germantown." Jonathan Warner studied under Witt and was known as Doctor of Physics. He was twelve years old when he autographed the book. He became one of the victims of the Yellow Fever and died December 24, 1793. He made a will in 1793 in favor of his mother, Elizabeth Leibert, formerly Elizabeth Warner—Will Book W, page 694, year 1793. The step-father autographed the year 1793. The step-father autographed the book, "William B. Leibert, his Bibel, Germantown, July 1, 1820." He died in 1824 and Peter Leibert and William Keyser were his executors—Will Book 8, page 195, year 1824. A brother of William Keyser autographed the book, "Jacob Keyser his Bible March 15, 1823."

Dr. Naaman H. Keyser.
Germantown, Pa

Reproduction of Book Plate of Dr. Keyser

The next owner, Samuel Keyser, eldest son of Jacob Keyser, who died July 9, 1866, and in his will, after making various bequests to his children, is one disposing of the Bible: "Item,—I give and bequeath unto my son Naaman Keyser, my old English Bible published in the year 1606, also my book case standing in the back room down stairs." Will Book 58, page 48, 1866. Naaman Keyser died August 9, 1867. Administration Book T, page 23, year 1867. Alexander P. Keyser, the eldest son of Naaman Keyser, came in possession of the book. Alexander P. Keyser placed his father's name and his own autograph in the book. He died November 7, 1893, and his eldest son, Naaman H. Keyser came into possession of the book December 25, 1904. On August 7, 1909, after the death of the mother, who was executrix of the estate, the heirs all signed an agreement to the distribution of the personal effects of the father, and through this agreement Dr. Naaman H. Keyser, 33 High Street, became the present owner of the Witt Bible.

THE WISSAHICKON

By R. Matthias.

(From the Philadelphia Book, published by Key & Biddle, No. 23 Minor Street, Philadelphia, 1836.)

"Its bounding crystal frolicked in the ray,
And gushed from cleft to crag with saltless spray."

—Byron.

It is probable that there are but few individuals residing in the vicinity of Philadelphia, who have not heard, during some interval of business engagements, of Wissahiccon Creek, a beautiful and romantic stream that falls into the no less romantic Schuylkill, about five miles above the city. The stream is visited, statedly, by but a small number of persons, but as it is neither found on any map, nor marked in any gazzetteer that I have ever examined, there may be some apology offered for the indifference to its magnificent scenery, manifested by hundreds and thousands of our citizens, who, although domiciled in its immediate vicinity, have never dreamed it worthy of a visit. So true it is, that there is a proneness in human nature to undervalue the gifts of Providence which are placed within our reach, and to admire and covet those which are located at a distance. Were a fatiguing journey of severa hundred miles necessary in order to enjoy a ramble along the banks of the Wissahiccon, we should then, without doubt, view its placid waters, its sluggish meandering course, its richly covered banks, and its imposing precipices, with the admiration and enthusiasm which scenes of this character never fail to inspire in the minds of those who personally love the untouched works of the hand of Nature. But the delightful little stream courses along within a few miles of our doors, and a ride to its most picturesque views is but an hour's excursion; hence, except to a few whose researches have discovered, and whose good taste enabled them to appreciate the beauty, sublimity and majesty of this stream, it is almost unknown.

But there are persons who have not been thus negligent of Nature's treasures in this vicinity, and to these a visit to the fascinating Wissahiccon calls up remembrances and associations of the most delightful character. To those who enjoy Nature in her majesty—free, uncontrolled, undespoiled of her beauty by the effacing efforts of human skill—there is no spot within a circle of many miles, so rich in imagery, so imposing in appearance, so fascinating in attraction, as the banks of the Wissahiccon. The stream takes its rise from several springs in the upper part of Montgomery county, and flows for a short distance through a limestone country, remarkable for fertility and a high state of cultivation. Thence it passes southwesterly, "a sweet smiling stream sleeping on the green sward," into more undulating land, until it reaches the Chestnut ridge, from which it progresses, at times indolently, and at times with an impetuous current, through a narrow valley, hedged in on either side by high hills, steep and craggy cliffs and precipitous mountains, until it strikes the Schuylkill about a mile above the falls. Along its whole course the scenery of the Wissahiccon is beautiful, but it is the portion lying within four or five miles of its mouth, that is generally regarded as the most attractive, as it exhibits in bolder relief than any other portion, the peculiar sublimity and grandeur of the stream, and the imposing and majestic ledge of rock work through which it passes. It is along this distance that I have been accustomed to ramble, during leisure moments, for years, and it is under the shade of forests of brilliant hue that line its banks, that I have often reclined, and enjoyed, undisturbed, the sweet melody of nature, issuing from the bursting green foliage around me. I love nature with enthusiasm, and whether standing on the bank of a running stream and listening to the sweet gushing sound of its waters, or seated on an eminence overlooking the waving fields of golden fruit that bless the labor of the husbandman; whether enchanted by the Siren song of Nature's minstrels in the springs, or watching the many

colored leaves of the forest as they are borne through the air by the whistling winds of autumn—there is, in the scene before me, absorbing attraction, calling forth reflections which never fail to mellow down the selfish and unkind feelings of the heart, and to shed a peaceful, consoling and happy influence—all pervading and lasting in its impressions—over the heart.

The wild and majestic are, however, the scenes to which I am most strongly attached and which invariably elicit, to a greater extent than those of a softer character, passionate emotions of wonder and admiration. I love to stand at the base of a mountain whose summit reaches the clouds, and to clamber among rocks and under precipices whose projecting cliffs threaten destruction to the hardy adventurer. I love to explore the dense forests of our bold and beautiful hills, and to bury myself in the hidden recesses of nature, where the foot of man has never trod, where the sound of civilization has never been heard. I love to stand at the foot of Niagara, and watch the mighty torrent of a mighty inland sea, hurling its concentrated power into the gulf below, and to gaze deep, deep, into that awful abyss—unfathomable, destructive, appalling. I love to see the elements at war, to hear the rush of the tornado and whirlwind, laying prostrate in their furious course every impediment to their destructive progress, and to witness the fall of the powerful oak and the whirlings of its cleft branches in the sea of matter above, crushing and overwhelming the most formidable obstacles of art. These are the scenes in which the spirit of the enthusiasm revels, and they are scenes which strike the soul with awe, speaking trumpet tongued of the presence of an almighty power! of the omnipotence of his authority, of the insignificance of human effort, and the frailty of human life.

The scenery near the mouth of the Wissahiccon is of a wild romantic and imposing character, beautiful in its ever-varying aspect and interesting in its mystic associations. High hills, occasionally assuming the appearance of mountains, rise on either side, covered with a dense and beautifully variegated foliage. The dogwood, with its beautiful flowers, the chestnut, the locust, the melancholy willow, the sumac, the gum, with its vermillion leaves, and the gloomy hemlock, flourish here in all their native grandeur, and the lofty oak, the father of the forest, stretches out his thickly-covered branches to afford shade and shelter to the weary pedestrian. Wild flowers, in great varieties and numbers, rivalling each other in loveliness, are found in the underwood, giving effect to the drapery of the verdant trees, by enlivening the dark hues of the thickly growing and overshadowed forest. Some of these flowers and plants are of rare quality and surpassing beauty, and far eclipse in attraction many that are cultivated with care and pride in our horticultural gardens. But here they spring up, year after year, in silence and solitude, being literally

And waste their fragrance on the desert air."

In the valley of the stream along the eastern side of which, for a mile or two, a convenient road has been chiseled and scooped out of the sides of the stony hill, the vision is completely obstructed by the imposing banks, and hills rising above hills, on either shore, and but for the unpoetic noise of a laboring mill, and the span of a rude bridge which crosses to a small cavern or clevity in the rocky slope, there would be nothing to betray the presence of man, or to mark the contiguity of human enterprise. Alas! that not one spot—not even the glorious Wissahiccon—bearing the undoubted impress of the hand of the God of Nature—can escape the desolating depredations and officious interference of the onward march of civilization.

The carriage road commencing at the mouth of the Wissahiccon, crosses the stream on a covered bridge, about a mile and a half above, winds up a hill at a considerable evelation and passes over to the Ridge. From the covered bridge access along the creek is obtained by means of a footpath, on the western side, which is marked through the forest, over crags and cliffs, rugged rocks and rooted trees, until it reaches a beautiful green lawn, a little parlor in the wilderness, celebrated as the resort of occasional picnic parties of young ladies and gentlemen from the city, and where, on the grassy floor, youth and beauty have often mingled in the graceful dance, and joined in the

merry song of innocence and gay hilarity. It is a sweet spot, and surrounded as it is, by scenery of the wildest and most romantic character, may, very appropriately, be designated the "oasis of the Wissahiccon." Near this place, immediately on the water's edge, the ruins of an antiquated stone building are discovered, scattered over the ground, and as no trace of the original appearance of the edifice can be found, the imagination is permitted to enjoy free scope in dwelling upon the character and pursuits of its ancient founders. On the opposite side the banks rise up, in many places almost perpendicularly, to the height of mountains, and but few have the temerity to attempt a passage along the course of the stream, as a single false step might hurl them among the dangerous rocks and jutting cliffs below. Here, as well as on the western side, several clivities and caverns in the granite rocks may be found, but it does not appear that they extend to any depth under the massive structure; and here upon the edge of a hill may be seen the point at which it was some time since proposed to throw a bridge over the stream, to carry across the railroad from Philadelphia to Norristown. The projectors of the scheme reached thus far in their onward progress, but in casting a glance over the precipice into the gulph below, were struck with dismay at the formidable obstacles which appeared, and prudently abandoned the hazardous and wildly conceived undertaking.

Near Garsed's flax mill the footpath crosses to the eastern shore of the stream, on a rude log chained to an adjacent stone, and passes up through a forest overhanging the sluggish waters, and through a thick underwood, which, in some places, is almost impenetrable. Occasional openings in the dense foliage, which become more frequent as the pedestrian progresses up the stream, afford highly picturesque and enchanting views of the surrounding hills, such as those who appreciate nature in her majesty, would journey miles upon miles, and endure pain and fatigue without murmuring, to behold. In every direction the scenes unfolded to the eye are rich and enchanting beyond description, and reminds the visitor who associates therewith ideas of intellectual pleasure and enjoyment, of the beautiful lines of the poet:

"Dear solitary groves where peace does dwell!
Sweet harbors of pure love and innocence!
How willingly could I forever stay
Beneath the shade of your embracing greens
List'ning to the harmony of warbling birds,
Tun'd with the gentle murmur of the stream;
Upon whose banks, in various livery,
The fragrant offspring of the early year,
Their heads, like graceful swans, bent proudly down,
Reflecting their own beauties in the crystal flood."

One of the most interesting spots on the Wissahiccon is in the immediate vicinity of the great perpendicular rock of granite opposite Rittenhouse's Mill. Here the dark shadows of the hill fall, with beautiful effect, upon the gurgling stream, and the rich and deep woodland foliage, the tangled shrubbery, redolent of fragrance, the towering cliffs on the one side, and imposing hills and dales on the other, give to the place a charm and fascination which the reflecting mind may enjoy, but of which it is impossible to convey with the pen, any accurate description. It was near this enchanting place, on the sun side of a high hill, as is currently believed, that Kelpius and his friend, scholars of Germany, located themselves about the close of the seventeenth century, and where for years they dwelt in quiet and religious meditation, awaiting with anxious prayer, the coming of the "Lady of the Wilderness," and where they died, as we now know, "without the sight." It was here that, at a period long anterior to the arrival of Kelpius, the untamed monarch of these wilds, came to enjoy the rich treasures of nature, and to worship in silence, the goodness and bounty of the Great Spirit. It was here, perhaps, on the summit of this very hill, that the original owners of the soil assembled for the war dance and to make preparations for a furious and bloody

contest; or mayhap it was here that the chief of different tribes assembled to bury the hatchet of war and to smoke the calumet of amity and peace. Perhaps it was here that the noble young warrior, flushed with the honors of victory, stole silently at the midnight hour, to breathe his tale of love and his vows of devotion, into the ears of his blushing and affianced bride; and surely no spot can be found, in the whole range of our wide spread territory, so suitable for scenes of this character. Here is the abode of romance; here the spirit of nature holds undisputed sway—and here, among these rugged rocks and in this dense foliage—by the side of this poetic stream, with its associations of woody heights and shady dells—it is fitting that pure and holy vows of love should be uttered, where Heaven, in every leaf of the forest, in every blade of grass, may be called upon to bear witness to their sincerity and truth.

But the Wissahiccon has fallen into other hands. The untutored savage no longer strolls over these silent mountains and vales, for his abode has been removed far away, beyond the western waters. The bones of his warrior father lie bleached and neglected in the depths of the valley, for the high-bounding spirit of the son is tamed, by the contaminating influence of civilized brethren. The active deer no longer bounds over the hills and dales of the Wissahiccon, for he has been driven to more sequestered abodes. The stream is, however, much the same—its placid waters are still baeutiful as mirrors—its shores are still romantic—its groves are still enchanting—and so may they ever remain, undisturbed, untouched by the dilapidating hand of man! The place should ever be reserved as a refreshing retreat, where the soul may be uplifted in devotion, and the heart gladdened in sweet contemplation—where no sound shall be heard but the notes of melody and joy, in delightful unison with the tones of murmuring rill—

"To sit on rocks, to muse o'er flood and fell,
To slowly trace the forest's shady scene,
Where things that own not man's dominion dwell,
And mortal foot hath ne'er or rarely been;
To climb the trackless mountain all unseen;
With the wild flock that never needs a fold;
Alone o'er steeps and foaming falls to lean;
This is not solitude—'tis but to hold
Converse with nature's claims, and see her stores unrolled."

Two or three miles above the perpendicular rock, on the eastern shore of the stream, and in a spot equally beautiful and romantic, stands an edifice of great antiquity, connected with which there are a number of interesting associations. It is built nearly on the summit of a slope that stretches into a ravine, walled in on three sides by elevated hills, thickly covered with foliage. The building is of stone, three stories high, with numerous windows, four to each chamber, of uniform size and appearance; sixty years ago there was a balcony around the second story, and the old-fashioned eaves, plastered in semi-circular form, still to be seen, exhibit the architectural taste and style of a past century. The date of its erection is supposed to be the year 1706, and its founders a society of religious Germans, probably known as Pietists or Seven Day Baptists, who no doubt selected this secluded situation in order to secure peace and quietness in their religious devotions. Many of the aged inhabitants of the neighborhood remember this monastery, as a building of unchanged appearance, even from the days of their boyhood, and some have connected therewith curious traditions of romance and legends of mystic tale. Notwithstanding the edifice has lately undergone a thorough alteration, and is now the permanent residence of a highly respectable and very intelligent family, it still bears the reputation of being visited by spirits.

The fact of this building having been occupied as a monastery, by a brotherhood of Germans, is, however, involved in doubt. One tradition alleges, that it was tenanted, for some time, by a fraternity of Capuchins, or White Friars, who took upon themselves vows of abstinence and poverty, and who slept upon wooden or stone pillows,

with places scalloped out for the head. In confirmation of this tradition, an ancient burial place near the premises, now under tillage, is pointed out, where repose the remains of many of the brotherhood. Another and more probable story is, that the building was actually erected for a religious society, professing a faith similar to that of the Seven Day Baptists at Ephrata, near Lancaster, but never occupied, as those for whom it was designed deemed it expedient to leave the neighborhood and join the settlement at Ephrata. The Chronica Ephrata expressly states that previous to the formation of that community, in May, 1733, they had dwelt in separate places as hermits, and "the hermits of the Ridge" are frequently mentioned. That there was a feeling of affection between these hermits and the brotherhood in Ephrata, is beyond all doubt, as the Chronica, in another place, speaks of some brothers of single devotedness at Roxborough, "who subsequently fell in with the spirit of the world and married."

Kelpius, probably the first of the hermits on the Wissahiccon, died in the year 1708. He was succeeded by Seelig, who survived him many years, and who was contemporary with Conrad Matthias, another recluse, whose cave was near the Schuylkill. Tradition speaks of these Germans as being men of undoubted piety and great learning. Kelpius wrote several languages, and his journal, in Latin, is now in possession of a distinguished antiquarian of Philadelphia. He waited the coming of the "Lady of the Wilderness"—the "woman clothed with the sun, and the moon under her feet, and upon her head a crown of twelve stars," spoken of in the Scriptures, as having "fled into the wilderness, where she hath a place prepared of God, that they should feed her there a thousand two hundred and three-score days" (Rev. XII). We may wonder that such a man as Kelpius should labor under a delusion of this character, but those who will visit the spot he selected for his "prayerful waiting," will agree with me in opinion that it was singularly well-chosen to harmonize with and foster his eccentric views and romantic religious expectations.

There is another interesting legend, connected with the monastery on the Wissahiccon, which I feel inclined to allude to, if I may do so without being held responsible for its veracity. It is a tale of unhappy love, and relates to a young, beautiful and accomplished French lady, who followed her lover to the Indian wars, who fought in disguise by his side, and who closed his eyes when he fell at her feet, mortally wounded. Being subsequently admitted, for temporary shelter, into the monastery, she passed a day or two in unavailing grief, and died heart broken at the loss of all she held near and dear on earth. The particulars of the melancholy fate of the beautiful Louisa, I may hereafter unfold to the reader, but I beg my young friends who may discover the mound which covers her remains at the foot of a weeping willow, washed by the gurgling stream, to shed a tear to the memory of one whose beauty and virtues deserved a happier fate.

I have thus attempted to give a sketch of the ever-delightful Wissahiccon, and to cast a hasty glance at a few of the prominent incidents with which it was once associated. If I have failed to excite interest in the mind of the reader, let him not hesitate to attribute the circumstances to the feeble powers of the writer, rather than to the paucity of the subject to which his attention has been called. Beautiful and magnificent beyond comparison are the picturesque views of this romantic stream, and for ages to come may its crystal waters continue to course through the valley, affording peaceful enjoyment to the pedestrian on its banks, and unqualified delight to those who may ramble through its attractive forests.

RITTENHOUSE FAMILY—

In 1688 William Rittenhouse who, with his two sons. Claus and Garrett, and daughter Elizabeth, came to Germantown from Holland. Two years after William purchased twenty acres of ground on the Wissahickon, where he built the first paper mill erected in America. William Rittenhouse and his father before him, were paper makers in Holland. His paper mill was bordered on Paper Mill Run, a few hundred feet west of the old David Rittenhouse birthplace, still standing on Lincoln Drive in Fairmount Park.

In 1693 William Rittenhouse added one hundred acres to his land, adjoining the first purchase of twenty acres, on the Wissahickon. Some years afterward he purchased additional land, until the total aggregated several hundred acres, extending from the Schuylkill river to Mt. Airy. Part of this ground, located on Wissahickon avenue, southeast of Rittenhouse street, is still in possession and occupancy of he Rittenhouse family, whch makes the continuous occupancy and title direct in the Rittenhouse family one hundred and twelve years. This is a longer period than any other family has held ground in the city of Philadelphia, and the probabilities are that this particular plot of ground will remain in the Rittenhouse family for many years to come.

It is seldom that famous old buildings closely associated in the past are connected with the history love of to-day. Yet the fact that the first pastor of the First Mennonite congregation of Germantown built and lived in the original Rittenhouse homestead, on Rittenhouse street, just off Wissahickon Creek, shows how closely these old buildings were united in the Colonial days.

It was in 1688 that William Rtitenhouse, the first of the name, arrived in Germantown, and made a name for himself, not only from the fact that he was the first paper maker in America, but that he was the first Mennonite preacher in he colonies. David Rittenhouse, whose name is more frequently connected with the old Rittenhouse homestead, was the grandson of William Rittenhouse, David being the oldest son of Nicholas, who was the youngest son of William. It was during the life of David Rittenhouse that the cluster of houses sprung up along the roads surrounding the Rittenhouse homestead, and formed the settlement that formed Rittenhouse Town.

When William Rittenhouse arrived in 1688, the village of Germantown had grown to forty-four families, twenty-eight being Friends, and the other sixteen of other religious faiths, largely Mennonites. Intimately associated with these there was a religiosu sect known as the Pietists. They originally came from Germany. On February 13, 1694, they embarked from London on the ship "Sarah Maria," for Pennsylvania. After many adventures on the ocean, they entered the Chesapeake and landed the immigrants in Maryland, from whence htey journeyed overland to Pennsylvania. These men, with Johannes Kelpius, as their superior, took up their residence on the Ridge, as the high land between the Wissahickon and the Schuylkill is called. Here they built a tabernacle of logs, and spent their time in seclusion, religious devotion, and the study of the occult stars.

During the voyage to America, John Kelpius, afterwards known as the Hermit of the Wissahickon, kept a journal in Latin. The war existing between England and France made the passage of unprotected ships across the sea a venturesome undertaking, and so the "Sarah Maria" lay by for some weeks to await the convoy of a fleet. On the 15th of April she got away in company of eighteen vessels, most of them carrying the Spanish flag. As their destination was not Philadelphia, in about a week they all, with the exception of the "Providence," an English vessel, left the "Sarah Maria." On the 16th of May three French sloops, carrying respectively twenty, ten and six guns, hove in sight. The English repelled the attack, finally capturing the smallest of the aggressors, which had been disabled. On the 23d of June they arrived in Philadelphia ,going to Germantown the following day.

5th Bulletin Feb. 11-1928

Men and Things

Civil Service Provisions of the Charter Act of 1919 Relegated to the Category of Blue Laws and Nullification is the Accepted Order

BLUE laws—statutes or ordinances out of tune with the times and more often ignored than honored, as to letter or original purpose—were not all passed in the early days of the last century. A sample of this sort of law, the strict enforcement of which would make blue—and also blooey—a present more or less popular program, was enacted by the Legislature as late as 1919, and moreover was hailed as the gospel of good government for Philadelphia.

Section 23 of the so-called Charter Act of 1919 contains, among other provisions, the following:

"No officer, clerk, or employe of any city of the first class or of any department, trust, or commission thereof, shall serve as a member of, or attend the meetings of, any committee of any political party, or take an active part in political management or in political campaigns, or use his office to influence political movements, or influence the political actions of any other officer, clerk or employe of any such city, department, trust or commission.

"No officer, clerk or employe of any city of the first class shall in any way or manner interfere with the conduct of any election, or the preparation therefor at the polling place, or with the election officers while counting the vote or returning the ballot-boxes, books, and papers to the place provided by law for that purpose, or be within any polling place save only for the purpose of marking and depositing his ballot as speedily as it reasonably can be or be within fifty feet thereof, except for purposes of ordinary travel or residence, during the period of time beginning one hour preceding the opening of the polls for holding such election and ending with the time when the election officers shall have finished counting the votes and have left the polling place for the purpose of depositing the ballot boxes in the place provided by law for that purpose."

Section 16 declares that

"No person in the classified service or seeking admission thereto shall be appointed, promoted, suspended, reduced or removed, or in any way favored or discriminated against because of his political or religious opinions or affiliations. No inquiry in any application, examination or investigation shall relate to the religious or political affiliations of any person."

It is to laugh, generally. The Blue Law of 1919 is, openly, a joke, even though it is given sufficient recognition to keep the Mayor from accepting the honor of being a delegate to a national convention, and to force members of the Republican City Committee taking luxurious berths in the Municipal Cabinet to give way on the City Committee to their lieutenants.

For the most part, the purpose of the law is ignored, and the present Administration is avowedly of and by the Organization, though declared to be for the people. Appointments are to be made by and with the advice and consent of the ward leaders. Formal questionnaires submitted to all jobholders require a statement as to their sponsor—political sponsorship being in all minds. And when a sweep in and around the bureaus is made necessary by the City Controller's reminder that payroll accounts have been overdrawn, there is a hurrying and scurrying among the political sponsors to know why their "men" have been disturbed and to find some means and place by which they can be restored. One ward leader was quoted yesterday as bewailing the fact that eleven of his division committeemen—city employes serving on political committees—had been discharged, but expressing confidence that he would be able to get them back somewhere.

Nullification, whether of Eighteenth Amendment and Volstead act, or of century old Sunday laws, has not gone farther than in this scrapping of nine-year-old municipal virtue. But nobody appears to object, and Mayor Mackey is under obligation of his personal guarantee to demonstrate that a politician can be as good a public administrator and servant as any one, and that an Administration of Politicians can be as satisfactory as the ideal of the Civil Service Law. From present indications it appears that the law is to be suspended for the purpose of this demonstration and test.

* * * *

ISAAC KRALL—"Chief," they call him—the eighty-five-year-old engineer of the New York Edison Company, who is to be the guest of honor at the gathering of the Edison Pioneers in New York tonight, is a native of York, in this State, a Pennsylvania Civil War veteran, and for a time was an erecting engineer for a Philadelphia contracting firm for several years.

York Farm Boy One of Edison "Pioneers"

The Edison Pioneers are a group of former associates of Thomas A. Edison, who annually observe the birthday of the Wizard. Full members must have been associated with Mr. Edison prior to 1886, associate members dating between that year and 1900, while sons of Pioneers are eligible as descendent members.

Mr. Krall, whose present home is in Clinton, N. J., was born in York county, Pennsylvania, on April 26, 1843. He attended school and worked on his father's farm until nineteen years old, when he became an apprentice millwright with his uncle, working his way up to be foreman. He quit this position to enlist for three months in the 48th Pennsylvania Regiment, and following this enlistment he enlisted again, this time with the 200th Pennsylvania Volunteers, Third Brigade, Third Division of the Ninth Army Corps of the Army of the Potomac. He saw active service at Ford Steadman, the siege of Petersburg and the surrender of Appomattox.

After the war he returned to York, Pennsylvania, where he was a millwright for three years. He then entered a machine shop as a machinist, and after working with various concerns went with H. M. Siple & Company, of Philadelphia, where he was an erecting engineer for two years.

In May, 1889, he entered the employment of The Edison Illuminating Company of New York as chief engineer of the 39th Street station. He was transferred to the Old Pearl Street station on May 23, 1890, as chief engineer to succeed Louis McKenna, who was the first chief engineer. He rose with the company until he became chief engineer of steam equipment of the First District Operating Department. He is still on the list of active employes, being now attached to the staff of the First District Operating Department of the company.

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ABRAHAM LINCOLN was frank and sincere when in 1848 he wrote to Hon. Solomon Lincoln, of Hingham, Massachusetts, "We have a vague tradition that my great-grandfather went from Pennsylvania to Virginia and that he was a Quaker." The vagueness of the Quaker ancestry of the martyr President has always existed. If his great-grandfather, who was John Lincoln, son of Mordecai, was a Quaker, it is definitely fixed that John's sister Mary was not. John and Mary Lincoln were two of the children of Mordecai Lincoln, ironmaster, who came from Scituate, Massachusetts, to Monmouth County, New Jersey, thence to Chester County, Pennsylvania, where, in 1725, he sold out all his "mynes and minerals, forges, etc."

Lincoln's Quaker Traditions

Mary Lincoln by her marriage in 1741 to Francis Yarnall, a member of the Society of Friends, at the Exeter Meeting then in Bucks but later Berks County, Pennsylvania, no doubt created some of the "vague tradition" about which President Lincoln wrote. Yarnall was the grandson of Francis Yarnall who, with his brother Philip, left England and settled in Chester County, Pennsylvania, in 1683. They immediately became members of the Darby Meeting, Society of Friends. From Philip are descended the members of the present Yarnall family in Philadelphia, and from Francis come the present Northumberland County Yarnalls. In 1740, the second Francis requested and obtained a removal certificate from the Goshen Meeting in Chester County and was received into the monthly meeting at Exeter. The next year he married Mary Lincoln, for which act he was testified against and complained of at the monthly meeting for "going out from us in marriage and taking an oath publicly";—"whereas Francis Yarnall of Exeter having but a short time past requested of Friends to let him come under their care, which was granted him, but for want of being so careful to mind the gift of God in himself as he ought to have done, he went to vain pastimes and took a wife of another persuasion, and took oath before Magistrates; yet notwithstanding what hath been acted by him, Friends' care over him at several times hath been to bring him to a sense of his condition, but all seeming to work no contrition in him, therefore, for the clearing of truth and he professors thereof, it is the sense and judgment of this meeting to give this as a testimony against him for his disorderly proceedings, until he gives proof of his unfeigned repentance, which in

the love of God we heartily desire for his soul's sake."

This would seem to dispel the idea of Quaker lineage in this generation, at least, of Lincoln's ancestry.

* * * *

DEFINITE commitment of the city to the Ridge avenue extension of the Broad street subway suggests a direct high-speed service to the northwest section that ought not to be lost sight of in the final arrangement of the plans. Long ago a high-speed line was promised to northwest Philadelphia, with arms extending to Germantown and Roxborough. In the earlier plans provision was made for a subway under the Parkway to Twenty-ninth street, then to be carried over an elevated structure up Twenty-ninth street to Hunting Park avenue, from which point two lines were to branch, one to Roxborough over the Henry avenue bridge, which the city is now to build, the other to Chelten avenue and thence to the business centre at the intersection of that avenue with Germantown road. The cost figured then at about ten million dollars, much less than the work would cost today. The northwest residents made their fight for the line and secured the inclusion of an item of $7,500,000, for the Parkway route, in a general transit loan bill.

Ridge Avenue Speed Line to Roxborough

In the emergency which arose for the provision of Sesqui-Centennial funds, the Roxborough citizens were persuaded to waive their claim to that loan assignment and, by popular vote, that money was transferred to Sesqui account. But there was a definite promise that it should be replaced with a new loan for the original purpose. Roxborough has not abandoned its dreams of high-speed service to the city, and there is as much need as ever for it to meet the realty development and opportunity in that section.

Whatever advantages the Parkway had as a direct subway route to the centre of the city is matched by the advantages of Ridge avenue in that respect. The region to be served is thickly populated, traffic density is already marked on the surface lines serving the section, most of them running into the shopping district east of the City Hall between Arch and Locust streets, and the prospective earnings of either an overhead or underground high-speed line on the Ridge road would seem to warrant the investment. Were such a line provided, over the Ridge, from Germantown and Roxborough, with direct service to Eighth and Walnut, and transfer service, at Broad and Fairmount avenue, to the north and south line on Broad street, the proposed stub-end Ridge avenue spur would have greater value.

* * * *

Ledger
7 Feb 12-1928

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THE LINCOLN LEGEND WRONGS ITS HERO

IT HAS been a long time, as men measure time, since they buried Lincoln at Springfield on the prairies not far from the Sangamon. As history records time, it has been only a little while in the life of a nation, but it has been long enough for the growth of the Lincoln Legend.

This legend was taking shape before his death. On this, the 119th anniversary of his birth, it continues to grow. In many ways it has distorted the actual figure of the man. There has been a half-unconscious exaggeration of the poverty, the toil and the sorrow of his life. It has been forgotten that the boyhood of Lincoln, with its hardships, its griefs and its shadows, was the boyhood of thousands of other Americans of his time along the raw frontier.

In our own day, which has gone just a little mad on the subject of education, his lack of formal schooling has been overemphasized. In a time when a great part of the population spends anywhere from eight to twenty years in the classroom, laboratory and lecture hall, the less than one year spent by Lincoln in the schoolroom makes him seem an unschooled and unlettered man.

Lincoln, in fact, was a student all the days of his life. In many ways he was one of the most soundly schooled men who ever came to the White House. By the light of a log-cabin fireplace in Indiana he came to know the Bible, the Fables of Aesop and Pilgrim's Progress. He had a hunger for books. He read Robinson Crusoe, at least two lives of Washington, a history of the United States and the Revised Statutes of Indiana before he emigrated into the Sangamon country of Illinois.

Upon these books as a foundation he lifted the structure of his self-schooling. This ranged from elementary grammar and rhetoric to Euclid and Blackstone. Any young man of 1835 who had read Byron, Burns, Hood and Shakespeare, who knew Gibbon's Rome, the ancient history of Rollins, Prior's Life of Burke, Paine's Age of Reason and the works of Voltaire could hardly be described as an ignorant backwoodsman.

His study, directed for years by three men, one a student and philosopher, one a schoolmaster and one a college-bred scholar, included surveying, natural history and a great mass of material bearing upon the slavery issue. He found time to read Paley's Natural Theology, the sermons of Channing, the works of Theodore Parker, the Life of Henry Clay, Franklin's Autobiography, Volney's Ruins and many other books that had reached the frontier.

With Blackstone's Commentaries, salvaged from a barrel of rubbish, he began the study of law. He completed much of this study from books borrowed from a lawyer's office twenty miles away over the sometimes muddy, sometimes dusty and always primitive prairie roads, but that study was completed. When Abraham Lincoln was admitted to the bar in 1837 he was not without culture.

Woven into and through his reading were the lessons of human experience gained on the river, in the woods, by log-cabin hearths and as a soldier, a surveyor and a country storekeeper. Life was his university, teaching him to interpret human questions in terms of humanity.

Seen against the background of New Salem and the prairie wilderness, the State papers of Lincoln, his inaugural addresses and his Gettysburg Speech may seem miraculous. There is neither mir-

acle nor mystery in them. They were shaped by years of self-schooling, experience and discipline. The Lincoln Legend wrongs its hero when it makes him a man unschooled and unlettered. There was a man who served his apprenticeship in the literature of the race as well as in the everyday lives of the people he was fated to lead.

Things You Should Know

Interesting Information and a Few Facts and Figures

California refineries contain only half the stock of gasoline they had a year ago.

Consumption of sugar in Canada last year averaged 110 pounds for each person.

In an ordinary book the letter "Z" will occur, on an average, twice in 3000 words.

A yak is a long-haired, humped, grunting wild or domesticated ox of Thibet, Asia.

The November election falls on the first Tuesday after the first Monday in November.

Saturday is to replace Sunday as a day of rest in Russia by Lenine's special decree.

Prima facie evidence is that which seems likely unless it can be explained away.

Albums were originally whitened boards used in Rome for displaying public notices.

In fourteen months Poland has issued more than 300 different varieties of stamps.

Turnhout, Belgium, has a school of lacemaking, which is attended by 1,600 children.

During a recent mornng fog, about 200 tons of solid matter were deposited on London.

Philadelphia has a building and loan association run exclusively by and for women.

Motorists in this country bought $524,709 worth of automobiles abroad last year.

Playing cards were invented about the year 1390 to amuse Charles VI., King of France.

The first permanent English settlement in Virginia was made by the English in 1607.

The average annual petroleum production of Bermuda is nearly 300,000,000 gallons.

Surplus war materials and stocks of the American army have been sold for $822,293,235.

The price of gold was fixed by international agreement in 1792 at $20.67 an ounce.

The bureau of mines says that there are about 6000 coal mines in the United States.

Gramophone music of a bright kind has speeded up the work of one European laundry.

The queen of Norway keeps a scrapbook of all newspaper cuttings concerning herself.

A whale is able to remain under water for an hour and a half without coming up for air.

The first wax preparations for the use of students in anatomy were made by a woman.

American capital invested in the oil industry in Mexico is said to exceed $300,000,000.

The population of Hamtranck, Mich., increased 1,266 per cent in the last ten years.

One-fourth of the people on earth die before the age of six, and one-half before sixteen.

Of Mexico's 630,000 square kilometers containing oils, only 60,000 have been explored.

In many places, especially in the far North, the water freezes from the bottom upwards.

A recent invention is the "Cosey Cuddle Doll," which conceals a rubber hot-water bottle.

The length of the mean Georgian year is 365 days, 5 hours, 49 minutes and 12 seconds.

One central station in Germany is supplying electricty for light and power for 166 villages.

Bhang is East Indian hemp used as a narcotic and stimulant, smoked, chewed, eaten or drunk.

Onymous poetry is poetry of which the authorship is known in distinction from anonymous poetry.

Bhang is East Indian hemp used as a narcotic and stimulant, smoked, chewed, eaten or drunk.

New York is the "Mother of Vice Presidents," ten of them having been elected from that state.

A missionary preacher in the far Northwest makes his visit to remote communities by airplane.

Our paper money which is dirty but not worn out is washed and ironed by special machinery.

If a box six feet deep was filled with sea water, which was then allowed to evaporate, there would be two inches of salt left in the bottom of the box.

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One vacuum cleaner has an electric lamp at the bottom of the handle to light up the dark corners.

Cuban coins are made in American mints, also the coins of several South American countries.

Specimens of the albatross have been found measuring twelve feet from wing-tip to wing-tip.

The production of silk in the United States has now grown to $500,000,000 a year, as compared with only $100,000,000 in 1900.

In English prisons neither male nor female convicts may see a mirror during their imprisonment.

A machine to measure quickness of muscular action registers the number of taps on a clock-like dial.

Criminals are rarely made by circumstances, but are due to birth and environment, says an expert.

Sun spots recently observed are estimated to have covered nearly 500,000,000 square miles each.

The honey crop of the United States is estimated at 250,000,000 pounds, valued at $50,000,000.

Why a horse rises from the ground on its forelegs and a cow on its hind legs has never yet been explained.

Deposits of State and National banks in the United States, are estimated at about $39,000,000,000.

Fish which has been preserved by a treatment of electricty is claimed to remain eatable for seven years.

The guinea hen is a native of West Africa, and takes its name from the tropical coast region called Guinea.

Normally, about thirty per cent of buildings constructed in the United States are dwellings, but in 1919 only fifteen per cent of the total was for this purpose.

The first woman mayor in England was Mrs. Garrett Anderson, who was elected mayor of Aldeburgh in 1908.

The first baby show in the United States and in the world was held at Springfield, O., on October 14, 1854.

France has two million marriageable girls who, as a result of the war, can never hope to have husbands.

The price of a good retriever, spaniel or setter, trained for sport, is from $250 to $500 in the English market.

Down to March 31, 1919, 24,177 permanent pensions had been awarded to N. C. O.'s and men of the British army.

The major portion of the finer work done in the watchmaking industry in Switzerland is performed by women.

Twelve thousand light and 2500 heavy guns are said to have been offered to the allies by the German government.

Of the 4571 new recruits accepted for the London (Eng.) police since the armistice, over 99 per cent are ex-service men.

The Navy Department says that the standard type of submarine chaser costs between $70,000 and $80,000 to build.

New York, Michigan, Wisconsin, Minnesota, Pennsylvania and Maine head the list for potato production in the order named.

The income taxpayers of the city of New York number 400,000 and the amount involved is about $1,500,000,000 in tax payments.

In the Australian High Schools instruction is being given in the Japanese language, and it is also being taught at the military schools.

The two tropic lines are the tropic of Cancer, the northern boundary of the torrid zone, and the tropic of Capricorn, the southern boundary.

The Interchurch World Movement has completed a survey which states that thirty-three foreign tongues are spoken daily on New York streets. Nearly 2,000,000 New Yorkers use other languages than English.

The bureau of the census says that in 1910 53½ per cent of the population was rural. An unofficial opinion of the 1920 census is to the effect that not such a large per cent will be found still living in the country.

There is no law of the United States prohibiting the burial of Chinese upon American soil. The Chinese, however, prefer to be buried in their native country and whenever possible make such arrangements.

Playing cards are believed to have first been used in Asia. There is a tradition that cards have existed in India since time immemorial. Their invention has also been ascribed to the Egyptians and to the Arabs. This belief is strengthened by the fact that the pictures on the face cards are Egyptian in type.

Try mixing mustard with milk instead of with water or vinegar. The flavor is said to be good, the paste is very smooth and the mustard will not dry so quickly

Colorado is known as the centennial state because it was admitted to the Union in 1876, when this country was having its centennial celebration of independence.

The latest figures by Lloyd's accredit Great Britain with the largest mercantile marine fleet in the world, with the United States second on the list and Japan third.

Taking the average depth of the ocean to be three miles, there would be a layer of salt 440 feet thick covering the bottom, in case all the water should evaporate.

The adjustments made by leap year make civil time so near sun time that it will take 3000 years for it to get one day away from the mathematically accurate time.

Eskimos are scattered thru Greenland, Canada, Alaska and Siberia to the number of about 32,000, all of whom seem to speak the same stock language, using the same stem words and affixes. The chief characteristic of the language is that single words of complex structure are used to express ideas that in English would be conveyed by a whole sentence.

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BRIEF INTERESTING ITEMS

Spanish type contains no w.

Sultans of Turkey never marry.

Wine was made over 6000 years ago.

The first bottles were made of skin.

Wall paper was first introduced in China.

Turkish baths are unknown to the Turks.

The earth's atmosphere is forty miles deep.

Glass bottles have been made for 4000 years.

France maintains a tax on doors and windows.

Horses reach an average age of twenty years.

Nuremberg, Germany, is the toy center of the world.

India is mainly a farming country, there being few cities.

The first state to declare Memorial Day a legal holiday was New York.

Bulgarian mothers teach their babies to eat hot peppers.

Louisiana is the main cane sugar producing state of the U. S.

The average man can lift one and a half times his own weight.

The first steamboat in the United States plied the Hudson in 1807.

Maiden Lane is the home of jewelry and diamond business in New York.

An elephant lives 400 years, a cat 15; a dog, 14, and a whale 300.

Clocks regulated and operated by water power are common in China.

Muslin is named from Mosul, in Asia, and calico from Calcutta, India.

In Death Valley, California, a temperature of 122 degrees is not uncommon.

Japan uses 4,000,000 tons of herring a year for fertilizer for rice fields.

The latest English dictionaries contain nearly half a million different words.

The average output of the world's gold mines is now over $350,000,000 a year.

The process of making asphalt like that found in the ruins of Babylon is a lost art.

Americans spend almost as much money for chewing gum as for foreign missions.

The total area of Canada is 300,980

square miles greater than that of the United States.

Over one-fourth of the tobacco grown in the United States comes from Kentucky.

Your skin has more than 2,000,000 pores, which, end to end, would be nine miles long.

The first newspaper in the United States was the Boston News Letter, started in 1704.

The chief lines on the palm which are "read" by palmists are found on the palm of the ape.

A greater variety of birds is to be found in South America than in any other part of the world.

A carload of living quail has been sent from Mexico to the state game commission of Maryland.

John Ridley was the inventor of the stripper which both reap and thresh corn at the same time.

Treating them with certain gases, a French scientist has succeeded in keeping eggs fresh for ten months.

Hardly anyone possesses a pair of ears which are exactly alike. In nearly every case one ear is larger than the other, is set further back from the eye, or is higher in the head.

Sydney and Melbourne are the two largest cities in Australia.

It takes from two and one-half to four days to properly cut a diamond.

It takes from three weeks to three months to tan various kinds of leathers.

The earliest invention of the motion picture projecting machine was patented in 1867.

Electro-magnets have been used to lift as much as 60,000 pounds of steel casting in one operation.

A hairpin was used for emergency operations several times by army surgeons during the war.

London as a community uses trains and other transport more than any other city in the world.

Two possessions of the United States, Alaska and Hawaii, have the territorial form of government.

It is estimated that more than 12,000,000 women have entered gainful occupations in the last ten years.

During the war it cost the War Department $2000 for each soldier. Now the cost is estimated at $1600.

Diamonds can only be burned in oxygen under a scientifically produced heat of 4000 degrees Fahrenheit.

Arbor Day, when trees are planted by school children, is observed in the United States, Canada and New Zealland.

Diamonds were known and worn as jewels in India 5000 years ago and used as cutters and gravers 3000 years ago.

In a ton of water from the Atlantic there are thirty-one pounds of salt, as against 187 pounds in the same quantity from the Dead Sea.

A concrete barge can be built in one-third the time required for a steel barge, and the cost is about one-half.

In the year 1894 Japan's total trade with America amounted to $150,000,000. In 1918 the same trade amounted to $578,000,000.

Half a million homes in France and Belgium were completely destroyed during the war. Cost of replacing them is estimated at $6,000,000,000.

One of the largest diamonds known, weighing 367 karats, was found in Borneo about a century ago and belongs to the Rajah of Mattan.

In China a man can obtain a haircut, a head shave, a face shave and also have his shoulders and back massaged, all for less than five cents.

Since 1914 the gross tonnage of American shipping has increased more than 500 per cent. United States tonnage now stands second only to that of Great Britain.

The name gypsy is derived from the earlier "Gipcyan" for Egyptian. When the gypsies appeared in England in the early sixteenth century they were supposed to have come from Egypt.

India was the source of diamond supply until the stone was discovered in Brazil about 1700, when Brazil became the largest producer until diamonds were found in South Africa about 1869.

A petit jury is a jury of twelve men to try a case and decide finally as to the facts in dispute. It is thus distinguished from a grand jury, which is required to hold private inquests and indict offenders.

Should a British peer ever be sentenced to death for some criminal offense, and become liable to the last penalty of the law, he can demand, as his right that a silken cord be used instead of the ordinary hempen rope.

In English prisons neither male nor female convicts may see a mirror during their imprisonment.

Prices of some articles of food in Syria have increased 500 per cent since the war began.

A missionary preacher in the far Northwest makes his visit to remote communities by airplane.

The honey crop of the United States is estimated at 250,000,000 pounds, valued at $50,000,000.

Paper manufacture requires the destruction of 9,500 acres of forest daily

In fourteen months Poland has issued more than 300 different varieties of stamps.

The price of gold was fixed by international agreement in 1792 at $20.67 an ounce.

The kilowatt hour is urged rather than gold, as an absolute standard of value.

Ten per cent of the farm employes of Kansas, who joined the army, have returned to the farms.

Surplus war materials and stocks of the American army have been sold for $822,293,235.

A compound called "fire-snow" has been invented for extinguishing oil blazes.

The United States adopted standard time in 1883.

The Arabs have a superstition that the stork has a human heart.

Sunflowers are a favorite article of diet in some parts of Russia.

The Republican platform contains 6,396 words.

There are some 60,000 federal statutes now in force.

In one day, last May, 9,000,000 marks were placed as bets on races in Germany.

The Borough of Manhattan, New York, spends $3,500,000 a day on luxuries.

From 1800 to 1819, the foreign trade of the United States increased by 6,261 per cent.

The world's supply of monetary gold today is estimated at about 8,000,000.

Of Mexico's 630,000 square kilometers containing oils, only 60,000 have been explored.

American capital invested in the oil industry in Mexico is said to exceed $300,000,000.

The population of Hamtranck, Mich., increased 1,266 per cent in the last ten years.

Playing cards were invented about the year 1390 to amuse Charles VI., King of France.

The length of the mean Georgian year is 365 days, 5 hours, 49 minutes and 12 seconds.

Centauri, the star nearest the earth is 25,000,000,000,000 miles away.

Deposits of State and National banks in the United States, are estimated at about $39,000,000,000.

Canada has one motor vehicle for every 20 inhabitants.

During April, 5,345 boys and 4,595 girls were born in London.

There are 1,028,000 laws in Amer-

ica.

Matches containing white phosphorus are prohibited in Belgium.

There are nearly 12,000,000 telephones in this country.

More than 100,000 motor cars are stolen annually in the United States.

Authorities give the average duration of life as 33 years.

More than $200,000,000 were loaned to farmers by the federal land banks in April.

Consumption of sugar in Canada last year averaged 110 pounds for each person.

A fourth of the debris of warfare in 205 towns and villages of France has already been cleared.

One-fourth of the people on earth die before the age of six, and one-half before 16.

Motorists in this country bought $524,709 worth of automobiles abroad last year.

New York State has supplied more than one-third of all vice-presidents of the United States.

California refineries contain only half the stock of gasoline they had a year ago.

The North American
Sept. 15, 1907.

THE READING RAILROAD

A Brief History of its Inception and Development

Some Facts and Figures Which Will Give the Reader Some Idea of the Greatness of Its Resources and the Magnitude of Its Business.

Side by side with the other great railroad corporation of which Philadelphians are so justly proud, stands the Philadelphia and Reading Railroad Company, over the lines of which the city gathers in and sends forth vast numbers of people and thousands upon thousands of tons of freight each month throughout the year. Chartered in April, 1833, work was begun on the road in 1835, and the first train through between Philadelphia and Pottsville made the journey in January, 1842, in which year the branch from the Falls of Schuylkill to the great coal wharves at Port Richmond was also completed and put in operation. As all Philadelphians are aware the, chief business of this mighty corporation is the transportation of coal from the first and second anthracite coal fields of Pennsylvania to tidewater, on the Delaware river, at Port Richmond, in the northern section of the city, at which place the company has no less than twenty-three wharves, extending from 300 to 800 feet into the river and permitting the direct discharge of coal from the cars into the vessels that come there to receive it and bear it away to every port in the United States from the most eastern point of Maine to the distant harbors of Oregon and Puget's Sound. Railroad statistics are, as a rule, dry reading; but when, as is the case with this giant corporation, they soar to a height which almost stuns the imagination, they become fascinating and lose that dulness which less tremendous figures carry with them. The main line of the Reading Railroad covers but ninety-eight miles, extending from Philadelphia to Carbon, Pennsylvania, but with its branches and leased lines it extends to very nearly 1600 miles, and of these almost 1200 are laid with steel rails. To handle the enormous business which is transacted over this vast expanse of iron roadway, there are close upon a thousand locomotives, 900 passenger cars, 105 baggage cars, 13,000 freight cars, and for the transportation of coal no less huge a number that 43,000, which, with the addition of the cars used exclusively for the railway service, brings the total up to within very few of 58,000 cars.

During a single year the passenger trains ran 6,153,194 miles, and carried 23,531,000 passengers. The freight trains, loaded with 7,200,000 tons of merchandise, ran 4,380,000 miles, and the 11,614,000 tons of coal which were transported was moved on trains that covered 4,927,000 miles, a total engine service of nearly 22,000,000 miles, and a total tonnage hauled (inclusive of about 2,500,000 tons of materials for the use of the road, and the estimated weight of passengers) of nearly 25,000,000 tons.

Vast as these figures are, they are but liliputian when compared with the story told by the accountant who was set to work to compile the figures since the road started, and whose report shows that since May, 1838, the engines of the road have run 250,000,000 miles, that almost 200,000,000 passengers have been carried, and 190,000,000 tons of coal mined. In conclusion this gentleman tells us, as a final crusher, that the number of tons hauled one mile from the time the road started until the present time, has been just a few pounds over fifty-one billion tons, a total of sufficient size to satisfy the most ardent seeker of things that are big.

Austin Corbin, a gentleman of great experience as a railroad man, is now the president of the corporation, and among the principal officers stationed at Philadelphia may be mentioned: A. A. McLeod, general manager; Albert Foster, secretary; W. A. Church, treasurer; H. A. O'Brien, solicitor; Charles M. Heald, assistant to general manager; J. Lowrie Bell, general traffic manager; I. A. Sweigard, general superintendent, and C. G. Hancock, general passenger agent.

But however interesting the foregoing wonderful showing of figures may—be and no Philadelphian can look on them with any other feeling save that of pride—the average citizen finds his deepest interest in the reply to the question: Where will the Reading Railroad take me? and to this query there are a multitude of answers, all of which appear to be highly satisfactory to its patrons if we are to judge by the showing made by the passenger department of the company, and no better method of reaching that conclusion can be had.

From its terminus at Ninth and Green streets the Reading Road sends out no less than twenty-four trains each day to New York over what is known as the Bound Brook route, and the splendidly equipped express trains, consisting of the most artistically designed and magnificently fitted-up coaches drawn by huge and powerful locomotives of the celebrated "camel-back" pattern, make the run from city to city through a country lustrous with delightful landscapes in two hours.

Of the many charming excursions possible to be made over the lines of the Reading, it would take columns to speak in the detail which their attractions deserve, but it needs but a word to bring back charming recollections of their trips to those who have been so fortunate as to travel over its smooth road-bed to visit the world-wide famous wonders of the Switchback at Mauch Chunk, and the thunderous magnificence of Niagara Falls. Winding through the rugged scenery of Pennsylvania's exhaustless store of wealth—the coal regions—and affording quick transportation to historic old towns of Bethlehem and Allentown, the traveller can view the beautiful expanse of the Schuylkill Valley, one of the garden spots of America, and find himself in a few hours at any of a dozen famous, health-giving resorts in the lovely valley of the Lebanon. Eagle's Mere, a new and very popular point for people in search of delicious air and relief from the summer drawbacks of a great city, is not far from the bustling little city of Williamsport, in the northern part of this State, and of the many almost equally favored spots, not a few can be found clustered in the vicinity of Wernersville, not far beyond the old town of Reading.

Nor is the sylvan scenery of these resorts in the smiling valleys or the more rugged views of those that are to be found amid the mountains the only ones that the rails of the Reading lead to, for its seashore line leads to Atlantic City's surf-lashed shore and to the famous and fashionable Lakewood, hidden away on the sweet-scented pine districts of our sister State across the Delaware. Lakewood's charms are sought by the most aristocratic of New Yorkers and Philadelphians generally in the winter months, when the cold climate of those cities causes delicate persons to seek its softer air, laden with the fragrance of the pines, and rivalling in its health-giving gifts the famous resorts in the far-away pine woods of Georgia, that are so sought after by people from the north during the winter months.

Thus it will be readily seen what an important factor in the wealth and prosperity of the city and the Commonwealth the Reading Railroad is, and how closely its interests are allied to those of this great community.

One of the most stupendous corporations

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of the country, it gives direct employment to thousands and indirect employment to many thousands more, so that its status among the great institutions of the city of Philadelphia and the State of Pennsylvania is of the very foremost rank.

North American
Sept 15, 1887

A SKETCH OF THE P. R. R.

The Small Beginnings From Which Our Greatest Railroad Grew.

How It Started, With a Glance at the Stages of Its Rapid Development and at the Vastness of the Growth to Which It Has Attained.

The history of the city of Philadelphia and that of the Pennsylvania Railroad Company are for the past fifty years closely interwoven, and the growth of the one has been simultaneous with that of the other to such on extent that the magnificent corporation in question, which is famous among the most famous railroad enterprises of the world, is looked upon by the citizens of Philadelphia as a part, and a very important part, of the city's claim to greatness.

Centring in the very heart of the city, its iron roadbeds radiate as do the rays of a vast star, giving the public a service unexcelled by any on earth, and extending over 2300 miles of road, with branches reaching from the Atlantic beaches to the Mississippi and the shores of the great lakes.

At such a time as this, therefore, no story of the marvellous progress which the State and city have made since that time when the Constitution was adopted would be complete without a sketch of the wondrous growth of this giant among railroads, for the history of America's industrial progress can offer no more amazing example of expansion and growth of power than is shown in the case of the Pennsylvania Railroad Company.

As long ago as 1823, at which time the only means of transportation between this city and the western portion of the State was by turnpike roads and canals, there was a charter taken out for a railway from Philadelphia to Columbia, a distance of eighty miles, but little or nothing was done by the company which secured it, and the new invention of the stream to travel on land was permitted to remain in England, the country which gave it birth.

In 1827 there was a renewal of interest in the scheme, and the Commissioners of Canals were instructed to have a route surveyed through the counties of Chester and Lancaster to connect with the canal at the town bearing the latter name. For this purpose a large amount of money was appropriated, and then for the first time in this country the work of practical railroad building was begun. It was not until 1834 that the entire line between Philadelphia and Pittsburg was opened to travel, and this line, which was the parent of the present splendid Pennsylvania system, was made up of the Columbia Railroad, extending from Philadelphia to Columbia, then the Eastern division of the Susquehanna Canal from Columbia to Hollidaysburg, a distance of 172 miles; the Portage Railroad, running thence to Johnstown, and finally the western division of the canal, 104 miles to Pittsburg, making an aggregate distance from Philadelphia to that city of 394 miles. The journeys made over this semi-aquatic route were slow and tiresome, the rails of the railroads were of wood, and where there are now superb parlor and sleeping coaches drawn by huge locomotives with ten-foot driving wheels, the traveller of those days had to be content with cars built like stage coaches, with doors at the sides, and horses to draw them, the rate of speed of the "fast trains" being about nine miles an hour. Locomotives were soon introduced, however, in spite of the failure of the first one imported, the Black Hawk, to do its work, and by 1836 they had entirely taken the place of horses. The combination of railway and canal was, as may be easily understood, found to be entirely too slow and cumbersome a mode of travel, and the result of this was a public movement in 1838, during which the Legislature was petitioned to authorize the construction of a continuous line of road from Pittsburg to this city. Several routes were surveyed, but again a wave of apathy appears to have swept over the community, and not until 1845 did it awake to a full realization of the necessity of immediate action being taken. As a result of this the Legislature on the 13th of April, 1846, passed an act incorporating the Pennsylvania Railroad Company, and the public at once took hold of the enterprise and subscribed liberally to its stock. The late president of the road, Mr. John Edgar Thomson, was at that time its chief engineer, and entered upon the task of building the new line in 1847, and during that year this city subscribed for $2,500,000 of the company's stock, and the county of Allegheny for an additional $1,000,000.

The 1st of September, 1849, saw the first division of the road, extending from Harrisburg to Lewistown, a distance of sixty-one miles, opened for business, but it was not until the 10th of December, 1852, that the service between Pittsburg and Philadelphia was ready, and a train run through, starting at this end of the route. Mr. Thomson having guided the great work to a successful completion, was, in 1852, elected to the presidency of the company, and filled that position until the time of his death.

In May, 1857, the Legislature authorized the sale of the State's interest in the main line of the road to the company for a large sum, and since that time it has steadily grown in power and importance until it stands to-day on the very pinnacle of prosperity and strength among the greatest railroad corporations of the world. As an example of the startling growth of the Commonwealth and the nation since those not distant days when its organization was regarded by many conservative business men as likely to result in failure, it stands paramount, and shows the most careless observer the wonderful strides forward which the country has made in those few years.

The local service of the Pennsylvania Railroad Company is something quite extraordinary in view of the number of branches which daily pour their thousands into the Broad-street Station, and from that point there is a complete and full schedule of trains for the benefit of those people living along the Main Line as far out as Paoli, along the line of the old Philadelphia and West Chester Railroad, the [illegible] of the Philadelphia, Wilmington and Baltimore, the New York division, the new Germantown and Chestnut Hill branch, and the [illegible] Schuylkill Valley arm of the road. Each of these roads is in itself an important element in the furnishing of suburban residences to the population, and the luxurious and thoroughly reliable service which the Pennsylvania Railroad Company furnishes to each, forms a combination that is without a peer in any part of the world. On a pleasant Saturday afternoon during the shopping seasons, especially towards the approach of the Christmas holidays, the Broad-street Station will afford a scene of bustle and teeming life that cannot be duplicated in any railroad station on earth, not even by that wondrous centre of the life of millions, the Charing Cross Station in London. It appears to be the policy of the company to foster this valuable and rapidly-growing branch of its business by any means which will appeal to the comfort of the vast army of its patrons, who have been attracted to the suburbs reached by its various local services, and that such a policy carried out with the care which the Pennsylvania Railroad Company displays can have any other than a good result cannot be for a moment doubted. Of the thoroughness of the New York service which the company has perfected there can be nothing said more complimentary than what has been written again and again, and the trip is now to be made so comfortably and amid such princely surroundings that the two hours in which the run is made is hardly noticeable. For those whose journeys extend to Baltimore or Washington the same luxurious provisions are made and the same rapid schedule brought into play for the annihilation of space, while the magnificence of the trains of this company that run through to Chicago and other important cities in the west has become proverbial with the travelling public. No train of cars in the world has the reputation for speed and luxury as the renowned "vestibule train," the New York and Chicago limited, which is nothing less than a superb hotel on wheels, with a cuisine not to be excelled at the most costly and fashionable of the metropolitan hotels, and a smoking-room that puts to shame the best of those to be found on the finest of the trans-Atlantic steamers.

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2 PAPERS READ BY HISTORIANS

Members of Wissahickon Valley Society Hear Jos. S. Miles and A. C. Chadwick

WILL FORM HIKING CLUB

With Stanley Hart Cauffman presiding, the Wissahickon Valley Historical Society meet last Friday evening, in the Post room of Hattal-Taylor Post, V. F. W., at Lyceum avenue and Pechin street.

Mr. Cauffman opened the meeting by reminding the members and their friends of two momentous dates of a historical nature, that fell in February; George Washington's Birthday and the anniversary of the signing of the treaty of peace between Great Britain and the United States.

President Cauffman then introduced A. C. Chadwick, Jr., who read some of the interesting history of the Lower Wissahickon. The speaker reviewed civil, industrial and military events which took place in the beautiful gorge from the time of Penn's survey up to the present year.

Following this talk, Joseph S. Miles, secretary of the Society, read a paper entitled "The Fishing Company of the State in Schuylkill." Mr. Miles' address proved of such unusual interest that we are publishing it in full in this issue. "The Lower Wissahickon," as read by Mr .Chadwick will appear at a later date.

With spring approaching, the Wissahickon Valley historians hope to form a hiking club, of men, women, boys and girls. Boy Scouts are especially invited to join in the hikes. Anyone interested in the history, geological formations, vegetation and animal life of the Wissahickon Valley and the surrounding country, should send their names and addresses to James K. Helms, 189 Kalos street. The notice of the first hike will appear in the news columns of the Roxborough News.

THE SCHUYLKILL FISHING COMPANY

Read by J. S. Miles Before the Wissahickon Valley Historical Society

OLD CUSTOMS RELATED

Besides sheltering the "Hermits of the Ridge" with which we are all familiar, the Wissahickon entertained that famous organization, the "Schuylkill Fishing Company," from 1877 to 1887, at the mouth of the creek in the house now occupied by the Philadelphia Canoe Club.

This ancient organization was formed in 1732. It still flourishes on the banks of the Delaware near Andalusia. Four years hence it will celebrate its 200th anniversary.

Its longevity is worthy of more than the mere mention. It certainly must have gone through periods when it looked as though it must disband. Organizations and institutions of all kinds, business firms, even nations, go through such periods. During the terrible winter at Valley Forge the life of this nation was hanging by a thread. Many times during the Civil War it looked as though the Union would perish, but having survived both of these ordeals and others, it is stronger than ever.

Every man who has been in business for any considerable length of time will tell you of times when he felt that he could not possibly go any further, and even employees, who for many years have been in the employ of the same firm will tell you of many times they were ready to throw up the sponge, but who having crossed the line are now reaping the benefit.

Having survived two centuries it cannot stop now without disgrace falling upon the members who permit it to disband. It must go on.

There is a lesson therefore, for us to learn individually and collectively, from this time-honored organization in the year that George Washington was born. Possibly its longevity is due to its admirable constitution and the rigid enforcement of its rules. Perhaps it is due to the manner in which its members are selected. It may have been on account of the very reason for which it was formed. This reason can not be expressed in better words than one of its members. Col. A. Lowden Snowden, in his address at its 150th anniversary:

"If the man in our country," says he, "without a legitimate pursuit or employment—and who is thereby in danger of having his Satanic Majesty, find employment for his idle head and hands—is to be commiserated, so also must he be pitied, who is so absorbed in the pursuit of money, honor or power, that he cannot pause for a single day to refresh his better nature that is within; to call into being and cultivate generous and kindly impulses and be enabled to forget in the humanizing influences of convivial enjoyment, the trials and vexations of every-day life.

"He lives wisets and best who unites these two extremes in a happy man and so joins labor and pleasure, that each fortifies and supports the other. A life so constituted must of necessity be well rounded, joyous and complete.

"Upon this philosophical and rational appreciation of life, its needs and its obligations, was laid the foundation of the "Colony on Schuylkill," this day, one hundred and fifty years ago."

It was organized under the name of the "Colony in Schuylkill." It is the oldest organization of its kind in the world. Only one association of its kind approximates its age—the Beef Steak Club, of London, which was formed in 1735 and passed out of existence in 1867, after a period of 132 years. It was permitted to die, as Col. Snowden says, "to the lasting discredit of all Engand."

In 1748 its members built their "Court House," as they called it, on the west bank of the Schuylkill, between the Girard avenue bridge and the Columbia railroad bridge.

In 1761 it merged with "Fort St. David's" another fishing company which had its house at the Falls of Schuylkill.

In 1822 the fishing was spoiled by the building of Fairmount Dam and the Company moved its "Castle" or "Court House" to Rambo's Rock, on the east side of the river below Fairmount Dam, at Gray's Ferry.

This may have seemed wise at the time, but in later years as factories, one after another, were built below the dam, they polluted the stream to such an extent as to kill the fish and the old company wished it had not left the original site.

In 1876 it made overtures to the Fairmount Park Commission and succeeded in locating at the mouth of the Wissahickon Creek.

Here it stayed until its lease expired with the Park Commission in 1887.

At the expiration of the lease, efforts were made to buy a property of its own on the river along which it had fished for almost 150 years, but finding none, located on the Delaware, near Andalusia, where it still holds forth, preserving and perpetuating its ancient customs and traditions.

It has shared its hospitable fare with the most illustrious men of this and other nations. One of its customs is for the members to prepare and serve the food themselves. The membership is limited to twenty-five. The officers consist of a Governor, Sheriff, Coroner, Secretary and Treasurer, and five members of the Assembly.

Its membership is drawn from a number of apprentices, who having served on probation for a certain period, are, if found worthy, elected as mem-

bers.

It is the duty of an apprentice to do the dirty work, so that by the time his election is due, he is either found to be tried and true, or else found wanting, in which case he is rejected.

Quoting from Col. Snowden's address again, he humorously says: "There are many things about its form of government that are peculiar and unique. Its membership is limited to twenty-five and all vacancies are filled from the list of apprentices. No apprentice can be elected a member unless he has served at least one fishing season. One dissenting voice disbars from membership and no one is elected a member unless his conduct and qualities as an apprentice approve him worthy of citizenship. An apprentice has none of the privileges of a member, except to pay his dues. Indeed, in all respects, there is a vast difference between a member and an apprentice; a wide gulf separates them, which the treasurer alone condescends to bridge temporarily.

"The apprentice is at all times subject to the orders of the citizens. He must not only perform all the work given him, but must do it cheerfully. He is not permitted to take his seat at the table until all the dishes have been served and then only on the invitation of the Governor, upon whose smiles the hopes of all apprentices hang. He usually dines at a side table and generally standing.

"The instructions given him are often confusing. How well do I remember with what profound thanks I received the most contradictory instructions in preparing a dish and how thankful I always was at the close of a "Fishing Day," that my life and reason were spared me.

"No man's wealth, birth nor attainments exempts him from all the penalties that belong to our system of apprenticeship. Indeed, it must be confessed that the life of an apprentice is not an easy one. It is cheered by the single hope that some day he may be a member and then be able to repay upon his poor unoffending successors all the punishment and penalties that have fallen to his own lot. He looks forward to that blissful period with alternate hope and fear. This discipline and these trials through which the apprentice passes are wisely intended to educate him, not only in the art of cooking, but to fit him to enter a brotherhood where equality reigns supreme."

Its annual business meeting is on the 1st of March. On the first day of May, the Fishing Days for the season are appointed. These days occur every two weeks. On such days the members start out early in the morning and return with their catch at noon. After a light lunch they rest. The afternoon is spent in preparing and cooking the food for the feast.

There are many rules and a fine for every broken one. Any member failing to pay his taxes and fines before the following annual business meeting, or otherwise offending the dignity and honor of the State might be expelled with a two-third vote and if expelled could never be received again.

Besides fishing on the stream, the woods in the old days afforded good gunning, in which the members indulged, thereby providing the festive board with game and fish.

The annual election was always followed by a feast. The viands on such occasions consisted of fish, fowl, rounds of beef, barbecued pig and sirloin steaks, accompanied by punch, lemonade, madiera, and a pipe of tobacco; cigars in those days being an unknown luxury.

Thomas Stretch was the first Governor. The ground upon which they built their Court House was leased from William Warner, whom they fondly called "Baron." The rent was three sun perch a year, payable on the first day of June.

These three perch were carried to his house upon the hill, with great pomp, on the famous Penn platter.

The following is a receipt of the first year's rent:

"Schuylkill, June 1st, 1749.

Received of the Hon. Thomas Stretch, Esq., and Company, three fresh sun perch, in full for one year's rent of the Court House lot on Schuylkill, due this present month.

Signed. WILLIAM WARNER."

In 1765 the venerable Governor Stretch departed this life at the age of three score and ten, after a long and prosperous administration of nearly 34 years.

The following year Samuel Morris was elected Governor. Samuel Morris was one of the 28 gentlemen, who associated themselves in 1774, to form the First City Troop (then styled the Philadelphia Troop of Light Horse.) He served the first two years as a Second Lieutenant and the following ten years as Captain. He commanded the troop in the battles of Trenton and Princeton.

This gallant troop still flourishes in its armory on Twenty-third street, above Chestnut, and sallies forth in full regalia when an eminent person arrives in town, to escort him to his destination.

The days are not yet over when the flashing sword, the glittering uniforms, the plumed hat and the sound of the bugle make the blood tingle, reminding us of the times when this loyal troop did yoeman service in defense of our country.

On its rolls are found the name of many members of the Schuylkill Fishing Company, some of whom were captains.

In 1812 the beloved Governor died at the age of 78 after having been a member for 58 years and governor for 46. The Company still drinks a standing toast to his memory at every feast.

The Revolution dispersed the members of the little peaceful colony—some to their country's council and some to the tented field. They were all patriots save two—Joseph Galloway and Enoch Flower. Both of these men were attainted of treason and returned to England.

Early in the 18th century an association was formed for the same purpose as the Fishing Company, called the "Society of Fort St Davids." It was established at the Falls of Schuylkill. Many of its members were Welshmen, some of them of the Society of Friends.

Their club house stood on the eastern end of a long rock which extended almost across the stream forming the walls. When Fairmount Dam was built the falls were submerged, but some of the rocks can still be seen poking their heads above the surface of the stream. It is left to the historian and chronicler to tell us what is beneath.

"No site," says a chronicler, "could have been better chosen for picturesque beauty and interest or equal for angling on the meandering stream.

"In those days, no place on the river equaled the Falls for rock and perch fishing and small blue catfish were taken in abundance by hand nets, dipped in the eddies of the stream or in circular water worn cavities of the tide-deserted rocks."

Of the catfish, Charles V. Hagner, in his "Early History of the Falls of Schuylkill" says: "They were a migrating fish and came from the sea annually in large numbers, so numerous—I have seen it myself—as to blacken the narrow passage of the river. They were perfectly black on the back and white on the belly and were remarkably fine eating."

Of the Falls, Mr. Hagner says: "This long rock, I remember well and have often when a boy, fished from it. It extended from the foot of the hill to about two-thirds the distance across the river, forming a complete natural dam, a part of it overhanging on the lower side. In high freshets the water flowed over it and made a beautiful cascade; at other times it forced the river into a narrow channel on the western side, through which it ran with great rapidity, and much noise, falling some five or six feet in the distance of about a hundred and fifty yards and could be heard at a distance of from one to five miles, according to the state of the river and the wind."

Of the water-worn cavities in the rock, Mr. Hagner says there were six large depressions. One looked like the impressions of the heel of a huge foot, and the other five like the impressions of the toes of the same huge foot. So they called it the "Devil's Foot."

"When the tide was out," says another chronicler, "the roaring of the turbulent water precipitated over the continuous and rugged chain of rocks, extending from shore to shore, was heard on still evenings many miles over the surrounding country and was often borne on the wings of the wind with distinctness to the city, a measured distance of five miles.

During the occupation of Philadelphia by the British, the Hessians who were stationed close by, along School House lane, destroyed the house of Fort St. Davids.

After the Revolution it was rebuilt only to be destroyed a short time later by fire, at which time it merged with the "Schuylkill Fishing Company" and from then on they pursued their favorite amusement together.

Among the members of Fort St. Davids were John Dickinson and Thomas Mifflin. The former, author of the famous "Farmer's Letters" which

were influential in precipitating the Revolution; the latter Governor of Pennsylvania in 1788.

Among the members of the Schuylkill Fishing Company besides Samuel Morris, we find the names of James Logan , Samuel Wharton, Thomas Wharton, Anthony Morris, William Bradford and Tench Francis, all persons who were famous in early Philadelphia and Pennsylvania history. Among its honorary members were Lafayette, Judge Peters and Ben Tilghman.

To give an idea of the fishing in the Schuylkill in the old days it is recorded in 1789 that Benjamin Scull caught a trout "which he this day took in Schuylkill, that measured fifteen inches."

On October 5 1791 the record says, "Be it remembered that on the 15th of September last, a sturgeon of four feet in length leaped aboard one of the vessels belonging to the fleet, while she lay at her moorings, opposite the castle which the company, then present, made a delicious repast."

In 1812 it is reported that frequently five or six of the members returned with thirty to seventy dozen choice white perch.

On September 12, 1794, the worthy Baron Warner passed on, lamented by his associated friends, at the Castle.

In 1810 his farm, including the acre of ground occupied by the Fishing Company, was bought by Richard Rundle, who named the estate "Eaglesfield."

Mr. Rundle proved to be as amiable, if possible, as Baron Warner and he was thereupon elected a member and dubbed "Baron of the Soil."

Baron Rundle reduced the rent from "three sun perch a year" to "one white perch." The rent was paid with punctuality, on the 1st day of June each year. A special committee, appointed for the purpose carried it on one of the large Penn platters to the mansion house, where it was formally delivered and a receipt obtained, whereupon the committee were invited into the house and served refreshments.

At one of the banquets in March, it is recorded that quantities of white perch were served, exhibiting indications of having been too long out of the water. Upon investigation by the Governor he ordered them comdemned by the Coroner.

To recount the menus at the various feats and banquets would take too long and would tantalize our palates. At each of them however, if it is permitted to mention, was served their favorite punch, which they fondly called "Governor." Now we are not going to tell of what "Governor" was made. Suffice to say, it was not grape juice.

As before stated in 1822 they moved from "Eaglesfield," whereupon the Baronial title and dignity of Richard Rundle expired and they settled at Rambo's Rock, below Fairmount Dam, taking their castle with them.

Here they were required to pay a cash rental of $50 a year, and the name was changed to "State in Schuylkill."

May 1, 1865, is memorable as their having entertained General Lafayette. Having been made an honorary member, the General expressed a desire to do his duty as a member, whereupon he was invested with an apron and put to work turning the beefsteaks on the gridiron.

At one of their feasts in 1826, a drum fish, being highly recommended, was prepared and served in lobster style. After the combined efforts of the party it was abandoned as being unsavory to epicurean taste and difficult to masculate. Literally speaking it was as tough as a drum head.

In 1834 the Company purchased five acres of the adjoining property called Millmont and moved the castle to it, thus for the first time they dwelt on their own property and were barons of their own soil.

The record of fish caught in 1854 showed plainly the growing scarcity. Where from 100 to 150 dozen being recorded for a season's catch, it was now reduced to 27 dozen.

On the 14th of February, 1856, the Company gave a Valentine Party. Governor Adams and Ex-Governor Harmon drove to and from the party on the river, in a sleigh, on 26 inches of ice.

At the October meeting, 1862, they passed resolutions supporting the Government through the Civil War. One of the Fishing Days was omitted this season, out of respect to the memory of one of their members, Brig. Gen. Henry Bohler, U. S. A., killed at Freeman's Ford, August 22, 1862.

In '65 a resolution was passed to add the name of Abraham Lincoln to those of George Washington and Governor Morris for whom toasts were to be drunk at feasts on Fishing Days.

By '66 fishing below the dam had become a thing of the past on account of the pollution of the water so in '70 they stocked the Schuylkill at Belmont with 120 black bass.

In '73 Dr. William Camac, who at that time lived at Woodvale, Wissahickon, was elected Governor.

In '75 a committee which had been appointed to find a new location reported they had found a suitable place at the mouth of the Wissahickon and had made overtures to the Park Commissioners for possession.

The following year a lease was obtained and preparations made to alter and repair the combined dwelling house and stable that stood on the property. It was reported that a mill race, extending the length of the property would have to be filled, a fire place built, and a fence along the western boundary built, to "exclude visitors from the much frequented tavern immediately adjacent." This "much frequented tavern" many of us will remember as "Riverside Mansion."

All this and more having been done, formal transfer was made and the fire lighted to cook the first feast on June 22, 1877.

The following is the proclamation of Governor Camac at this meeting:

"As Governor of the State in Schuylkill and by authority in me invested by the Constitution, I now solemnly declare that this new ground, henceforth shall be known as "the Colony of the State in Schuylkill" and hds by this act become part and parcel of our state and that in all intents and purposes it is one and the same with out Ancient Commonwealth, in all its lands, messuages, hereditaiments, ways and water courses; and that our citizens will observe here the ancient laws and customs that have for so many years bound us together in the ties of brotherhood in our old State.

"God save the Commonwealth.

"Goven under our hand and seal this 22nd day of June in the year of Our Lord, 1877, and of the Commonwealth the 146th.

Signed W. CAMAC,
Governore."

The Company thrived at this location, the records disclosing expressions of great satisfaction at the place.

The Fishing Day on September 21, 1881, was omitted out of respect for the memory of President James A. Garfield, who had died the previous day, at the hand of an assasin.

Straws show which way the wind blows, so do such seemingly small actions and observations indicate the intense loyalty of this respected company.

As the 150th anniversary approached, preparations were made for its celebration on May 1, 1882. The President of the United States and his Cabinet; the Governor and Chief Justice of Pennsylvania, the Judges of the U. S. District Court and other men of note were invited.

The night before the anniversary a cloud of disappointment appeared in the sky when a telegram was received from the President and his Cabinet, stating that important official business would prevent their attending.

However, Govenor Henry M. Hoyt, Mayor Samuel G. King, Judge William Butler and other distinguished men were there and a royal time they had.

It was at this feast that Citizen A. Lowden Snowden, produced the address from which quotations have been made.

entire address, suffice to say, that it was Time will not permit a recital of this a masterpiece of wit, humor, wisdom and patriotism.

With no reason recorded for a change, a committee was appointed in 1886 to look for a place along the Schuylkill which the Company might buy for a permanent location.

The assumption is that the lease at the mouth of the Wissahickon was for ten years, and as it expired in 1887 the Company was desirous of having a place of its own.

They were anxious not to leave the Schuylkill, on whose shores they had dwelt for a century and a half, but being unable to find one were compelled to look elsewhere.

Finally one was found, as previously stated, at Andalusia on the Delaware to which they repaired on October 29, 1887.

The original Castle which had been built on Baron Warner's farm and had been removed to Rambo's Rock and Millmont, was removed to its new location at Andalusia.

Here this venerable and time-honored organization holds forth as in days of yore, continuing to observe its ancient

laws and customs.

May it live for many years to come, and may the example set by it be an inspiration for loyalty and patriotism to us and to all those who come under its influence.

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HISTORIAN TELLS OF WISSAHICKON

Text of Paper Read Before Wissahickon Valley Historical Society

ON LOWER WISSAHICKON

Prepared and read to the members of the Wissahickon Historical Society, February 24, 1928.

By A. C. Chadwick, Jr.

Historians have, as yet, been unable to disclose the name of the first white discoverer of the Wissahickon, which flows through what Baedeker has so appropriately termed "a miniature Alpine gorge." It is quite possible that it was visited by some inquisitive Swede of the 17th century; perhaps by Peter Lindestrom, who when he was twenty-two years of age, obtained permission to visit America to collect all the information that he could concerning the land of New Sweden on the Delaware river.

Lindestrom explored both banks of the Delaware, from Trenton Falls to the Capes, and entered into every little stream that flowed into the river and its tributaries, making soundings and charting courses for coming navigators and noting the possibilities for agricultural and commercial development. It is an established fact that the Swedish pioneer reported that the land along the Schuylkill river, in the vicinity of the mouth of the Wissahickon, was very fine, and "occupied by the most intelligent savages."

There were comparatively few Swedes here, at the time, but that there was an abundance of Nature's gifts for their comfort and sustenance was set forth by Lindestrom when his reports were sent home.

The rocky formation which prevented commercial navigation on the stream also cast forbidding glances from its precipitous banks and discouraged pedomic exploration.

The first white men, of record, to master the Wissahickon valley were those who made the survey for William Penn, in 1681 and 1682. These hardy men, more than likely, came into the valley from its Germantown entrance and made conveyances of land to twelve patentees, among whom were Robert and Richard Vicaris and Robert Turner, who held them for speculation and eventually sold portions of their grants to the settlers who came later. It takes no vivid imagination to picture these early surveyors battling their way through the laurel bushes and other dense underbrush to open a way to the Schuylkill River.

The waters close to the mouth of the stream were very naturally exploited by the early Swedes and by members of Penn's Colony, who followed them.

Through one of the Quaker colonists, John Whitpain, who settled farther up the Wissahickon, in Montgomery county, the little river almost lost its Indian appellation, for in Holmes' map and old deeds, dated 1690, the stream was written "Whitpain's Creek." Lovers of the region however, fought strenuously and successfully for the preservation of the more romantic name, which has become known throughout the world. Wissahickon it is said, is derived from the blending of two words, that are supposed to have been used variously by the Lenni-Lenape Indians; "Wisauck-sickan" meaning yellow colored stream and "Wisamickan" or catfish creek.

The Schuylkill provided the early means of access to the Wissahickon region, for no road was laid out until 1706. This, the Ridge road, was rebuilt in 1718 and again in 1786. In 1811 it was again improved and opened as a turnpike. Various private lanes were used to reach the Wissahickon mills. In 1826, the road which follows the creek was constructed from Ridge avenue to the Rittenhouse mill. From time to time the road was extended until in 1856 it was completed from the mouth of the creek to the Montgomery County line. The Wissahickon Turnpike Company owned the road and collected toll, until with the rest of the valley it became a part of Fairmount Park in 1869.

The earliest industrial plants to utilize the power of the creek were two. One known at different times as "The Bolting Mill," "the Roxborough Mill," "The Wissahickon Mill," and finally "The Robeson Mill," and the other the familiar Rittenhouse mill, which was located farther up the stream. An old deed, recorded in 1686, stated that John Townsend, a millwright, and Robert Turner became the owners of three and one half acres of land, close to the mouth of the creek. This, on July 11, 1691, together with "the house, saw and grist mill, theron" they sold to Andrew Robeson. Therefore the lower mill was built some time within the five years which elapsed between 1686 and 1691. The upper mill, that of Rittenhouse, is supposed to have been erected in 1690, but some historians advance the date 1688. And so it is still a moot question as to which of the plants came into existence first.

Andrew Robeson subsequently acquired about 500 acres of land, in the vicinity, becoming the owner of a tract known as Sumach Park, which extended from the Schuylkill river to what is now Wissahickon avenue, and from School House lane on the southeast, to a boundary a short distance northwest of the creek. A great part of Robeson's old holding is now included in the property under control of the Park Commission.

The walls of the building, now a part of Barnets Garden, which is located at the junction of Ridge avenue and the Wissahickon Drive, are the original ones which Andrew Robeson built for his home in the early part of the 18th century. The form of the old hip roof which was originally shingled, can still be seen, but the recently added porches and other enclosures conceal the beauty of outline which the structure once possessed.

At one time the Robeson Mill came under the ownership of John Vandaren, for it is known that at the time when the Colonists were struggling for their freedom, he operated the establishment. In old writings it is sometimes spoken as Vandeering's Mill. And incidentally, the name of Robeson is often incorrectly called Robinson or Robertson.

The mill, however, came back into the Robeson family when in 1786, Peter and Jonathan Robeson purchased it from Vandaren.

Jonathan Robeson was the last of the family to occupy the old dwelling beside the mill. He was succeeded by Jonathan Moore, a relative, who in 1864 sold the property to James Dobson, who had the house remodeled and dwelt in it until he erected his mansion at the Falls. Shortly after obtaining possession the Dobsons built a new mill, on the site of the original Robeson Mill, which stood in the middle of the present Wissahickon Drive. The Dobson Mill with the original wooden railroad bridge was destroyed by fire in 1864.

The old dwelling house subsequently belonged to William Lowa, who converted it into a hotel, which he called "Highbridge" after the bridge close by. It was vacant for two years before its present owner, H. M. Barnet, came into possession.

It might be well to insert here a little note concerning the Railroad bridge which forms an appropriate gate to the Wissahickon. A wooden bridge, which was built by James Steel, in 1834, first carried the horse-drawn trains of the Philadelphia, Germantown and Norristown Railroad across the ravine. The first steam engine crossed this structure in 1835. The fire of 1864, which destroyed the old bridge, made it necessary to construct the present beautiful series of arches. The bridge is 492 feet long, with five arches that support the railroad tracks 70 feet above the water.

Within the memory of most of my listeners, there once stood, where the American Bridge Company now has its baseball field, a roadside hotel known as "Riverside." The building with its many outhouses was once the stately mansion of the Robeson's, who erected it sometime during the 18th century. It was a private residence as late as

1850, when it was occupied by William Mintzer.

A narrow stone bridge gave access to the property. It had a narrow arch and pointed walls, to keep the traveler from falling into the creek. Sometimes it became damaged by the rise of the water in the stream, and once or twice was nearly washed away. The old dam under the railroad bridge, over which the water splashed in wild confusion, formed a log-storage pond for a saw mill which stood at the confluence of the Wissahickon creek and the Schuylkill river, on the northwest bank of the creek. On the other side of the turnpike were a wheelwright and blacksmith shop, which have been recently torn down to make way for a modern automobile service station.

The Robeson saw mill, Amos Jones' rolling mill, the State in Schuylkill Fishing Club and the Philadelphia Canoe Club have all used the old building which is known as Colony Castle, at the mouth of the creek. It was the first cut nail factory in America, and with all the other old mills was operated by water power. In 1869 the city purchased it and added the ground and building to the Fairmount Park property.

But to get back to the original Robeson Grist mill. In 1796, when the property had come back into the Robeson family, Peter Robeson entertained the Duke de la Rochenfoucalt, Liencourt, a Frenchman who visited this region and subsequently recorded his observations in book form. This gentleman's narrative pictures living conditions and farming and business methods of the late 18th century.

One of the Duke's notations reads: "On the 20th of April, 1795, Caleb Downes and myself set out on horseback from Philadelphia, through Ridge road, on our way to Norristown. This road, like all other roads in Pennsylvania, is very bad, for provision is brought to that city from all parts, on large and heavily laden wagons. The constant passing of these wagons destroys the roads, especially near the town, when several of them meet. Ridge road is almost impassable. Two miles from the city Ridge road intersects the intrenchments which the British constructed during the last war for the purpose of covering Philadelphia, after they had penetrated Pennsylvania through the Chesapeake. The remains of these works are still visible, but the presence of the English is more strongly testified by the ruins of many half-burned and half-demolished houses, some of them expensive monuments to that inveterate animosity with which the war was carried on. The whole road from Philadelphia to Roxborough is full of granite and covered with a sort of mica, which is reducible to the finest dust.

"About half a mile from Mr. Nicholson's buildings, (which were at the Falls), on the banks of the Schuylkill, is the house of one Robertson, where we intended to stop. Robertson, a Quaker, and brother of Caleb Downe's wife, is a miller and farmer on his own account. He possesses an estate of 250 acres (the original property having been reduced by half) of which thirty only are covered with woods. The land is, on the whole, of inferior quality in this district. There is but little wheat cultivated here, the common grain being maize, called here in America, Indian corn; also some rye and oats."

In other paragraphs, the Duke continues: "He appears to me more skillful as a miller. His mill which is said to be the first built in America, is worked by a rivulet called Wissahickon, which turns twenty-five other mills before it reaches Robertson's. It has three separate water courses and three separate mills, two of which are for the manufactory, as they call it, and one for the public. The latter grinds all the corn which is brought thither, without the least alteration of the millstones in its passage from the grain to the flour, which naturally renders the meal very indifferent. The miller's due is one-tenth, according to the law of the land. Robertson does not grind any Indian corn on his own account, nor has he any kiln to dry it. Meal from this corn is not bad if speedily used, but it is not for being kept long, and yields but little.

"The corn is brought thither in wagons and the cranes instead of turning it out of the vessel, lift it up from the wagons into the granary, which is very small and the corn lies in heaps, the several rooms being low, dark and dirty. Roberston grinds yearly 45,000 to 50,000 bushels of corn, which he procures from Virginia and New York, and some is even brought from the upper parts of Pennsylvania. There are, however, so many mills along the Schuylkill that he receives but little from that part of the country. The grain from the other side of the bay comes by Philadelphia, from which it is brought to the mill which is large enough to contain about 10,000 bushels. Six horses are constantly employed in carrying the meal to Philadelphia and bringing back corn in return. The journey is often performed twice each day.

"The water of the Wissahickon is never frozen, nor does the mill cease working except in the utmost necessity. Mr. Robertson employs about the mill, five men, three of whom he pays. He gives $100 to the first and $80 to each of the other two. The rest are apprentices who receive nothing but victuals, clothes, etc."

As the territory became settled the mills increased and by 1770 there were eight in existence along the Wissahickon. By 1793 the number had trebled. As stated before the grain was brought from all sections of the surrounding country. The millers had warehouses along the Schuylkill where grain was unloaded from boats and stored until it was needed.

A large part of the traffic of these mills consisted of shipments of wheat, rye and corn, enroute to the Wissahickon Mills and it had been recorded that at times the long line of wagons on Ridge Road extended for more than half a mile.

We can readily picture the scenes of mirth and excitement that prevailed when the farmers and teamsters arrived with their load at the Robeson and other Wissahickon Mills.

In addition to grist and paper mills, there were other establishments along the creek, in which was manufactured, at different times, powder, linseed oil, yarn, and cotton goods. One of these was a grist mill which stood at the foot of Gypsy Lane. The mill was established by Nicholas Rittenhouse and Matthias Hogemoed, about 1748. Martin Rittenhouse and John Vandaren were later owners.

Another was the Greenwood Mill, a yarn factory, which was located farther up the creek, across from Lover's Leap. The manufacturer's homestead was close by and the famous Greenwood Boys were born and raised here. They became expert fishermen and boatmen from living so close to the Wissahickon, where they spent a great deal of time in outdoor sports. The old mill was burned down in 1872, but some of the ruins may still be seen up on the hills above the creek.

Edward H. Ammidown's blanket mill was quite an extensive one, and furnished employment for a large number of people. During the Civil War blankets were made for the Union Army in huge quantities. Lincoln Drive covers the site of these almost forgotten mills. The land in this section came into the Park's possession in the 70's.

Wissahickon Hall, at the end of Gypsy Lane, which is now used as a Park Guard station is the only one of the several hotels that formerly stood on the Lower Wissahickon. The Maples Springs Hotel was erected in the first cleared space east of Gypsy Lane on the Drive side of the creek, shortly after the Civil War, by Harry Young. The ground in back of the site of this old roadhouse, is now known to Park employes as "The Everglades," on account of the extremely dense vegetation. The timber that went into the building of the Maples Springs hotel was taken from the Cuvier Hospital, which stood on the Town Hall grounds in Germantown. Joseph Smith, a one-time proprietor of the inn, was nicknamed "Rooty" Smith. This name he acquired from his fad of collecting queer-shaped laurel roots, which he fastened into unique representations of animals and other subjects. Smith became an adept in this line and the porches of the old hotel were decorated with speciments of his art, and attracted visitors from great distances, who came to see his curios and to partake of the catfish and waffle dinners which were the epicurean vogue of the day.

A little farther along, where the William Leonidas Springs Memorial stands, was the famous old "Log Cabin." The grounds once belonged to Nicholas Rittenhouse, Sr., of Roxborough. Five Rittenhouse boys, Martin, James, Nicholas Jr., Charles and

George and a cousin, William Umstead, built the cabin. It was originally intended as headquarters of a political club, when in 1840 William Henry Harrison was running for President. In after years the old cabin was enlarged and became a popular resort for picnic and boating parties. It was conducted by Thomas Lewellyn. The proprietor owned two or three tame bears and several monkeys, which served to attract people to his establishment. This small collection of animals, it is said, was the forerunner of our present Zoological Gardens.

"The Hermitage," a resort established in 1844, by "Pop" Benson, on the northwest side of the creek at the foot of Hermit Lane, was one of the most popular picnic places along the stream. It was reached by a frame truss bridge.

It is not generally known that Benjamin Franklin once suggested that the Wissahickon was a logical place for Philadelphia to obtain its water supply. In his will he left a legacy to aid young mechanics, directing that the accumulation of interest upon his bequest, in 100 years, be used to provide the city with Wissahickon water. This same object was one of the reasons for the Act of Legislature, of 1867, which made the Wissahickon Valley a part of Fairmount Park. But we are still drinking from the Schuylkill.

In reference to the Legislative Act of 1867, which authorized the Park Commissioners to acquire the Wissahickon region, it stipulated that the commission was to appropriate the shore on both sides of the creek from its mouth to Paul's Mill road, the boundaries to follow the crests of the heights at such distance from the stream as to insure the preservation of the beauty of scenery. In 1869 the Park Commission complied with the provisions of the act.

The width of the Park territory along the Wissahickon averages 500 to 600 feet. At its narrowest point it is but 300 feet while elsewhere it is more than 3000 feet wide. Six miles of the creek are in the Park.

And now let us turn our thoughts to things military. At the time of the Battle of Germantown, the main body of the British Army was located in the centre of our neighboring community, with its left wing extending from Market Square, along School House lane, to the bluffs overlooking the Wissahickon, near Ridge road. Lieutenant General Baron Wilhelm von Knyphausen, in command of the Hessians, had charge of this wing. At the extreme left of the wing, near Robeson's Mill, were three battalions of the British Allies, under Lieutenant Colonel Ludwig J. Adolph von Wurmb.

In planning his attack on the British, Washington instructed General John Armstrong to march from the American army's Skippack camp, down Ridge road to engage the Hessians on the lower Wissahickon.

The bronze tablet, erected by the Pennsylvania Society of the Sons of the Revolution, at the Great Bend of the Wissahickon has been attacked as belittling the part played by Armstrong and his men, with the following inscription:

"On the morning of the Battle of Germantown, October 4, 1777, the PePnnsylvania Militia, under General John Armstrong,, occupying the high ground on the west side of the creek, opposite this point, engaged in a skirmish, the left wing of the British forces, in command of Lieutenant General Knyphausen, who occupied the high ground on the east side, along School House lane."

General F. V. Greene, in a volume concerning the Revolutionary War, says, "If that is all the Pennsylvania Militia did, they fell very far short of their orders and wasted their amunition. With the 'firelocks' of that day, firing from the high ground on one side of the Wissahickon to the high ground on the other side would have been about as effective as making faces.

"We have two accounts of what the militia actually did—one the report of their commander, and the other, by Captain Ewald, of the Hessian forces, whom the Pennsylvanians encountered. The orders of Armstrong's men were to march down the Ridge road, and cross the Wissahickon creek at the head of John Vandeering's mill dam, to attack their left wing.

"Ewald says that the alarm of Washington's approach having been given, a battalion of the German Jagers, was hurried to the brigde over the Wissahickon, and he continues: 'The Jager Corps was attacked by 4000 men with four 6-pounders. So the corps was forced to leave the bridge, but took position on the hill opposite and defended this post with its rifles against the repeated attempts of the enemy to force it. The enemy's four cannon played constantly on the Jagers, while our 3-pounders could not reach the enemy. Meanwhile the firing became general and very strong on the right wing; until about nine o'clock, when Lieutenant General Knyphausen sent us word that the enemy's left wing was beaten. Hereupon, Lieutenant Colonel Von Wurmb attacked the bridge again, and drove the enemy both from there and from the opposite heighth, under a heavy fire. As the attack had to be made through a long defile, the enemy had time to retire.'

"Thus it appears from the Hessian account that the Pennsylvania Militia did not stop a mile or so above the bridge and fire their muskets across the ravine, but reached the bridge, and drove the Jagers from it, who only numbered 300, according to Ewald, and held the bridge for several hours, during which they made repeated efforts to drive them from the high ground on the east side, and did not retire until the Americans gave way along the Germantown road. Armstrong says his men were the last to leave the field. Instead of 4000 of them, as Ewald says, there were about 1500, and instead of four field pieces there were only two. That kept the battalion of Jager from operating against the main part of the American Army, and they stayed at the bridge as long as it was any use for them to stay, and they deserve something better than the bronze tablet that seems to have been erected to commemorate their incompetence and the futility of their part of the battle."

In a letter which he wrote to Thomas Wharton, president of the Supreme Council of Pennsylvania, on October 5, 1777, which was the day after the battle, Armstrong, detailed the actions of his troops.

He wrote that his men did not arrive at the Wissahickon until after the main part of the Continental Army had reached Germantown. The heavy fog and the mistake of spending too much time attempting to dislodge a small force of the enemy from the Chew House, are the reasons given by Armstrong for the loss of the battle. Of the Wissahickon part of the affair he stated:

"My destiny was against the various corps of Germans encamped at Mr. Vandurings or near the Falls. Their Light Horse discovered our approach a little before sunrise; we cannonaded from the heights on each side of the Wissahickon, whilst the Riflemen on opposite sides acted on the lower ground. About nine o'clock, I was called to join the General, but left a party with the Colls, Eyers and Dunlap, and one field piece and afterwards reinforced them, which reinforcements by the way, however, did not join them, until after a brave resistance they were obliged to retreat, but carried off the field piece, the other I was obliged to leave in the Horrenduous Hills of the Wissahickon, but ordered her on a safe rout to join Eyres if he should retreat, as was done accordingly. We proceeded to the left, and above Germantown some three miles, directed by a slow fire of canon, until we fell into the front of a superior body of the enemy, with whom we engaged about three-quarters of an hour, but their grape shot and ball soon intimidated and obliged us to retreat or rather file off. Until then I thought we had a victory, but to my great disappointment, soon found our army were gone an hour or two before, and we the last on the ground. We brought off everything but a wounded man or two—lost not quite twenty men on the whole and hope we killed at least the number besides diverting the Hessian strength from the General in the morning. I have neither time, nor light to add, but that I am respectfully yours,

JOHN ARMSTRONG"

I have not mentioned Kelpius and his Hermits, or detailed the history of the Rittenhouse Mill, which are in themselves subjects worthy of lengthy stories; on account of the time the telling would consume.

Many volumes have been written of the Wissahickon and many more pages could be filled with recitals of the valley's natural, civil, commercial and

military history, without ever touching on its beauty of scenery, its rocky formations, its vegetation, animal life or the hundreds of fables, the backgrounds of which are laid in the Lower Wissahickon.

Kingston (N.Y.) Freeman + Journal. 1-10-1928

Rev. Lemuel Davis Saw Charlie Ross

Accord, N. Y., Jan. 5, 1928.

To the Editor of The Freeman:

Sir:—The abductions which are taking place so frequently in the U. S., carries me back in my memory to the kidnapping of Charlie Ross of Germantown, Pa. His full name was Charles Brewster Ross, son of Christian K. Ross. He was abducted on July 1, 1874. Charlie and an older brother were accosted for four consecutive days on the streets by two men in a buggy who gave them candy. On the fourth day, July 1, the two boys were taken for a ride; on reaching Kensington, Philadelphia, the older boy was given money with which to buy firecrackers. When he returned the rig was gone and also his brother.

I wish the newspapers of Pennsylvania would copy this, and if that brother of Charlie Ross is still living, I wish he would come and see me, and I will show him the exact spot where we met that wagon.

My brother, Herman, now of Highland, will corroborate every word which I have written.

Yours very truly,
REV. LEMUEL DAVIS.

Md Gazette 1-19-28

BELIEVES HE SAW CHARLEY ROSS

From Accord, N. Y., comes a letter written by the Rev. Lemuel Davis, who believes he saw Charley Ross shortly after he was kidnapped in front of his home on Washington lane, near Chew street, Germantown, in July, 1874.

The letter is in part as follows:

"About two weeks later my brother Herman and I were returning from school in the rock district, and about midway between the home of James Oakley and Aunt Susan Van Leuven, directly opposite the place where Joseph Pratt now lives, we met two men in a top buggy, with the top let down, to which was hritched a sorrel horse; and standing between their knees was Charley Ross. We recognized him by his picture in the papers at once. I remember the look of suspicion on the faces of those two men, lest we identified Charley.

"We went home immediately and told our parents that we had seen Charley Ross. They took no action in the matter. Had they, Charley Ross could have been restored to his parents, the abductor captured, and we have had the reward of $20,000 which was offered by the mayor of Philadelphia."

"Charley had the appearance of being well treated. How well I remember his sweet face, pretty blue eyes, and his curls which hung from under a little cap. I have had many a heartache that my parents did not take immediate action.

"The horse which those two men drove had the appearance of being very tired. Its check was unhooked, and its gait that of a nearly exhausted animal. They came from Kingston way, and were going toward Ellenville."

Innumerable letters of a similar character came to the attention of the police and the Ross family immediately after the kidnapping. Careful investigation was always made, but little information of value developed.

Md Gazette 1-19-28

The Man on the Corner

Many Spectacular Fires but Little Loss of Life

A fire so disastrous with regard to loss of human life as was that of last week at the Germantown Community Center is stunning to Germantown because in all the long history of the community, while there have been many conflagrations which involved great loss of property, there never was a fire which cost so many lives as did this. Indeed, loss of life at Germantown fires has been exceedingly rare.

When the fire occurred at the Lutheran Orphans' Home, Germantown avenue, north of Carpenter lane, in the early morning of Sunday, December 20, 1920, the lives of a large number of small girls were imperiled. But through the devotion of the attendants and the heroism of the men of the nearby fire company, every child was saved and few suffered injuries.

Spectacular fires, rather than those destructive to life, stand out in Germantown history.

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For years the old-timers used to talk about the blaze which swept the lumber yard of Benjamin Lehman & Son, south of Maplewood avenue, between Germantown avenue and Greene street. That was one night in June, 1834, back in the days of the volunteer firemen. Germantown's eight fire companies of that period received assistance from thirteen companies that dragged their apparatus here from the downtown districts of Philadelphia. The flames raged furiously among the piles of lumber and also destroyed a stable, a barn and much shedding.

Four years earlier there was a big fire at Chestnut Hill when the extensive stables of Jacob Peter's stagecoach line were burned and eleven horses perished.

Most of the disastrous fires of the middle of the nineteenth century, however, occurred in the mills along the Wissahickon and along the railroad on the east side of Germantown.

The cotton wadding mill of Matthias Gorgas, at Gorgas lane, on the Wissahickon, was burned in 1856. It was rebuilt at once and again destroyed in 1857. Four years later it was burned for the third time. During twelve years there were eight fires of more or less magnitude in this one mill.

A fire in Robeson's mill, at the mouth of the Wissahickon, in August, 1862, spread to the wooden bridge over the Wissahickon, and a scene of fiery fury ensued. Both the mill and the bridge were destroyed. The bridge was 420 feet long and it spanned the creek at a height of sixty-eight feet above the stream.

One of the worst fires in the mill district along the eastern borders of Germantown was that which destroyed James Armstrong's woolen mill, on Wister street, in December, 1866. The loss was $100,000. Even at that early day this mill was equipped with a system for flooding the place in case of fire, but it was out of order when it was needed. Mr. Armstrong had gone to Philadelphia the day of the fire to buy a valve to repair the water system.

One of the more notable fires of recent years was that of February 2, 1900, which destroyed Parker's Hall, at the north corner of Germantown avenue and Price street. Parker's Hall was then the leading place for theatrical shows and public meetings in Germantown.

Early on the morning of Easter Sunday, April 2, 1916, a spectacular fire destroyed Germantown's first motion picture plant, which occupied a large mill building on the south side of Germantown street, between Germantown avenue and Baynton street.

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"Oldest Fire Engine" Found in Many Places

The question as to which is the oldest fire engine in the United States is one that has never been satisfactorily settled.

Germantown has a claimant for the honor. It is the old hand engine called the Shagrag, which stands in the office of the Mutual Fire Insurance

Company of Germantown, at Germantown avenue and School lane.

A postcard picture which the Mutual Company distributes gives the information that this is "the oldest fire engine in the United States," that it was brought to Philadelphia from England in 1730 and was purchased by the Middle Ward Fire Company of Germantown in 1874. The latter date unquestionably is a typographical error. The History of Old Germantown says the fire engine was brought here in 1764. It is said to have been used for the last time at a fire in 1850, though it was not in regular service for a long time before that.

In Memorial Hall, Fairmount Park, is a hand fire engine with a placard reading:

"Hand fire engine supposed to be the first used in Philadelphia, as early as 1735 For many years used by Messrs. Powers & Weightman. Given by Mrs. Frederick C. Penfield."

Out in Darby, Delaware County, is another fire engine which is described as being "the oldest in the country." The fire company to which it belonged was organized about 1750.

Bethlehem, Pa., also claims to possess the oldest fire engine in the United States. It is exhibited in the Moravian museum in that town. One account declares it was imported from London in 1698. It certainly was not taken to Bethlehem at that time, for Bethlehem was not funded until 1741.

Another specimen of "the oldest fire engine in the country" may be seen in the noted Essex Museum, in Salem, Mass. This piece of apparatus was brought from England in 1748. The label declares it is "the only engine that stands complete as in service in those days."

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Fire Prevention Rules for Chimney Sweeps

Fire prevention regulations and appeals are by no means a modern innovation.

Even before the days of the American Revolution, Philadelphia had fire prevention regulations regarding the care of chimneys.

In those days wood was the fuel and chimneys quickly became filled with soot. So chimney sweeps were employed at intervals to clean out the chimneys.

In the endeavor to restrict such service to capable persons, chimney sweeps were required to register with the clerk of the Philadelphia Contributionship for Insuring Houses from Loss by Fire—the organization with this ponderous title having been the pioneer fire insurance company of Philadelphia.

If the applicant was deemed worthy, he received a number which he wore upon his cap.

The fee for cleaning a "single-funnel" chimney was 9 pence, and a "two-funnel" chimney, 15 pence.

If a chimney sweep did not respond promptly when his services were requested he was liable to a fine.

When a fire was due to a foul chimney, the owner of the property was liable to a fine of 20 shillings, unless he could show the chimney had been swept within a month prior to the fire.

If the chimney had been swept within one month's time, then the sweep who swept it was subject to 20 shillings fine.

Bulletin
Mar. 1st 1928

Men and Things

Welsh Descendants Celebrate Their Ancient Organization With Their Customary Banquet On St. David's Day

THE Welsh Society, which holds its customary banquet tonight, on St. David's Day, is proud of its direct lineage from "The Society of the Sons of Ancient Bretons," organized March 1, 1729. For one hundred and thirty years its members have been keeping up this custom of holding an annual re-union of the Welshmen and their descendants in this part of Pennsylvania. As the Friendly Sons of St. Patrick never fail to observe the Seventeenth of March, so the sons of St. David never fail to note the First of March.

The Welsh Society, like the Friendly Sons and the Society of the Sons of St. George and Scottish association of the St. Andrew's Society, is one of several notable organizations of this sort that had their origin here in Colonial days for the relief of emigrants coming to the port of Philadelphia. Each looked after the welfare of its own kin, Welsh, Irish, English, Scotch, German and the French. The principal ports in this country now have their Immigrant Aid Societies, but these old organizations worked along somewhat different lines.

The length and the hardships of the voyages of the early immigrants who came across the Atlantic in small sailing craft, the difficulty of the newcomers in adjusting themselves in a community where the comforts and conveniences of life to which they were accustomed were often lacking, their sudden transport from well secured homes in the Old World to precarious ones in the New World, the lone pioneer, with only such friends as he had formed on shipboard, and the close kinship of many of the early and the later settlers, many who came from the same stock and the same communities, gave an interest to the work of these old societies which the newer Immigrant Societies have lacked.

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First Meeting Was Held 199 Years Ago

"The Society of the Sons of Ancient Bretons" met on St. David's Day 1729, at the house of Robert Davis and formed a society of Welshmen, or "ancient Bretons," as they called themselves, in consequence of their land having been the last stronghold of the Britains when the rest of that country was overrun by the Germanic invaders.

The first mention of this society of which there is any record, was on February 25, 1729, in the Pennsylvania Gazette, that vade mecum of old Philadelphia which had just been started as the second newspaper in the Colony and which was soon to pass into Franklin's control.

"We are informed that several gentlemen and other persons of reputation, of the honorable stock of ancient Bretons, design to erect themselves into a society, to meet together annually on the first day of March, or St. David's Day. In order thereto, on the first of next month, there will be a sermon preached in the ancient British language, by Dr. Wayman, in this city, and a psalm set to the organ; from thence the society are to go and partake of a handsome collation at the house of Robert Davis, at the Queen's Head, in King street, where tickets are to be delivered out for the said entertainment."

For the further enlightenment of its readers, this "Universal Instructor," as its publisher called it, added "It seems that this is erected in imitation of a useful Society in London who annually meet on the same day and is encouraged there by persons of the first rank, their late Royal Highnesses, the Prince and Princess of Wales, contributing largely to its support and reputation."

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In a later number of the Gazette there is a description of what happened. "Many gentlemen and others of the ancient Bretons met and walked in a regular order, with Leeks in their hats, to the church, where was preached in the old British language, (as it's said), an excellent sermon on the five first verses of the 3d Chapter of the 2d Book of Timothy. From thence they returned in the like order to the Queen's Head, where was a handsome dinner prepared, after which the following healths were drunk, under discharge of cannon—'The King and the Church'—'Queen Caroline'—'The Prince and the Royal Family'—'Prosperity to the Ancient Bretons and this Province'—'The Proprietor's Health'—'His Honor, Governor Gordon's'—and many others.

Stern Sermon Had Place in the Program

That part of the New Testament selected by the Rev. Dr. Wayman for his text is interesting, not only in keeping with the stern regimen of the old Welsh Church but as indicative also of the outlook of a preacher of those days who, on such an occasion, thought it appropriate to repeat the advice of Paul that they should turn away from the selfish, covetous, boastful, proud, blasphemous, undutiful, unthankful, unholy, the incontinent, the traitorous, the heady and the highminded, the lovers of pleasure and the corrupt in mind. For to him old Philadelphia was not as good as it should be and the new organization of the Welsh might set an example to the community. That it did was shown by the immediate formation of a similar society among the English, the Sons of St. George, who, on April 23d, St. George's Day, in the same year, organized for the relief of the English emigrant.

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The next year the Sons of St. David, as they came to be called, met at the Sign of the Crown on Market street and danced at Captain Hopkins. At the

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first meeting the stewards had been Benjamin Morgan, the wine cooper; Evan Jones, the chemist, and Edward Pearse, an attorney-at-law. At the second the stewards were Peter Evans, Esq., Robert Ellis, and John Hopkins, merchants, and Captain Mathew Phillips, one of the principal duties of the stewards being the distribution of the alms during the year. In 1731 the ancient Bretons met at Owen Owens' inn, the Indian King, on Market street, and after the usual sermon and dinner they went down to Wiecaco, on the water front, to attend the launching of Captain Samuel Bromage's ship. Bromage was one of the stewards that year, the others being Rowland Price, Joseph Powell and William Major. The next year Owen Owens was favored again with the meeting and the growth of the society was shown by the fact that among the stewards two were chosen from outside the city, Thomas Jones, of Chester county, and William Thomas, of Oxford township, being named along with Captain Ellis Davis and William Bevan of this city.

Just how long these annual meetings were kept up is uncertain. Horatio Gates Jones, in his account of those early days of the Welsh Society, was unable to find a complete record. Along about this time there also came into existence the Society of Fort St. David's, as a rival fishing organization of the "Colony in Schuylkill," and this society of fishermen, who had a little cabin on the rocks near the Falls of Schuylkill, was generally known also as "the Welsh Society."

In 1740, Gates recorded, the Society of Ancient Bretons celebrated St. David's Day by firing some guns on Carpenter's wharf, when a pall was cast over the occasion by the bursting of a cannon causing the death of Thomas Scott, mate on a Liverpool ship.

Before the Revolution there also appears to have been another society of Welshmen—of whom there were many in and around Philadelphia—which was known as the Welsh Club and which met at Griffith's Tavern.

Like most of the societies those to which the Welsh belonged found their career interrupted by the events of the Revolution. After the affairs of the nation had become settled and the transition from Colony to Commonwealth had been successfully accomplished, many of these organizations were reformed and again actively at work aiding newcomers to the new land. So it was that, on March 1, 1798, a new society formed for the relief of such emigrants as might come from Wales, organized at the house of William Ogden.

Sixty-four signers appear in the list of its subscribing members, among them Samuel Meredith, Clement Biddle, Jonathan Jones, Richard Marls, Samuel Miles, William Griffiths, Cadwalader Evans, Owen Foulke, Mordecai Lewis and Robert Wharton, whose descendants are still active in affairs of city and State.

Significant Names in its Membership

The drafting of the Constitution of the Society was entrusted to Biddle, John Thomas and Morgan John Rhees, a Welsh clergyman, of considerable ability, who led a colony of his kinsmen to Cambria County. Rhees is credited with being the author of the preamble to the Constitution and Horatio Gates Jones holds that, in this, there is unquestioned reference to the fact that the Welsh Society of 1798 origin is the direct descendant of the Society of Ancient Bretons formed seventy years earlier. For, in no other way, he holds, could one account for the phrasing or that part of the preamble which reads, "This ancient institution, so much the pride and honor of its founders and supporters, and so much the object of grateful remembrance by the many who have shared in its bounty and assistance, having been accommodated to existing circumstances from time to time, with respect to form, is now established by an act of incorporation and then presented to the Society in the form of the following Constitution."

Legal incorporation speedily followed, the charter bearing date of March 30, 1800, and since then the Society, which has always had the support of a number of the Welsh register including the names of Biddle, Peters, Lewis, Morgan, Meredith, Evans, Norris, Wistar, Hamilton, Jenkins, Humphreys, Hollingsworth, Jones, Powell, Read, Vaux, Clymer and Fisher, has maintained an active existence.

Many of these old family names are also to be found in the western part of the State, to which, at the close of the Eighteenth century, Morgan John Rhees led many Welsh pioneers to the wilderness of the old "Frankstown Settlement," beyond the Alleghenies, that shortly after was named Cambria, as the new home of these descendants of the old Cambrian hills of Wales, and has become one of the great industrial counties of the State.

Aids Research

CHIEF WAR EAGLE

Delaware Indian who is supplying tribal lore to historians here

Rox News
Mar. 14 - 1928

GYPSY LANE

The troubled soul, pursuing peace,
Craves heavenly heights to follow.
And searches everywhere for roads,
Which lead up from the hollow.
But I woud find my joy on earth,
Where the Master's hand shows plain;
I enter Wissahickon's vale,
By way of Gypsy lane.

It is an ancient thoroughfare,
Which dips down o'er the hill,
Through shady forest; verdant fields,
Beside the rippling rill.
It's cobbled floor was made for beasts,
In years gone by, to gain,
The manor-house at Raven Hill,
Which faced old Gypsy lane.

In Wissahickon's valley green,
The birds and squirrels play;
An earthly haven, where I find
Contentment while I stray
Along the creek, where rocky stream
Sends forth a babbling strain,
My footsteps often fondly turn,
Down quiet Gypsy lane.

A. C. C.

Rox News Mar. 21-1928

JAMES D. LAW

By the death of James D. Law, at his home at "Clovernook," as he poetically called his home in Roxborough, the world lost a good and useful citizen, who, if the "grim monster" had not cut short his earthly career, when he had really only reached the noon-day of his life, would have greatly benefitted the art world in color photography, and also by increasing our sense or perception of the beautiful, as nature displays it to our wondrous gaze in many and varied colors.

James D. Law was a Man in the best usage of that word. He climbed the heights and left far behind the traits that often mar or disfigure others.

A student of Robert Burns he perhaps, stood in the front ranks of the worshippers of the immortal Scottish man, and we have heard him quote:
"To mak a happy fireside hame,
To weans and wife,
This is the pathos and sublime,
Of human life"

Historic Sweet Briar Mansion, in Fairmount Park, as It Looks Today and Will Look When Restored

Present day appearance of old Colonial mansion—The front porch was added long after the mansion was built in 1797, and will be removed when the Junior League's restoration plans are carried out, under the supervision of Erling H. Pederson, assistant to the director of the Pennsylvania Museum, at an estimated cost of $25,000. The Junior League, by permission of the Fairmount Park Commission, takes custody of the property on June 1 and hopes to complete the restoration by fall. Mrs. Henry P. Borie, of Rydal, is chairman of the committee for restoration.

When Sweet Briar returns to its original state—The stone mansion was built by Samuel Breck and was regarded as an opulent country home in early days. Breck sold it to William S. Torr, in 1838, for $10,000, who, in 1868, presented it to the Fairmount Park Commission. Descendants of the Breck and Torr families have arranged to help the work of interior restoration with gifts of original furnishings. One of the notable exterior changes will be the replacing of the porch by the old main entrance stone steps, wrought iron hand rails and the Colonial front doors.

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JUNIOR LEAGUE TO RESTORE MANOR

Will Use Old Sweet Briar for Exhibitions, Meetings and Lectures After $25,000 Outlay

FRIENDS PRESENT RELICS

(Illustrated on Picture Page)

Sweet Briar Mansion, resting comfortably on the west bank of the Schuylkill, fronting on Lansdowne Drive, Fairmount Park, and just across a dip in the landscape from the little cottage erected for William Penn in 1682, is shortly to enter a new life as the headquarters of the Junior League of Philadelphia.

Members of the league are raising $25,000 to restore the building, an example of late Colonial, erected in 1797 by Samuel Breck and endowed as a literary relic by his "Recollections." The restoration will be carried out under the direction of Erling H. Pederson, assistant to the director of the Pennsylvania Museum.

When restored, one room of the building will be set aside as a museum, open to the public on stipulated days, while the remainder of the mansion will be used by the league for committee meetings, lectures, art exhibitions and other club activities. Mrs. Henry P. Borie, of Rydal, is chairman of the committee for the restoration of Sweet Briar. The league will take possession of the property on June 1, and it is hoped that it will be ready for occupancy in the fall.

Gifts of the descendants of Samuel Breck and of the Torr family, who occupied Sweet Briar when it was an opulent country home, will be interesting items in the restoration of the interior to its former condition.

From the descendants of Samuel Breck's daughter, the Rev. Charles Breck Ackley and the Misses Dabriella and Elizabeth Ackley, all of New York, will come an embroidered fire screen and chair, worked by the original owner's mother, a miniature of Mr. Breck, the accordion he played and pearl counters he used at cards.

Mrs. William Torr, whose husband's family purchased Sweet Briar from Breck and later gave it to the Fairmount Park Commission, will contribute a sofa which formed part of the original furnishings of the mansion.

The raising of the $25,000 is being made interesting for the 500 members of the Junior League, according to Mrs. Borie. Prizes have been offered for the most novel methods of raising funds, and varied schemes, from New England suppers to tending furnaces and being paid by their husbands for the work, have all helped to swell the general fund.

On Friday, April 13, the league will hold an Easter cabaret and dinner dance at the Bellevue-Stratford. During the present week young women are working as salesgirls and models in a local department store, and their recompense will depend on their sales successes.

At the outset of the drive, league members were asked to raise $25 apiece. During February the proceeds of a lecture in the Witherspoon Building, delivered by Dr. George L. Raiguel, went to the fund. On March 2 and 3 at the Penn Athletic Club, a children's play, "Aladdin," presented by young women of the league, added materially. Of the total desired, $15,000 will be devoted to the restoration of the building, and $10,000 to its furnishing.

Sweet Briar Mansion lends itself naturally to the dreams of the league for its restoration. Fiske Kimball, director of the Pennsylvania Museum, who envisions a time when all the Colonial mansions in the Park will be restored as museums illustrating the cultural developments during the early days of the nation, was one of the prime movers in the plan. It is his hope that other patriotic, cultural and welfare organizations will follow the Junior League in the restoration of other Park mansions.

Acting with Mrs. Borie on the committee on the restoration of Sweet Briar are Miss Elizabeth Bell Battles, vice-chairman; Mrs. George B. Roberts, secretary, and Mrs. Edward Starr, Jr., treasurer. On the Executive Committee are Mrs. Edward M. Cheston, Miss Augusta W. Harrison, Mrs. H. Norris Harrison, Mrs. Reginald R. Jacobs, Mrs. Norman H. McLeish, Miss Margaret O. Remak, Mrs. Joseph R. Rollins and Mrs. Owen J. Toland.

The Executive Committee is supplemented by an Advisory Committee of three—Mrs. Graham Dougherty, Mrs. Fitz-Eugene D. Newbold and Mrs. Alex Coxe Yarnall.

Sweet Briar has undergone many changes since it was the home of Samuel Breck, who described it as "a fine stone house, rough cast, fifty-three feet long, thirty-eight broad and three stories high, having outbuildings of every kind suitable for elegance and comfort."

Today the old iron railings and steps are gone, and instead there are wooden piazzas on the front and back, which violate the charm of the original architecture. The youngest of the Colonial chain, Sweet Briar stood in sharp contrast to the nearby Penn cottage, erected a century earlier, and inside represents the sublimation of elegance and charm achieved by the workmen late in the eighteenth century. It was the perfect setting for the furniture of Sheraton and Hepplewhite.

"As you enter Sweet Briar there is a fine stairway, with the delicate balustrade and hand-rail, bearing scroll ornament and screen," said Mr. Pederson, in talking of the proposed restoration. "It is an unusually fine example of the best workmanship of the period, and catches the eye as you enter.

"The general plan of the first floor is similar to Mt. Pleasant Mansion, built in 1761 on the opposite side of the river, but in Sweet Briar the work is much more delicate in scale, emphasizing the advance in interior work during the years between the erection of the two buildings.

"A main hallway runs through the centre of the building, from the main entrance to the garden side, similar to Mt. Pleasant. On one side of this hall, one large room will be restored with early American furniture and hangings as the museum room, under the administration of the Pennsylvania Museum.

"On the opposite side of the hall the league will have a reception room and a large meeting room. Both will have fireplaces and woodwork as in the days of Samuel Breck. On the second floor there are four rooms which will be used for the various committees for the league.

"All these rooms, fortunately, are unchanged since they were built, and are excellent examples of the craftsmanship of the time, each having its Colonial fireplace and delicately molded woodwork and plaster ceiling corners.

"In the basement of the mansion a dining room will be prepared for the use of the members, while outside, in the rear, the terrace on which Samuel Breck sat and watched the Schuylkill animated with trade, is to be restored."

The Sweet Briar estate was purchased by Samuel Breck, then a young Philadelphia merchant, for ten shillings, from John and Clementina Ross. But this is explained by the wedding of Breck to Jean, the daughter of John and Clementina shortly after, on Christmas Eve, 1795.

In 1838, Breck noticed the prevalence of fever and ague, induced as he states "by the building of the dam at the city waterworks," and in the same year he sold Sweet Briar to William S. Torr for ten thousand dollars, the estate then including approximately thirty acres. It remained in the possession of the Torr family until 1868, when it was conveyed to the Fairmount Park Commission.

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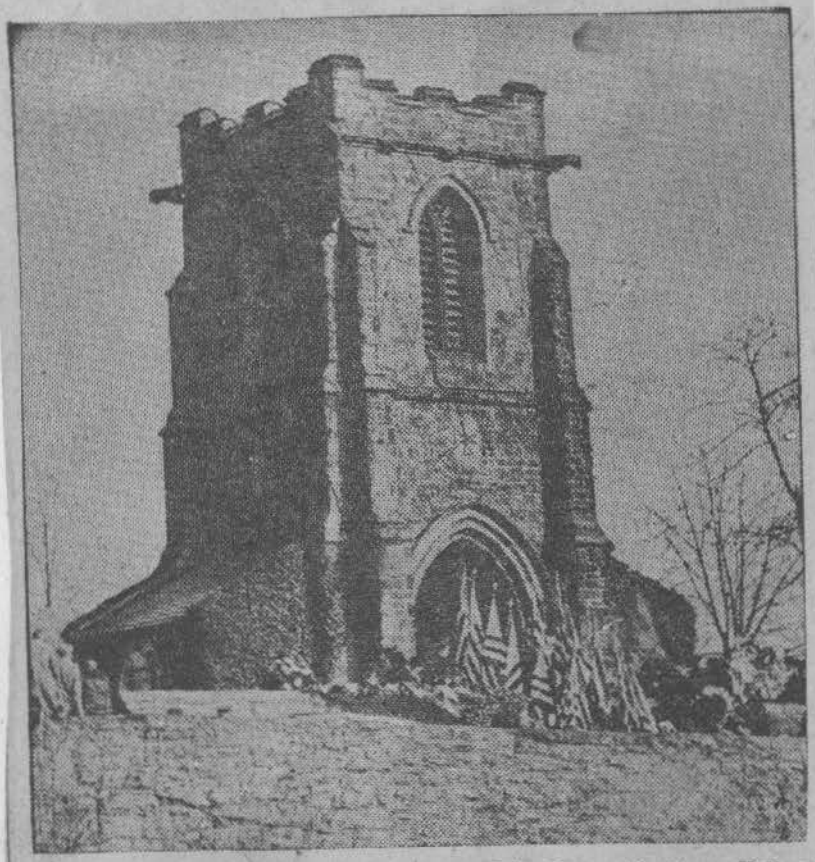
WHERE BODY OF RODMAN WANAMAKER WAS LAID TO REST



Wanamaker mausoleum in cemetery of St. James the Less, Falls of Schuylkill. Other pictures taken during the Wanamaker funeral services will be found on page 4.

FIRST METHODIST EPISCOPAL CHURCH

ROXBOROUGH, PHILADELPHIA, PENNSYLVANIA

Organized in 1925

MT. ZION M. E. CHURCH, Manayunk
Organized in 1827

CENTRAL M. E. CHURCH, Roxborough
Organized in 1870

One Hundred Methodist Years

in

Manayunk and Roxborough

Commemorative Services March 11, 1928

THE PROGRAM

ANNIVERSARY CLASS MEETING AT 9.30 A. M.
ANNIVERSARY SERVICE AT 10.30 A. M.
Sermon by Bishop Edwin H. Hughes
SPECIAL SUNDAY SCHOOL PROGRAM AT 2.30 P. M.
EPWORTH LEAGUE AT 7.00 P. M.
ANNIVERSARY MUSICAL SERVICE AT 7.45 P. M.
Address by Dr. Thomas H. Evans

EXHIBIT OF INTERESTING HISTORICAL MATTER

LINES FOR A CHURCH CENTENNIAL

By EDGAR A. GUEST

A century of service to mankind!
And still the steeple stands beneath the sky,
Thrones rise and fall and fashions drop behind
The church is all we have that doesn't die.

One hundred years and still the church is young,
Still men keep faith and seek the finer things,
Still hymns of faith and praise to God are sung
While time rusts fame, ends power and humbles kings.

Men come and go upon the stream of change.
Through new and old God keeps His place on earth,
Abiding faith! Oh, is that phrase so strange.
Since centuries add luster to its worth?

THE STORY

In 1800, Philadelphia, with a population of 69,403, was America's largest city. A small village, called Flat Rock, stood on the bank of the Schuylkill River, six miles above the city. It contained less than a dozen houses and not more than fifty people. In 1819 the Schuylkill Navigation Company constructed a canal from the Falls to Shawmont. Shortly after that, Capt. John Towers built the first mill, using the water power made available by the construction of the canal. Then Silas Levering erected his hotel and other mills soon followed. By 1824 the town had become so important that the citizens decided to select a name. There was much discussion but, finally, the Indian name of the river, "Manjunk," was chosen, the orthography being changed to Manayunk.

Philadelphia Methodism dates from the organization of "Old St. George's" in 1770 and the purchase of the building which still stands on Fourth Street, below Vine. It is the second oldest Methodist Church in America and the oldest Methodist building in the world. The Methodist movement was not popular and its advance was slow. Fifty years of preaching in what is now Philadelphia resulted only in a total membership of about 3,000. But about that time (1821 to 1828) its expansion began. An association of local preachers was formed and the Gospel was carried outside the old city which ended at Vine Street. Andrew McClaskey, a local preacher, is credited with delivering the first Methodist sermon in Manayunk in 1821, the meeting being held in a frame dwelling house on the Main Street. All the territory north of Vine Street, Philadelphia, as far as Norristown on the Schuylkill River and Bristol on the Delaware River, was included in Bristol Circuit. In 1822, Rev. Jacob Gruber was appointed to this circuit. Finding some Methodists in what is now the 21st Ward, he appointed John Ross leader of a class which met in the house of John Porter on Ridge Road below the Wissahickon Creek. It continued to meet regularly until the death of Mrs. Porter in 1827. Rev. H. G. King, the preacher then in charge, moved the class to the "Lock-house" on the canal and appointed the lock-tender, William Batchelor, leader. But Mr. King was determined to have a regular preaching place in Manayunk and the way opened in the fall of 1827 by the removal of the Reformed congregation from the school house at 4204-6 Main Street to the partly completed new church building on Cotton Street. The Methodists secured the use of the school building and organized the Mt. Zion M. E. Church. Local preachers were supplied by the Philadelphia Association for the Sunday services and the regular circuit preachers held service on Thursday evenings.

In 1829 the matter of erecting a meeting house was discussed by the Quarterly Conference of the Circuit, but no action was taken until Feb. 1831. Permission being then granted, they proceeded with the erection of a building forty feet wide and fifty feet long, on Levering Street. It was dedicated November 20, 1831. In 1834, Mt. Zion became a separate charge and in 1839 a mission was started which resulted in the organization of the Falls M. E. Church.

In 1840, the Mt. Zion Church was incorporated with a membership of 240.

In 1841, a new building was erected on Green Lane at the corner of Carson Street. It was dedicated February 5, 1842. This was a very fine building for that day and the members were justly proud of it, but they had borrowed most of the money required and found that the debt of over nine thousand dollars was a great burden. In the spring of 1847 the trustees objected to the appointment of Rev. James Smith, who thereupon took a part of the congregation to Temperance Hall and organized the Ebenezer Church. Bishop Hamline then appointed Rev. William McCombs to the Mt. Zion Church and in two years the debt was paid off and a membership of two hundred reported. The high water mark in membership was reached in 1899, when the Pastor Rev. Henry Ridgely Robinson, reported 461.

At a meeting held at the home of Mrs. Lucy Chadwick on Conarroe Street, Sunday afternoon, November 21, 1869, it was decided to start a mission Sunday School in Roxborough. Jabez Hodson was chosen superintendent. At first the sessions of the School were held in the homes of the members, but a room was soon secured over a shoe store at the southwest corner of Green Lane and Ridge Avenue. The first session was held in the new room on February 27, 1870. In the meantime a lot had been purchased on Green Lane and a resolution had been passed declaring that when a church should be erected it should be called "The Central Methodist Episcopal Church of Roxborough." The building was soon underway and the first floor was occupied November 19, 1871. The second story was not completed and dedicated until March 26, 1876. Work on the parsonage was begun in September, 1877. In 1901 the church building was enlarged and in 1910 a one-story extension was added. The property was renovated in 1915 at a cost of $12,500.

The changing population of Manayunk, the moving of more than half of the membership to Roxborough, and the limitation of the Manayunk field for Protestantism, brought about a union of the Mt. Zion and Central congregations. They met together for the first time on Sunday, June 21, 1925. The property of the Central Church was used but a new name was adopted, "The First Methodist Episcopal Church of Roxborough." For about a year the Mt. Zion property was used for a mission, but the results obtained failed to warrant a continuance of the expense so the property was sold Jan. 5, 1927, and the two dwellings adjoining the parsonage, *i. e.*, 478 and 480 Green Lane, were purchased. The First Church is now in possession of a plot of ground about 144 feet by 223 feet, large enough for an adequate, modern plant which it is planned to erect. The outlook for the future is bright. Roxborough is changing but this Church is planning to meet the challenge of the new Roxborough. Our fathers sacrificed that the Manayunk and Roxborough of yesterday and today might have the Gospel preached to them and we propose to carry the same saving Gospel to the Roxborough of tomorrow even though it require a sacrifice greater than that made by our fathers. All honor to the heroes past who gave us our inheritance. The greatest honor we can do them is to carry on their work until in Roxborough the Kingdom shall come and God's will be done.

OUR PASTORS

(Central Pastors in Italics)

1827 H. G. King and Robert Sutton
1828 H. G. King and J. B. Ayres
1829 Thomas Neal and Nathaniel Chew
1830 Thomas Neal and Manlove Hazel
1831 Edward Page, James Finley and James Long
1832 James Finley and John Nicholson
1833 John Woolston and William Granville

1834–35 Pharoah A. Ogden
1836 H. G. King and J. Flanney
1837 H. G. King and J. L. Taft
1838 John Lednum
1839 John Henry
1840 Robert McNamee
1841–42 William Urie
1843–44 George Lacy
1845–46 Charles Karsner
1847–48 William McCombs
1849 H. G. King
1850 H. G. King and S. Patterson
1851–52 William Barnes
1853–54 Henry Calloway
1855–56 Richard Greenbank
1857–58 Joshua Humphreys
1859–60 William L. Gray
1861–62 Joseph Castle
1863 William Cooper
1864–65 H. E. Gilroy
1866–67 Charles Cooke
1868–70 Peter J. Cox
1871–73 John Dyson
1872 *W. M. Gilbert*
1873–74 *Able Howard*
1874–76 R. J. Carson
1875–76 *W. M. Gilbert*
1877–78 S. H. C. Smith
1877–79 *S. W. Gehrett*
1879–81 Joseph Mason
1880–81 *Richard Turner*
1882–85 W. J. Mills
1882–83 *T. A. Fernley*
1884 *M. D. Kurtz*
1885–87 J. S. J. McConnell
1885–86 *P. S. Merrill*
1887 *C. F. Turner*
1888–90 H. J. Robinson
1888–90 *B. F. String*
1891–93 Richard Turner
1891–93 *S. H. C. Smith*
1894–95 R. E. DeBow
1896–98 W. C. Best
1894–96 *W. A. Smith*
1898–1900 *Ravil Smith*
1901–95 *T. M. Jackson*
1902–03 D. M. Gordon
1904–05 Garbutt Reed
1906 *G. J. Burns*
1906–08 T. T. Martin
1907–09 *G. M. Broadhead*
1909–12 T. H. Evans
1910–18 *S. M. Vernon*
1913–17 Robert Hetherington
1918–22 C. S. Mervine
1919–22 *W. G. Tyson*
1923–24 L. P. Zook
1925 C. S. Mervine
1923–25 *J. C. Petre*

FIRST CHURCH

1926–27 F. D. Lawrence

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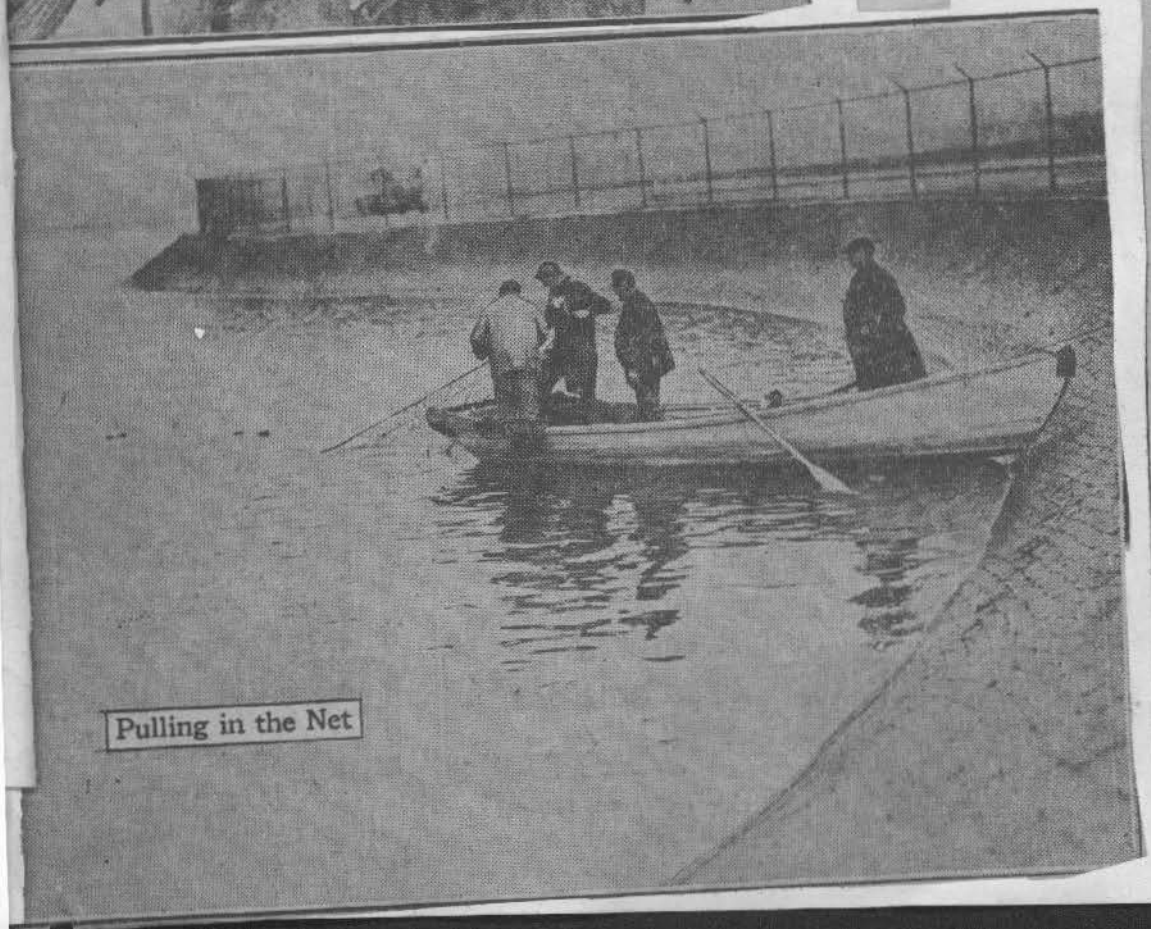
This Is Clarence "Bud" Reynolds, in Charge of the Fishermen, holding the prize catch taken from 50 feet of water in the Queen lane basin. Only twenty of the German carp were snared, however, and the fishermen moved on to Torresdale Reservoir, hoping for better luck.



Scene at Queen Lane Reservoir When the Fishermen Made the First Haul with their 400-foot net. The fish enter the basin as spawn carried through the pipes in which water is pumped from the Schuylkill river. The fishermen will visit Belmont, upper and lower Roxborough, East Park and Oak Lane Reservoirs at no expense to the city, as they hope to snare enough fish to make the venture profitable.

Bulletin
Mar. 14-1928

Men and Things

Germantown Committee Contracts for Series of Tablets Marking Principal Scenes of Action in the Famous Battle of the Revolution

GERMANTOWN'S commemoration of the 150th anniversary of the battle fought at that place was conducted along modest lines, last October. But it has a sequel that will be of permanent value. Incidental to the celebration a fund was raised to pay for the marking of all sites of note connected with the battle. The committee has pursued its duties during the winter, and has just awarded contracts for the placing of a series of bronze tablets throughout Germantown, the dedication of which is planned for Memorial Day.

The Germantown battlefield is now covered by streets, business places and rows of dwellings. Visitors from a distance who came to Germantown to view the landmarks of the battle experience difficulty. There is a monument in Vernon Park commemorating the battle which the State of Pennsylvania erected early in the present century. But no part of the battle occurred at Vernon Park, and the Chew house, scene of the sharpest fighting, is nearly a mile north.

In the neighborhood of the Chew house there has never been anything in the way of a marker, and not the least of the achievements of the marker committee is that it has won the consent of the family to the placing of a small bronze tablet at the entrance to the Chew grounds. For the first time in the century and a half that has elapsed since the battle will the stranger touring the region be able readily to identify this historic spot.

When the series of tablets now projected is in position the visitor traveling north on Germantown avenue will be able to obtain a fairly definite idea of the battle by studying the inscriptions on the tablets.

Battle Story Told in Tablet Series

He will see the first marker at Grumblethorpe, the noted Wister house, on Germantown avenue, opposite Queen lane. This house was the headquarters of Brigadier General James Agnew, of the British army, the highest officer of that army who was killed in the battle. Grumblethorpe was well back of the British lines. The Wister family had departed when the British took possession of Germantown and Philadelphia, leaving the house in the care of a faithful servant named Justinia. As the battle opened Justinia was in the garden gathering vegetables for the day's needs. Agnew urged her to come indoors to escape danger from bullets and cannonballs. But she nonchalantly pursued her work in the garden, disregardful of the increasing din of battle. Agnew hastened away to join his command, on School lane. Several hours later he was brought back to Grumblethorpe dying from a wound. He was buried in the old Lower Burial Ground of Germantown, a short distance below the Wister house, but before the British army left Philadelphia, in June, 1778, General Howe had Agnew's body removed to the burial ground of the DeBenneville family, on York road at Branchtown.

Proceeding northward along Germantown avenue the next tablet will be at Market Square, the centre of the British main line at the time of the battle. It is proposed to place a boulder in Market Square and attach the tablet thereto. The inscription will tell that the left wing of the British extended westward from Germantown road to Ridge road, south of School lane, and was under command of Lieutenant General Knyphausen, the ranking general of the Hessian auxiliaries. Under Knyphausen, along School lane, were the commands of Major Generals Gray and von Stirn and Brigadier General Agnew. The right wing of the British line extended east from Germantown road to the neighborhood of what is now Stenton avenue. Here were the Grenadier Guards and the brigade of General Matthews, Major General Grant commanding the wing. In Market Square, the ancient market place of Germantown, the British artillery was parked.

High Water Mark of the Fighting

The question as to the "high water mark" gained in the American advance into Germantown on the morning of the battle was the subject of much careful study on the part of the committee, whch comprises a group of men well versed in Germantown history, the chairman being Dr. I. Pearson Willits, a former president of the Site and Relic Society, now the Germantown Historical Society.

In American reports of the day's operations there is much contradiction, due to the fact that the Americans, advancing at night from their camp fifteen miles distant, in Worcester township, were on unfamiliar ground and were confused by a dense fog. General Sullivan, who led the Americans on the west side of Germantown road, wrote to President Weare, of New Hampshire, that his division drove "the enemy a mile and a half below Chew's house." Yet Timothy Pickering, adjutant general on Washington's staff, makes it clear that when Washington sent him to deliver a message to Sullivan in the height of the battle he found Sullivan several hundred yards below the Chew house, and other evidence also shows that Sullivan did not get below Washington lane, which is at 6300 Germantown avenue. School lane, at the British main line, is 5500 Germantown avenue.

A letter which General Wayne wrote to his wife after the battle also contains some unconscious exaggeration of distances. Wayne led the Americans on the east side of Germantown road. He wrote that his troops "pushed the enemy near three miles and were in possession of their whole encampment." As the battle opened at Mount Airy, a pursuit of three miles would have carried them more than a mile below the British main line. Sometimes it has been assumed from Wayne's assertion about having possession of the enemy's encampment that he meant that the Americans penetrated the British main line at Market Square. The Americans did enter one camp from which the British had fled, but that was the camp of the advanced regiments at Mount Airy. They never reached the British main line. The British centre was never in peril, otherwise the British would not have used Market Square Church for the incarceration of the American prisoners whom they took.

To fix the battle sites, British as well as American reports were studied. The British officers were on the field before, during and after the battle and were thus much better acquainted with the ground than were the Americans. According to General Howe's official report all the fighting occurred in "the upper part of the village," which was in the region from Washington lane northward to the Chew house.

As to the American "high water mark" in the battle the committee found the most satisfactory information in the diary of Robert Morton, a Philadelphia youth of good family who, being a Quaker, was a non-combatant. Morton went to Germantown on October 5, the day after the battle, to see the destruction wrought, and he described the conditions he found there. "The Americans," he wrote, "got down as far as Mrs. Macknett's tavern." This tavern was later known as the Green Tree. The building still stands on the east side of Germantown av., north of High st., and is now the parish house of the First Methodist Church of Germantown. In the final action of the committee in charge, as the Germantown High School is at High st. and the faculty and students of that school wished to cooperate in the marking of the sites, it was arranged to place the "high water mark" tablet on the High School grounds. The inscription contains the quotation given from Robert Morton's diary.

British Stand Against Sullivan

It was impossible to erect four of the tablets for the 150th anniversary celebration, last October. One of these was the marker on the High School grounds. Another is at Wyck, the ancient homestead of the Haines family, on the west side of Germantown av., a short distance north of the High School. Wyck was occupied by the British as a field hospital at the time of the battle.

In the next block northward from Wyck a tablet will indicate where the two advanced British regiments made a stand after Sullivan had attacked them farther north and driven them back toward the British main line. Sullivan's line, a few hundred feet farther up Germantown avenue, is marked by a tablet on the Johnson house, at Germantown avenue and Washington lane, now the home of the Woman's Club of Germantown. The house bears numerous marks of the battle.

Almost opposite the Johnson house is the old Upper Burial Ground of Germantown. In a rear corner are buried a number of American officers killed in the battle. This fact is indicated upon a stone tablet placed in the front wall of the cemetery a quarter of a century ago. One tombstone, erected by John Fanning Watson, the historian, stands at the group of graves.

Now the visitor is on the battleground. At Johnson street is the attractive Chew property, occupying an entire city block. The house stands well back from Germantown avenue, and may best be viewed from Johnson st. The tablet is to be placed on one of the old stone gateposts at the main entrance on Germantown avenue.

Continuing northward on Germantown avenue, the Billmeyer house is

seen at Upsal street, and the stone tablet that has been in the front wall for many years tells, among other things, that here Washington stood while directing the attack upon the Chew house.

The spot where General Francis Nash, of North Carolina, received his mortal wound is indicated by a tablet on the grounds of the Germantown Church of the Brethren, near Sharpnack street, this being one of the four tablets placed in position last October.

Bronze Tablet Sets Where Gen. Nash Fell

Nash, the highest officer of the Americans lost in the battle, was struck by a spent cannon ball while leading his brigade into action down Germantown road. He was carried along with the Americans on their retreat to the Perkiomen region after the battle and died in a farmhouse near Mainland, being buried at the nearby Towamencin Mennonite Church. Incidental to the battle anniversary last autumn the Daughters of the American Revolution of North Carolina dedicated a bronze tablet at the junction of Sumneytown pike and Forty-foot road to indicate the house where Nash died and his burial place.

When the battle opened the Fifty-second British Regiment—also termed the Second Light Infantry—was encamped upon the elevation where Mount Pleasant avenue now crosses Germantown avenue, in Mount Airy, and the Fortieth Regiment was in the vicinity of the Chew house. The Americans drove in the Fifty-second upon the Fortieth. Six companies of the Fortieth, under Colonel Musgrave, made a fortress of the Chew house, and the remainder of that regiment, with the Fifty-second, retired down Germantown road, finally making their stand below Washington lane.

A tablet to mark the Fifty-second Regiment's camp is to be placed on the grounds of the Mount Airy Presbyterian Church, at Germantown and Mount Pleasant avenues.

The pickets of the Fifty-second were stationed at the Allen house, where the Lutheran Theological Seminary is now situated, on Germantown avenue, north of Mount Airy avenue. One of the classes of the Seminary some years ago erected a stone along the sidewalk to show where the battle began when the Americans fell upon the British pickets.

Sites associated with the American left wing's advance down Limekiln pike, on the east side of Germantown, in the battle, have also received consideration, though official records are obscure as to what took place when this wing, under General Greene, essayed to attack the British right wing.

It is known, though, that a light infantry regiment of the British was attacked north of Haines street. To commemorate this incident a boulder with a tablet attached will be placed at the entrance to the National Cemetery, at Limekiln pike and Haines street.

At the House of Prayer, an Episcopal church situated where Limekiln pike terminated in Church lane, another tablet will tell that British Highlanders and cavalry were encamped nearby and some fighting occurred there.

A boulder with a tablet is to be placed in a triangular open space at Church lane and Twenty-first street to indicate the nearby site of a small redoubt at the right flank of the British line. Colonel Walter Stewart's Thirteenth Pennsylvania Regiment captured this redoubt in an impetuous charge that involved little loss of life.

Bulletin
Mar. 14-1928

JAMES D. LAW DIES, INVENTOR, AUTHOR

Suffers Relapse in Roxborough Home After Operation—Authority on Robert Burns

DEVISED MOVIE PROCESSES

James D. Law, author, inventor of motion picture and still photography processes and instruments, and authority on the works of Robert Burns, is dead today at his home, "Clovernook," E. Summit av., Roxborough.

Mr. Law was stricken suddenly two weeks ago and removed to the Roxborough Memorial Hospital March 4. He appeared to rally after an operation, but death came suddenly last night. He was sixty-five.

Mr. Law was born in the Scottish village of Lumsden, West Aberdeenshire, receiving his education in the village schools and as assistant-factor in an estate in Kinkarddineshire until 1886, when he married Agnes Duff and emigrated to America.

Settling in Roxborough, a section of Philadelphia about whose history he wrote much, Mr. Law became interested in the motion pictures, then in their infancy, and was president of three of the smaller corporations before his work on photography began demanding much of his time.

With his son, Duff C., Mr. Law began his experiments in the cinema process and five years ago announced that he believed he and his son had perfected a color process for still photography which captured colors as clearly as they could be viewed through camera "finder."

He was a contributor to American magazines and newspapers, and was the author of "Dreams o' Hame," "The Seashore of Bohemia," "Lancaster—Old and New," "Here and There in Two Hemispheres" and many articles on Burns. Much of it was written in "Clovernook," which is on the highest point in Roxborough and consequently the loftiest part of Philadelphia.

Mr. Law is survived by his widow, Duff, and one other son and three daughters, Russell J., Miss America Law, Mrs. Robert L. Roth and Mrs. Evelyn Taylor.

Funeral services will be held at the home Friday afternoon at 1 o'clock.

Chronicle & Advertiser
Mar - 15 - 1928

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JAMES D. LAW, AUTHOR AND MAN OF LETTERS, PASSES AWAY

Mr. James D. Law, resident at Clovernook, Upper Roxborough, died in Memorial Hospital on Tuesday last, following a very critical operation some days ago. Mr. Law was born in Scotland, coming to America 42 years ago. For 18 years he has been a useful and respected resident of our community active in numerous civic affairs and activities that were timely for the 21st Ward's advancement and development.

The deceased was president of the Upper Roxborough Civic Association and a member of other Civic and Community organizations.

James D. Law held a notable place in the field of literature, being the author of more than two hundred volumes, among them "Dreams at Home," "Here and There in Two Hemispheres" and a recently completed brochure on Robert Burns. Most of his works were written in the Scotch dialect.

Funeral services from his late residence will be held tomorrow, Friday afternoon, at 1.00 o'clock. Interment will be in Harleigh Cemetery, Camden, N. J.

E... Record
Mar 16 - 1928

Philadelphia has lost a progressive citizen, and the Bobby Burns societies of the wide world an ardent and wholehearted associate, in the death of James D. Law, of Roxborough. Mr. Law was noted for his inventions, especially in color photography; but his reputation as a book collector and specialist in the lore and literature of Scotland made him widely known. He was, besides, a most genial and likeable man—a credit to old Scotia whence he came, and to the country and city of his adoption.

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Public Ledger Mar. 16-1928

Poet "Works" in News Plant

Edgar A. Guest, American poet, whose works are published each day in the Public Ledger, visited the newspaper yesterday and stopped in the composing room to help "make up" the editorial page. He is shown above as he lifted his poem into its place on the page

Evening Bulletin
"Men & Things"
March 17, 1928

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JAMES D. LAW, the Roxborough poet, who died the other day, at his home, "Clovernook", on the picturesque heights above the Ridge road, was a recognized authority on the life and works of "Bobby" Burns. Men like the elder J. P. Morgan sought his advice and assistance in building their private collections of literary treasures. Among the select circle of the literati he counted among his friends and admirers such authorities as Dr. Frank Vizetelly, the lexicographer, Walt Whitman, with whom he was on intimate terms of friendship and whose memorial he helped to preserve in Camden, Dr. Felix Schelling, the head of the English Department of the University of Pennsylvania., and the late Dr. Henry Howard Furness, the eminent Shakespearian scholar and "The Sage of Wallingford" who was one of the greatest admirers of this modest, genial son of Scotland who spent most of his life in the quiet and comfortable seclusion of his library.

James D. Law An Eminent In Letters

Although he wrote occasionally for American magazines and newspapers, most of his writings, with the exception of books and brochures which were published privately in this country were printed abroad. English and Scottish periodicals printed many of them and, as an indication of the volume of his output, he once said that he had written more than Milton and Shakespeare combined. In his library at Clovernook, which contains one of the finest collections of Scottish literature in America, there is said to be enough unpublished manuscript, dealing mostly with the life and works of Burns and Shakespeare, to fill sixty-six volumes. "My books are my family," he once remarked to one of his children, and to them he accorded a devotion like that of a loving father.

In the list of his writings, published the other day, mention was made of his "Dreams O'Hame" and other poems, a collection of three hundred pages of verse, "The Tartan In the Flag", "Columbia-Caledonia", "The Seashore of Bohemia", "Lancaster, Old and New", "Here and There in Two Hemispheres" and "My Cousin Shakespeare." At the time of the dedication of R. Tait MacKenzie's memorial to Robert Burns, in Edinburgh, Mr. Law contributed a poem on Burns that was cabled around the world. His brochure on Burns was his last publication.

Of all his writings none was more highly prized by him than "The Seashore of Bohemia" or "The True Shakespeare Dramatically Portrayed," of which some three hundred copies were privately published by him at the beginning of the century. "This off-hand Rime," as he called it, although Dr. Furness was moved to high praise of it, was addressed originally, thirty years ago, as he states in an appendix to the volume, to the Earl of Rosebery on account of the latter's interest in Shakespeare and the Drama. At Wallingford Mr. Law had seen the well-pedigreed gloves of Shakespeare, which were presented by the Corporation of Stratford-Upon-Avon to David Garrick, and which had passed through the hands of David Garrick's widow to Mrs. Siddons, to her daughter, Mrs. Cecilia Siddons Combe, and thence to Fanny Kemble, who presented them to Dr. Furness. In presenting a copy of "The Seashore of Bohemia" to Dr. Furness, he wrote a special dedication of six stanzas, the first of which gives ant illustration of the facility of Scottish verse that he possessed:

Today, My Lord, at Wallingford
Whaur Dr. Furness lives,
Wi' pride, wi' pleasure, I record,
I glower'd on Shakespeare's glives.
Nae only e'ed them wi' my een,
But had them on my han's,
The very pair that since had been
GREAT BRITAIN'S GREATEST MAN'S!
So rare a privilege to get
Fa's to the lot of few,
I feel my fingers tinglin' yet
While jinglin' this to you.
What higher honor could I hae
Than to be hand-in-glove
Wi' him, wha fairly hauds the sway
A' ither bards above?

From Dr. Furness came the following response of the admiring scholar and judge of verse:

"My dear Mr. Law: The copy of your delightful verses duly reached me and I have read, and re-read and re-read them with ever-increasing pleasure. They are charming. I think Burns himself would have chuckled over the humor, appreciated the sentiment, and would have been glad to acknowledge the lines as his own. Can one hair's breadth be added to this towering praise? If it be possible, it does not lie in the power of

"Yours very cordially,
"Horace Howard Furness."

Gave Tribute From His Fenest To Avon Bard

In this lyric biography of the dramatist, which begins with his meeting with Anne Hathaway, records his triumphs and his troubles, ends with his death and the tribute of Sir Francis Bacon, who calls him "the eighth and greatest wonder of the world," Mr. Law introduced most of the eminent characters of Shakespeare's day, including his own "antecester," James Law, "the Scottish Rustic Bard" of his native Aberdeen. In one of the speeches in the play, which Henry Irving was once desirous of producing, the James Law of Shakespeare's day, really gives a picture of the recent Bard of Roxborough when he says:

"I cannot recall a distant time.
I was not partial to the clink of rhyme.
And since I first began to use my quill
My best-loved haunt has been Parnassus-Hill.
But so capricious are the tuneful Nine
They ne'er would deign to grace a verse of mine
Unless I warbled in my native tongue;
So all my singing has perforce been sung.
In common measures and in Doric strains,
Which your fine English I have heard disdains!

Apart from his work in verse Mr. Law was also one of the first producers of "better movies," when, as the head of the Colonial Motion Picture Corporation, he produced Gilbert Parker's novel, "The Seats of the Mighty," in the films. Here, he worked with Sigmund Lubin and the latter's assistant, Dr. Baer, and one of his scenarios, written for the Universal Film Company, won a first prize awarded by "Uncle Carl" Laemle, now the dean of the Hollywood filmcrafters.

Natural color photography also interested him greatly and he made a number of interesting experiments along that line, while one of his inventions, a universal clock, shows, synchronously, on the same dial, the time in over three hundred leading cities of the world.

It was Burnsiana and general Scottish literature, however, that interested him most and to which, outside of his walks through the haunts and sights of Roxborough which inspired many of his improvised verses, he gave most of his time and attention.

Evening Bulletin March 17th 1928

Wissahickon Celebrates Opening of the New Ridge Avenue Railroad Crossing Bridge

View during yesterday's dedication exercises at the Osborne st. entrance to the concrete structure which eliminates the Reading Railway crossing at grade. Hundreds braving snow and rain to attend the celebration sponsored by the Wissahickon Business Men's Association marched across the bridge.

At the speaker's stand—Dr. J. F. Strawinski, president of the Wissahickon Business Men's Association, is pictured making the principal address of the occasion.

Evening Ledger March 17, 1928

Ledger Photo

DESPITE THE SNOW AND THE RAIN, residents of Wissahickon turned out in large numbers yesterday for the dedication exercises of the new Wissahickon-Ridge Avenue Bridge, which was held under the auspices of the Wissahickon Business Men's Association. Above: General view of ceremony

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Public Ledger Mar. 18-1928

PHILADELPHIA, SUNDAY, MARCH 18, 1928

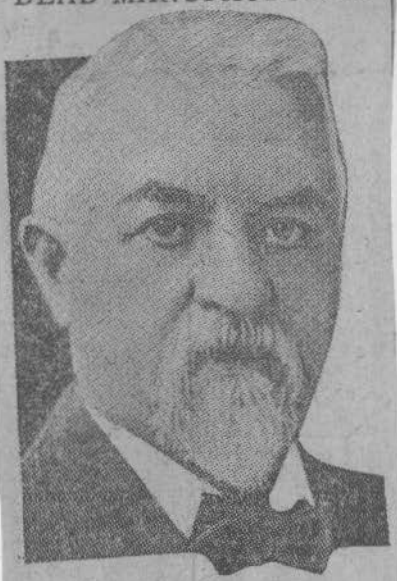
DO YOU RECOGNIZE THE SPOT PICTURED ABOVE?
It is Fairmount Dam, with Boathouse Row in the background, on the east bank of the Schuylkill, as it looked in 1874, fifty-four years ago

Bulletin ? 1928

Old Time Central Police Station and Cells to Be Demolished—The front of the long disused and dingy brick station at 1515 Filbert st. is shown in upper photograph. Two dilapidated cells are seen gaping on the Parkway in lower picture. The building, once famous in police annals, is among many old structures cluttering sites wanted for the widening of Filbert st. into what will be Pennsylvania Boulevard. The work of tearing down is far advanced. The cell with the iron grating at left is reputed to be the one in which Anto Probst, notorious slayer of the Deering family in South Philadelphia in June, 1866, was confined. Probst, a farm hand, killed Mr. and Mrs. Deering, four Deering children, Deering's niece and a boy employe. He was hanged. Many other notorious criminals also occupied the old cells, one of which is shown boarded up at reader's right of the grated one.

Bulletin (1926)

DEAD MANUFACTURER



JAMES DOBSON

Chairman of the board of John and James Dobson, textile manufacturers in Falls of Schuylkill, who succumbed at his home, Abbottsford av. and 33d st., East Falls, early today. Mr. Dobson was eighty-nine.

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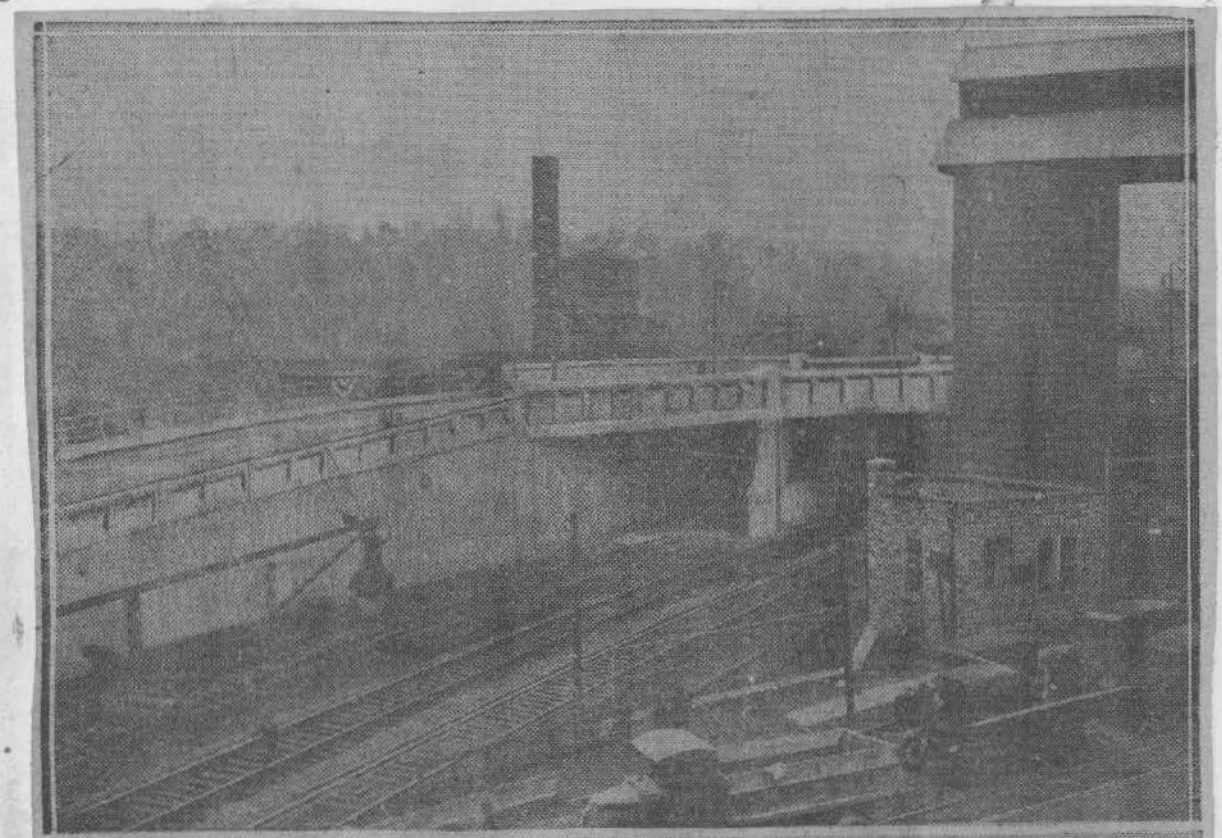

NEW WISSAHICKON-RIDGE AVENUE BRIDGE DEDICATED

The picture at the top shows the new bridge which was officially opened yesterday at Wissahickon Station. Below: Dr. J. F. Strawinski, president of the Wissahickon Business Men's Association, and John S. Turmer, of the Twenty-first Ward Civic Federation, who made addresses from the speakers stand'

Rox. News March 21st 1828

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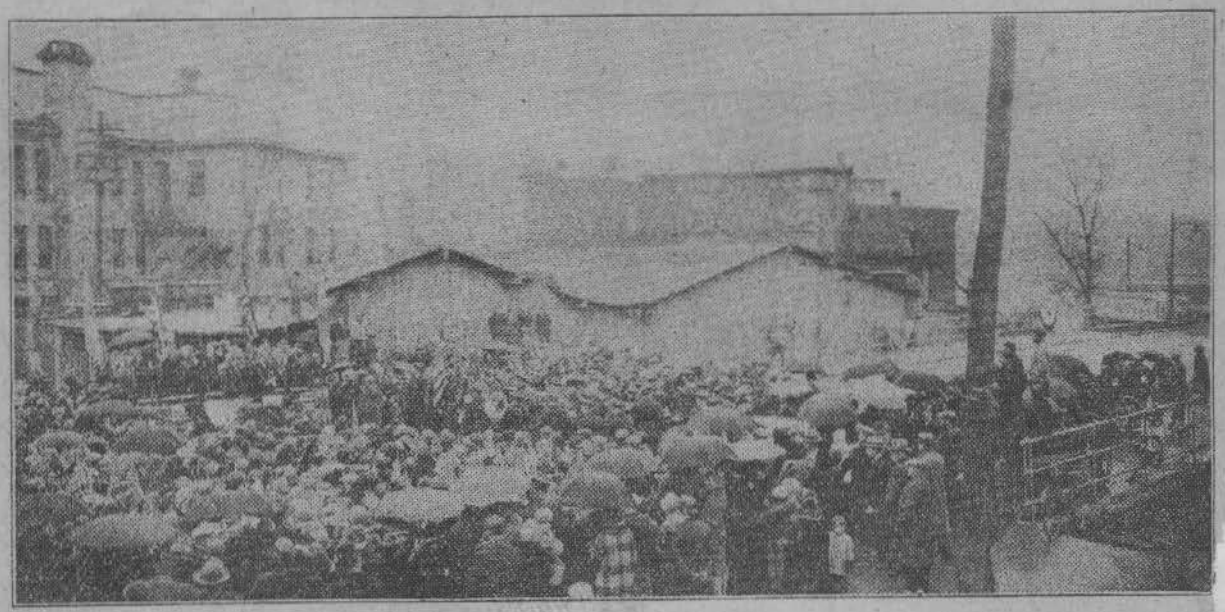
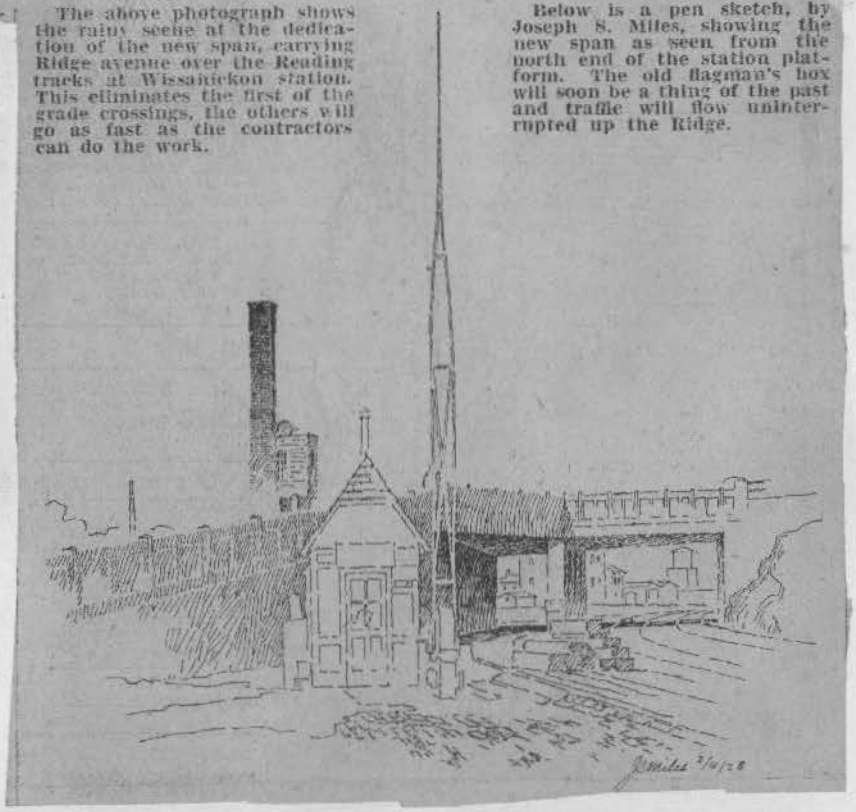
NEW GATEWAY TO TWENTY-FIRST WARD DEDICATED



The above photograph shows the ruins scene at the dedication of the new span, carrying Ridge avenue over the Reading tracks at Wissahickon station. This eliminates the first of the grade crossings, the others will go as fast as the contractors can do the work.

Below is a pen sketch, by Joseph S. Miles, showing the new span as seen from the north end of the station platform. The old flagman's box will soon be a thing of the past and traffic will flow uninterrupted up the Ridge.



Roxborough Mar 21 - 1928

History of Wissahickon Grade Crossing Related

Joseph S. Miles, Artist aad Historian Traces Histora of Ridge Avenue Changes from Earliest Times

We are indebted to Joseph S. Miles, the secretary of the Wissahickon Valley Historical Society, for the following information concerning the old history of Ridge avenue, at Wissahickon:

The change in the Ridge Road, now nearing completion, at Wissahickon Station, calls to mind previous changes in this road from the foot of the hill up to Hermit lane.

This hill has been a difficult one to negotiate since the Ridge was laid out in 1706 and when the Reading Railroad passed through in 1834 a dangerous grade crossing was made, which combined to make matters worse.

In the March sessions of Quarter Sessions Court in 1706 a petition of the inhabitants of Plymouth Township was presented, praying "the Honorable Bench to grant them a common Cartway or Road to extend from Wissahickon Mills up into Perkioming Creek at Edward Lane's and others."

"Wissahickon Mills" stood on the southern bank of Wissahickon Creek about where the railroad crosses it now and was owned by Andrew Robeson.

"Edward Lane's" was the Perkiomen Bridge Hotel, built in 1701. It still stands a venerable and picturesque old inn.

The Court appointed Matthew Holgate, Thomas Stroud, Johannes Custis, John Redwitcher, William Harmon, and John Jacob on the jury.

According to the directions and distances given of the road as laid out by Thomas Fairman, the surveyor, at this time, it mounted the hill abruptly to the point where the Wissahickon Station now stands; then continued directly to the location of the Wissahickon Library where it swung eastwardly to Righter street and followed the line of this street approximately to Hermit lane.

Along these lines it continued until, in 1723 "Divers of the Inhabitants of the Township of Roxborough" appealed to the Court "representing that the Great Road from the City of Philadelphia through Roxborough to Manatawny (as it runs over a great Hill and through a deep Hollow) is rendered very incommodious to all travelers by reason of the rains washing the same" and requested that it be viewed and rectified.

The Court appointed Anthony Morris, Rowland Ellis, John Barte, William Palmer, Thomas Shute and Andrew Robeson who reported that "we have made such alterations as we judge convenient in that Part of Manatawny Road—Beginning about eighteen Perches west of the Ford by Andrew Robeson's Mill—."

According to the directions and distances given and to subsequent events, the change was not to much advantage. In fact, from the present lay of the land, it would seem that it was owrse; climbing the hill, even more abruptly than before, to the foot of Rockville avenue, then continuing to the intersection of Sumac and Righter streets and following the line off Righter street approximately to Hermit lane.

This course was followed for thirty years when in September of 1753 the Court was petitioned by "divers of the inhabitants of Roxborough, Whitemarsh and Plymouth" stating "that your Petitioners labour under great inconvenience from the badness of part of the Wissahickon Road, beginning at the Top of Robinson's Hill and leading through the land of Michael and Peter Righter to the foot of said Hill."

The route proposed at this time followed the base of the hill along Wissahickon Creek until it reached the stone steps at Freeland avenue, then climbed the impossible hill at this point, continuing to the intersection of Righter and Lauriston streets. Some parts of this course were better than the old, but that part, at the place where the Freeland avenue steps are now, was worse.

At the December sessions a petition was read advising against this alteration, stating "that your Petitioners conceive the old Road better, nearer and less injurious. Therefore pray to have the same reviewed in order that this Road returned may be disannuled and the old Road continued."

So the old road continued for thirty years more, when in June, 1786, three petitions by the inhabitants of Roxborough Township were read, being all of the same tenor, setting forth—"that the Road leading from Philadelphia northwestward through Reading to Northumberland County is one of the Great Highways of the state, through which the produce of the back countries is brought to the city, that in its present passage through the Township of Roxborough it passes over a very steep rocky hill called Van Deren Hill, which is near or about three quarters of a mile in its Ascent, which renders carting and travelling very difficult, that the said Hill may be avoided by taking the Road round the side off same, whereby the Ascent will be gradual."

These three petitions had the desired effect and the road, from the base of the hill to Wissahickon station was laid out as it runs now and from this point, up the long hill to Hermit lane.

As before stated, when the Norristown Branch of the Reading Railroad was opened to Manayunk in 1834, a dangerous grade crossing was created at Wissahickon Station. There has been much agitation in recent years to circumvent this danger but not until November, 1926, were operations actually started to accomplish this.

Rop News Mar. 21-1928

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NEW RIDGE AVENUE BRIDGE OVER RAILROAD NOW OPEN TO TRAFFIC

RAIN FAILS TO MAR CEREMONY

Citizens, Officials, Organizations and School Childen Participate

COST SET AT $900,000

Despite a March mixture of rain, sleet and snow a crowd of 2000 Twenty-first Ward citizens turned out on Friday afternoon to celebrate the opening of the new Ridge avenue bridge over the Norristown branch of the Reading Railroad at Wissahickon.

Formal opening exercises which had been arranged by the Wissahickon Business Mens Association, through a committee composed of Dr. J. Franklin Strawinski, Ernest A. Wilby, Frederick Hoffman, Seville S. Mellowdew and Julius P. Bruhns, had to be curtailed on account of the inclement weather, but the huge meeting that the new structure will have on the future of Northwest Philadelphia, was apparent from the large gathering of political, engineering and business men of prominence, from the immediate vicinity, and by the presence of municipal and other leaders of Philadelphia.

Captain James A. Taylor, of the new 43rd Police District kept the crowd in the best of order and safety with a large detail of local patrolmen.

The bridge itself, is a handsome concrete structure, with a floor of steel girders encased in concrete. It is a beautified with champhered panels, ornamental electric light poles and hand railings and is supported in the center by one pier which is placed between the railroad tracks, below. The sweeping curve of its approach is geometrically and architecturally perfect and adds to the impressiveness of the structure.

Immediately after crossing the railroad tracks to the western isde the approach makes a bend to the south and connects with the old line of Ridge avenue, just west of where the old grade crossing was situated. From this point, to its junction with Main street, Ridge avenue has been widened to provide for larger sidewalks. The old retaining wall was tore down and a new one built on the Main street side. The foot path continues over the bridge to the upper connection at Osborne street. As it is carried around the curve in the bridge approach the sidewalk is supported by cantilever girders in order to permit room for the fourteen foot driveway which leads to the Wissahickon Plush Mills. A sidewalk is also provided on the east side.

The project cost in the neighborhood of $600,000 without taking into consideration the Reading Company's expense in relaying its tracks and remodeling the station and the platforms.

At 3.10 P. M. the Philadelphia Firemen's Band, under the leadership of Lieutenant Nicholas Beard, assembled at the Osborne street entrance to the Wissahickon Grammar School, and with William H. Jones, David Ammerman and George A. Weber acting as color bearers, led the 500 or more public school children, each armed with a small American flag; which had been donated by William H. Jones and Layer and Cunliffe, with the principal Miss Blanche L. Heidinger and the entire teaching staff acting as marshals down the "old" Ridge avenue to the railroad tracks and then back to turn into the new thoroughfare in front of the speaker's stand which had been erected at Ridge avenue and Osborne street. After coming to a halt the children sang two verses of "My Country 'Tis of Thee."

The speaker's stand and the bridge itself was appropriately decorated with National and City flags and bunting.

Dr. J. Franklin Strawinski, president of the Wissahickon Business Men's Association officiating ad Chairman of the celebration, introduced the Association's chaplain, Rev. L. Wartena, who pronounced the invocation.

In his opening remarks, Dr. Strawinski said, "Whoever conceived the very laudable and humane idea of removing this most dangerous grade crossing surely must have had in mind the safeguarding of the lives and limbs of those who have been least able to protect themselves—hence the position of honor today, is given to the children—to them has been accorded the privilege of first passing over the bridge. We trust that they will ever remember March 16, 1928. It may help them to remember it, though they may not now appreciate the significance of this occasion, when I say that a prominent business man of Perth Amboy, N. J., on the opening of the bridge in that city, paid thousands of dollars into the City Treasury, for the permission to be the first to walk over their bridge.

"Those of you who actually performed the work of making our dream, prayer and vision of thirty years standing become a reality—must be experiencing abundant joy and pleasure—the kind of joy and pleasure that comes as a result of having done something real and worthwhile, and from the laborer to the highest skilled engineer alike the greatest satisfaction must be found in the fact that what you have wrought here with your hands, guided by your brain will result in the saving of many, many lives and prevent the maiming of many, many more human bodies.

"The cost expressed in dollars is enormous we know, but you will join us in saying that huge as the amount seems to be, it is as nothing compared to the value of a single life of those within the hearing of my voice, or within the line of your vision and surely not equal in value to the life of any of the least of these little children, whose lives lie immediately before them.

"Our greatest measure of thanks should be and is given to Mr. Frank L. Kenworthy—our peerless Ward leader—for we honestly believe that it was his insistent and persistent reminding our City Fathers of the ever increasing danger and treacherousness of what was known as the very worst grade crossing on this section of the country, that resulted in having removed this great menace, to not only the lives of our loved ones, our friends and those of the many travelers passing through Wissahickon.

"To him and to all who had any part whatsoever, in throwing this protection around us, the people of Wissahickon would have me say 'Thanks,' and ask you to believe that we have crowded into our 'Thanks' all the sincerity it has been possible to do so."

The bad weather made long speeches impossible and after a musical selection by the Firemen's Band, John S. Turner, of the Twenty-first Ward Civic Federation was introduced. Mr. Turner cited some of the early steps taken to have Ridge avenue's hillside death trap eliminated. The speaker stated that the completion of the new bridge struck the first keynote of protection and progress for the ward and that it would open the way to obtaining one-fare transportation to the center of the city.

The school children again assembled behind the musicians and marched and counter-marched across the beautiful steel and concrete bridge.

George Dorwart, president of the Twenty-first Ward Board of Trade then addressed the throng and in his address paid tribute to Frank L. Kenworthy, the ward leader, the Wissahickon Business Men's Association and all the ward organizations for the parts they had played in securing the ward's greatest improvement. The crowd heartily applauded the name "Frank L. Kenworthy," whereby they expressed their appreciation of the work of one who is ever active for the interests of

Rox Times April 5, 1928

the citizens of the wa[illegible]out who modestly steps to the back[illegible]ound when it comes to being thanked.

Director of Public Works Alexander Murdoch and John H. Neeson, Chief of Survey and Engineering of Philadelphia, made their appearance before the start of the programme but were unable to remain to address the assemblage.

On the speaker's stand were Frank L. Kenworthy, the Ward's peerless leader, George Dorwart, president of the Twenty-first Ward Board of Trade; Dr. Joseph S. Schlotterer, president of the Twenty-first Ward Civic Federation; George Wright, president of the Roxborough Business Men's Association; William B. Nichols, representing the Manayunk Business Men's Association; O. B. G. Fulloway, Secretary of the Twenty-first Ward Parents Association; John S. Turner, the Ward's staunch advocate for better transit; William Westerman, Joseph Makem, Julius Bruhns, Adolph Lang, Rev. L. Wartena, City Inspector Charles E. Edge, City Engineer Frank James, Samuel Ashworth, Seeds & Durham's superintendent, and many others. William Grandlund of the local survey office was unable to be present on account of being confined to his home through illness.

The railroad company has still to complete a great part of its work at the old crossing and Rochelle avenue is still to be finished, but with the traffic now being diverted this work will soon be accomplished

After the speakers had completed their talks, the crowd dispersed to walk across the new span. The first automobile to cross the bridge was one driven by Mrs. Mabel Taylor, of 5227 Ridge avenue, Wissahickon, and the second car was driven by John E. Smithies local superintendent of the Metropolitan Life Insurance Company.

THE KENWORTHY BRIDGE

There are those who would sit by the side of the road,
Proclaiming their friendship to man,
But it's time for a pause, to render applause,
To those who unselfishly plan
To aid fellow travelers, as onward they plod
Along Life's tempestuous ridge,
So let us sing to the skies, for the man, who made rise
The long-needed Kenworthy Bridge.

For ages we crossed o'er the tracks, which were laid
Without thought of life or of limb,
Where engines might speed, as schedules decreed;
And formed there, a death-trap, most grim.
Till along came a guardian, the people's real friend,
Who at once turned his thoughts to "the Ridge,"
Now the danger is gone; speeding traffic rolls on
O'er the sturdy, new Kenworthy Bridge.

Wissahickon's glad people, and those on the heights,
Extol, as they pass day by day,
The vision most worthy, of Frank L. Kenworthy
Which came to drive danger away.
It's an honored memorial, which always will stand,
To the man who lives up on "the Ridge,"
So, as years onward go, our children shall know,
Why we called it "The Kenworthy Bridge."

A. C. C.

March 25 – 1928 Public Ledger

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-ACC.

ROXBOROUGH DECLARES A HOLIDAY TO OPEN NEW BRIDGE

City officials, business men and school children joined in the festivities marking the elimination of the dangerous grade crossing at Ridge avenue and the Reading Railroad. Above is a general view of the scene. At the left, on the speakers' stand, are Dr. J. F. Strawinski, president of Wissahickon Business Men's Association, and John S. Turner, of the Twenty-first Ward Civic Federation, who made addresses

Ledger Photos

John S. Turner

George Durant

Dr. J. Franklin Strawinski

Rox Times
april 5th 1928

NEW MINISTER IN FALLS M. E. CHURCH

Dr. John S. Tomlinson Preached First Sermon There Last Sunday

SUCCEEDS REV. F.H. TEES

Dr. John S. Tomlinson, who succeeds Rev. Francis H. Tees as pastor of the Falls M. E. church, preached his first sermon at his new charge last Sunday, with Rev. Robert McIlvaine as guest pastor.

Dr. Tomlinson comes to the Falls of Schuylkill from the Holmesburg M. E. Church. Previous to serving in the northeastern part of Philadelphia, he labored at East Lansdowne and other churches outside of Philadelphia. He is a graduate of Ursinus College, class of 1900, and also holds the degree of Ph. D. which was conferred upon him by Providence University.

With his family, Dr. Tomlinson moved into the parsonage on Queen Lane, yesterday. Dr. and Mrs. Tomlinson are the parents of four children; two sons and two daughters. The eldest son, Dr. J. W. Tomlinson, is a medical doctor connected with the Philadelphia General Hospital. Their other son and one daughter are students at Ursinus College, Collegeville, Pa., while the youngest daughter is a senior at Frankford High School.

The new pastor of the Falls Methodist Church has long been connected with the Rural Work Department of the Philadelphia Methodist Conference, and those who heard him deliver his first sermon have unanimously expressed their delight in having so able a man come to take charge of their church affairs.

Rox Times
april 12-1928

BARREN HILL TO HONOR LAFAYETTE

For the purpose of formulating plans for the appropriate commemoration of the one hundred fiftieth anniversary of the encampment of General Lafayette's troops in Barren Hill during the American Revolution, a meeting of duly appointed representatives of the Historical Society of Montgomery County, Wissahickon Valey Historical Society, Germantown Historical Society, Camp No. 50, P. O. S. of A., Barren Hill Troop, Boy Scouts of America, Barren Hill Fire Company and St. Peter's Evangelical Lutheran Church, was held in St. Peter's Church on Monday evening.

A tentative program was worked out and a number of sub-committees appointed to stage a celebration worthy of the occasion. J. Ellwood Barrett of the Wissahickon Valley Historical Society was appointed as chairman of the joint committee and Emerson C. Curtis of the Barren Hill Fire Company and the Barren Hill Troop, Boy Scouts of America, as secretary.

A further meeting is to be held on next Monday evening when the sub-committees are to report. At this meeting representatives of the Roxborough Country Club, Valley Forge Chapter of the D. A. R. and Principals of the local school are expected to attend.

The celebration will be held on Saturday, May 19 and will center about the monument erected by the Historical Society of Montgomery County on the Ridge Pike at Lafayette Hill.

Rox. Times
april 12-1928

IDENTITY OF SCCAFF DIVULGED AT LAST

Alexander C. Chadwick, Under Nom de Plume, Builds Fine Reputation

HISTORICAL AUTHORITY

In addition to being in the first Roxborough Times, there appeared in a competing local paper a column headed "Along the Schuylkill with Sccaff," which is one of our own exclusive features, which has been written for the past four years by A. C. Chadwick under the now-familiar nom de plume of "Sccaff."

While we do not believe the article was published deliberately to bewilder the reading public, it may have fooled some, so we feel that now is the time to compel the writer of the column to disclose his identity.

Mr. Chadwick, who with Isaac M. Walker and Cornelius L. Wells forms the triumvirate who publish this paper, tells us, and we have no reason to doubt his word, that the signature was derived from the initial letters of the words of a phrase, "Surely Chedwick Commits a Fine Folly," which came into his mind as he timidly submitted his first article for publication. If the name has any other derivation we are not in on the secret and are willing to let it go at that.

However Sccaff's articles have come into popularity and favorable comment has been heard of them as far south as Louisiana and north into the middle of New York State, from former residents of the territory covered by this paper.

Many have supposed him to be a stoop-shouldered old man with a flowing beard, but this is not true. He is constructed along lines which proclaim to the world that he is in the finest of health, being short of stature, but wide of grith. He was born in the valley of which he writes, and admits to being thirty-eight years of age, which causes many of his readers to wonder where he obtains all the facts about the beginning of things hereabouts. His stories are gleanings from old books, papers, deeds,

maps, and the personal reminiscences of old residents, with whom he seems to have an unlimited acquaintance.

Historical lore has always been a penchant with Sccaff, and on assignments his best work comes forth when some of the things which happened in the past have to be described.

Like the fellow who took a ride on a carrousel, "he's been around some," for his work, previous to entering the newspaper field, carried him to farms, to the offices of great corporations, to schools and other institutions, to battleships, the foundries and construction enterprises, through the Government departments and even into the White House. In pursuing his vocation Sccaff acquired the knack of observing things that were going on around him in his leisure moments set down his thoughts on paper, so that today he wields a mighty trenchant pen.

We assure all of his readers that his articles will continue to be one of the regular features of the Roxborough Times, and that the only reason one of his tales appeared elsewhere was because it had been set in type a week previous to his resigning his old post with the competing newspaper. This will never legitimately occur again.

Rx Times 4-12-28

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FALLS ASSOCIATION TO BE CORPORATION

Application for Charter Indicative of Progressive Spirit of Organization

TEXT OF APPLICATION

But another evidence of the progressive and forceful spirit of the East Falls Business Men's Association is the determination of that body to incorporate and to assure the proportions of an honest-to-goodness, full grown businessmen's organization. The incorporation of such an association is always a wise move. It breeds confidence, indicates permancy and gives itself a respectable tangibility. Following is a legal notice concerning the contemplated step. It is self explaritory, and is printed herewith in full:

COURT OF COMMON PLEAS NUMBER 4.

COUNTY OF PHILADELPHIA. MARCH TERM, 1928. NO. 7229

Notice is hereby given that an Application be made to the above Court, on Monday, April 30, 1928 at 10 o'clock A. M., under the "Corporation Act of 1874" of the Commonwealth of Pennsylvania, and the supplements thereto, for the charter of an intended corporation to be called the East Falls Business Men's Association. The purpose and objects for which the Association is organized are the protection and encouragement of trade and commerce among the merchants, artisans and professional men of that section of Philadelphia known as "East Falls;" the fostering of a spirit of friendship between the merchants, artisans and professional men of East Falls and the residents of East Falls; and the promotion and encouragement of civic and social affairs in the said Community of East Falls, and for these purposes to have and possess and enjoy all the rights, benefits and privileges of the said Act of Assembly and its supplements.

The proposed charter is now on file in the Prothonotary's office.

JOSEPH J. DOYLE,
SOLICITOR,
1328 CHESTNUT STREET.

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Phila Record April 8. 1928

The Smith Mansion on Plush Hill – Queen Lane. x.
" the writer errs in calling this building "Smith's Folly". "Smith's Folly was torn down years ago. x.

H.C.C.
4-9-28

"SMITH'S FOLLY"

Is It Wise to Preserve It?

By Helen Hamilton Sims

WE HAVE a pleasant weakness here in Philadelphia for anything connected with our city's history, and in this weakness lies our greatest strength. Lacking ambition, courage and industry it is impossible to build anything very fine, so that we have been given a nice ideal by the first inhabitants in their unquestioned possession of these qualities.

Probably we feel a particular and personal pride in the University of Pennsylvania, which from its beginning, as "The Charity School of Philadelphia," became, through the vision and energy of those early settlers, the inspiration to learning that it is today. Back of it all is one man's thought, which proved so constructive and sound that it has formed the basis of most American colleges. On September 7, 1725, there was born in Scotland a child who was called William Smith. Come to think of it the very name of Smith denotes a man of action, and this one was no exception to the rule!

Educated for the church, he came, however, to America in 1751 as tutor to some young men, and during his two years of teaching he put upon paper some of his ideas on the subject of education. This pamphlet he sent to Dr. Franklin, and in consequence was offered a position in the Academy and Charity School in Philadelphia, and in 1755 became the first provost, after which he proposed certain charters which, among other things, planned for the erection of a new college. All higher education in the colonies up to this time had been primarily to prepare young men for the ministry, but Dr. Smith was among the first to realize that the youth of the day must be ready for any position in life which they might choose.

That he was most fearless in expressing any opinion which he cherished is very certain, and this was the cause, in 1758, of his being thrown into jail for several months, owing to his having assisted Judge Moore, of Chester county, in the preparation of a document which attacked the peace policy of the Quaker assembly. During his imprisonment his classes came to him daily, and he carried on his lectures as though still under the college roof. The good which came out of this evil was the furtherance of his friendship with Miss Rebecca Moore, who, through visiting her father, felt sympathy for his comrade in misfortune, as well, so that after the two men were released the marriage of the Provost to Miss Moore was celebrated.

Until lately I had always thought of Dr. Smith as living all his useful life in what is called the Provost's house, at Fourth and Arch streets, before he retired to his son's house, on the site of the old Drexel Building, at Fifth and Chestnut streets, where he finally died. About 1773, however, he occupied for the first time an estate at the Falls of Schuylkill, which is still standing and which must necessarily be of the greatest interest to the City of Philadelphia.

"Smith's Folly," as it was most often called, is near Indian Queen Lane and the Ridge road. The house stands on the very summit of the hill, and from its grounds one may look up and down the shining silver river. Surrounded by tall trees, a few of which still exist, the house itself was one of three buildings on this particular piece of land, the other two, because of their peculiar shape, being known as the Hexagon House and the Octagon House.

The former, which is close to Queen Lane, was for some years the home of Horace W. Smith, while the latter was the birthplace of the Pestalozzian system of education in America. These now famous theories were first brought to this country by Joseph Neef, who came to Philadelphia with William McClure, founder of the Academy of Natural Sciences. Mr. McClure and a Mr. Cabell, brother of the Governor of Virginia, were so impressed with Pestalozzi's methods that they not only paid the passage of Mr. Neef to America, but maintained him while he was learning to speak English.

In 1808 Neef published a book descriptive of the theories of his master, stress being laid on personal contact and observation in child training. Specially, we find that there were no books; slates and blackboards being the medium used, but an eye-witness of the school states that the extent to which whole classes of these boys would carry out mental arithmetic and solve mathematical problems without slate and pencil was truly wonderful and astonishing. Hence our progressive education of today is, in reality, merely a carrying out of those methods which prevailed in the small house at the Falls of Schuylkill in 1809!

The Octagon House itself is gone, but the open ground where it once stood lay vacant in the afternoon sunshine not long ago when I finally reached the Provost Smith House on the top of its steep hill. Next to it are the two buildings of the present Falls Public School.

while about the old house itself is a large open space which may be entered from several sides. It would seem to be a great opportunity to do something specially fine with this interesting place since as the only vacant interesting ground in a growing community, and lying as it does beside the local school it presents possibilities for preservation and tremendous usefulness.

The house is not greatly altered from its original lines and could, with little trouble and no great expense, be returned to the charm of an earlier day, so that I found myself thinking enthusiastically how perfect a combination it would be if the University should take upon itself the restoration and upkeep of the mansion, and the Fairmount Park Commission join with the Playgrounds Association to make the surrounding land a recreation center connected with the school.

There is sufficient space for tennis courts and baseball or hockey fields, while the few remaining tall trees shade the original roadway, which leads into the land from Queen Lane. The site of Joseph Neef's school might be marked by a pool or fountain also, in memory of this first seat of Pestalozzian endeavor in America.

For some years Richard Penn Smith occupied "Smith's Folly," and undoubtedly drew inspiration for his plays, some of which were written for Forrest, from the lovely view which, because of its high situation, is still part of the charm of the place. During the occupancy of the Falls by Washington's army, in 1777, the house was the headquarters of General Stephens, of Virginia. Charles F. Jenkins mentions it in one of his books also as the mansion in which, during the yellow fever epidemic in 1793, General Knox, Secretary of War, and Oliver Wolcott, Jr., Auditor of the Treasury, administered their duties.

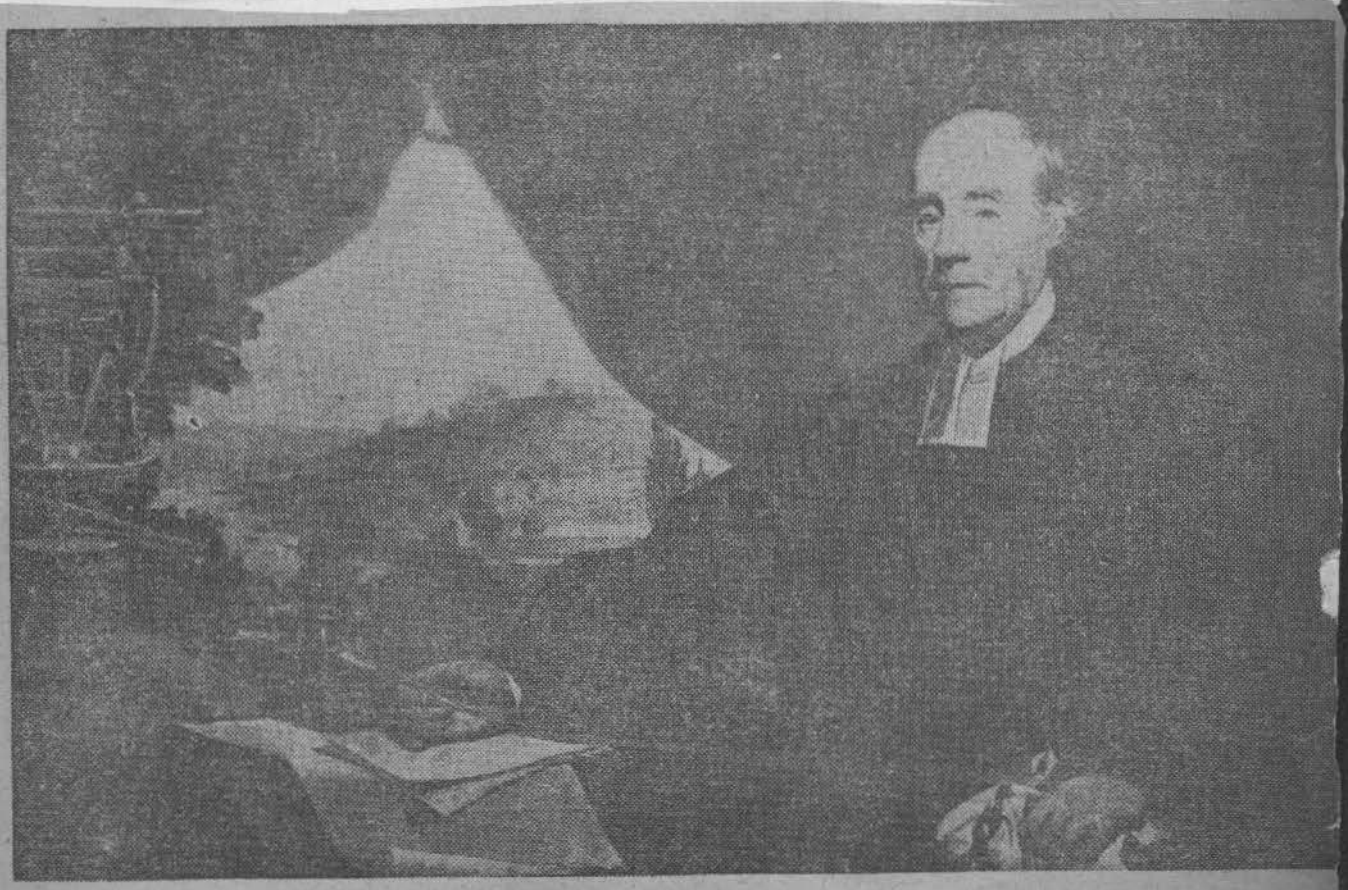
Since, in these days, we think nothing of transporting pleasing and historic houses, stone by stone, for many miles in order to preserve them, what a tremendous chance this is to keep intact a place of great interest without changing in anyway its locality or originality. And who can tell how soon the march of so-called "progress" will raze it to make way for a factory. Should there not be some truly personal memorial such as this to a man with the vision, balance and driving power of this first provost of our University?

Those who worked with him or for him seem to have had a clear understanding of him, and I've read somewhere a tale of his colored servant, who, finding Dr. Smith admiring the mausoleum which at one time stood on the place, inquired something about its future use.

"That's for me, Pompey," the old gentleman said; "just for me!"

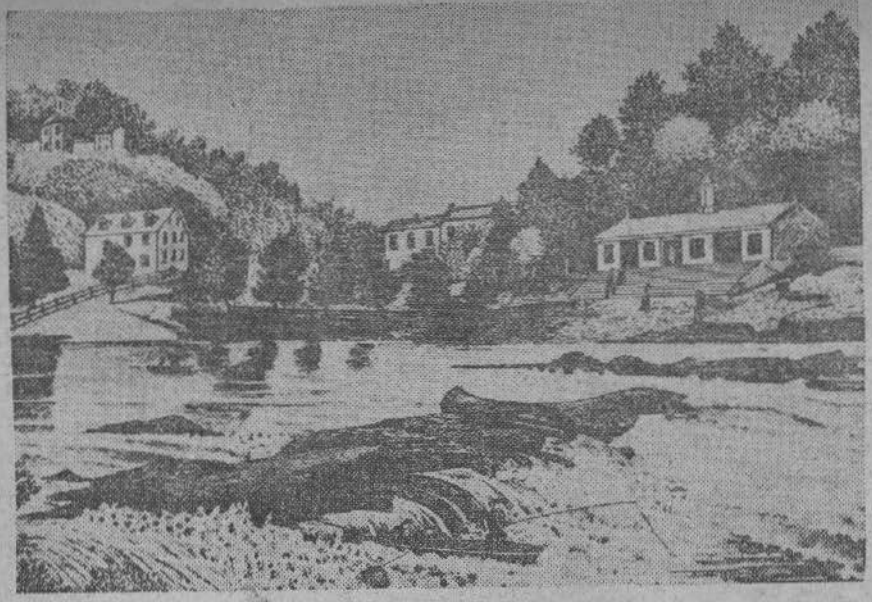
"Maybe that's right, doctor," the servant replied; "but I guess the debbil won't have no trouble finding you, no matter where you is laid."

John Adams speaks of him as "soft, polite, insinuating, adulating, sensible, learned, industrious and indefatigable," but as you look at the wise, kind face in Gilbert Stuart's beautiful portrait you are persistently struck with the humor and affection of his expression as he sits by the open window of "Smith's Folly," through which you may clearly see the soft green hills of Fairmount and the river as it drops softly over the falls.



Gilbert Stuart's Portrait of Dr. William Smith

For which the subject was posed at the open window of "Smith's Folly," through which are visible the river and the soft green hills of Fairmount Park. The portrait of which this is a reproduction is the property of Dr. Ward Brinton.



Smith's Folly

It is to be seen on the high hill at the extreme left, where it overlooks the Falls of the Schuylkill and vicinity as the scene was at the time the house was erected. The engraving is a reproduction of a print in the collection of Thomas H. Shoemaker, of Germantown.

Phila Record 4-25-28

Evening Bulletin May 8th 1928

3391 see collection of stereographs & illustrations

America's First Golf Bug a

1928

"MOONLIGHT NIGHT AT LOVERS' LEAP"

WITH INDIAN DANCES

Auspices of The Wissahickon Valley Historical Society.

The first of a series of Historical and Educational Hikes will be inaugurated next Friday night, March 30th, when a romantic hike will terminate in the moonlight at the most celebrated legendary spot in the Wissahickon Valley, known to those familiar with the surroundings as "LOVERS' LEAP."

Those wishing to hear of the local historical atmosphere, of Hermit's Lane, The Plow Tavern, Hermit's Glen, Peter Righter's House, The Hermitage and others will meet with Mr. Joseph Miles at Ridge and Hermit Lane, 7.30 P. M. sharp, and Mr. Miles, one of the best authorities on local lore, will explain many interesting features in the short hike to the Old Indian Leap, of about one-half mile.

At Lovers' Leap, starting about 8.30 P. M., several short talks will be given. Mr. J. Ellwood Barrett will explain about the mysterious legends of "The Leap;" Mr. Miles and Mr. A. C. Chadwick, Jr., will recount some historical facts on "Indian Lore," by Major Thomas Martin, and Mr. James K. Helms will explain the topography, together with the facts of the Battle at the Wissahickon Creek, in connection with the Battle of Germantown, October 4, 1777.

INDIAN DANCES

After considering the surroundings, during several moonlight hikes previously made, the committee decided that to properly make the evening complete and worth while, it would benecessary to enlist the services of the Boy Scout Indian Dancers, from the local troops. To this end Eagle Scout Albert Mason, a celebrated Indian Dancer, was consulted, and he has arranged for the following Indian Dances, starting at 9.00 P. M.:

Tribal Prayer—Eagle Scout Albert Mason.

Social Dance—Entire Tribe.

Scalp Dance—William Stafford and John O'Brien.

Thunder Pipe—Mason, Stafford and Joseph T. Hendren.

Lovers' Leap can be reached by going back Hermit Lane to the Danger Sign, and going to the Leap through the path in the White Pine Grove, on the Plateau. Boy Scouts will patrol the route up until 8.30, and it can be enjoyed by all, or if you come up the drive, turn up Hermit Lane to the Danger Sign, and then walk through the White Pines.

This event is to be held only in case of nice clear weather; in case of cloudy weather, it will be postponed four weeks.

Feature by the President, Mr. Cauffman

At Lovers' Leap Mr. Stanley Hart Cauffman, President of the Wissahickon Valley Historical Society, will preside, and will introduce a special feature of his own selection, but worth while. Mr. Cauffman is the writer of a number of allegorical and historical novels, and always shows a broad vision in his remarks. The Hiking Committee of the Society is comprised of the following: James K. Helms, A. C. Chadwick, Jr., and J. Ellwood Barrett.

Series of Future Hikes Planned

Saturday afternoon, April 14th—Meet Ridge and Leverington, 2.00 P. M. Destination, Livezey House, Devil's Pool and the Cresheim.

Saturday afternoon, April 28th—Meet Ridge and Shawmont, 2.00 P. M. Destination, Wise's Mill Road, Valley Green, Indian or Council Rock and the upper Wissahickon.

Saturday afternoon, May 12th—Meet at new bridge, Manayunk, 1.30 P. M. Destination, Levering's Mill Road and Merion Meeting House.

Saturday afternoon, June 9th—Meet at new bridge Manayunk, 1.30 P. M. Destination, Flat Rock Tunnel and Dam, and up the Mill Creek.

Saturday afternoon, June 23d—Meet at Barren Hill Church, 2.00 P. M. Destination, the Bubbling Springs of Spring Mill.

Other events in which the society will participate are:

150th Anniversary of Lafayette at Barren Hill, at Barren Hill, Saturday afternoon, May 19, 1928.

Riders' and Drivers' Day up the Wissahickon, June 2, 1928.

Stanley Hart Cauffman, President.
Joseph S. Miles, Secretary.
J. Ellwood Barrett, Vice President.
Logan M. Dayton, Treasurer.
James K. Helms, Historian.

The Wissahickon Valley Historical Society: For the preserving of local Historical Data, and Places, in Roxborough, Wissahickon, and Manayunk, and the Wissahickon Valley.

Phila Record 4-25-26

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see collection of steel engravings and illustrations

America's First Golf Bug a Philadelphian

The prowess of Dr. Benjamin Franklin as a swimmer has often been commented upon, but Philadelphia seems to have entirely forgotten what a keen advocate and practitioner of athletic exercises it had in Dr. Benjamin Rush, the eminent Philadelphia physician of the eighteenth century.

Dr. Rush not only won distinction in his profession, for which he was famous all through the Colonies, but—in the language of The Providence Journal, which has just brought to light the interesting information—he "is entitled to present-day veneration in all the country clubs of America as the original promoter of golf in this country." It was while he was professor of chemistry at the College of Philadelphia, in 1772, says The Journal, that Dr. Rush published a book entitled "Sermons to Gentlemen Upon Temperance and Exercise." In that work he gave first place to walking as a healthful exercise and swimming came next. He also praised fencing, skating and "the active plays of tennis, bowls, quoits and golf." He then went on to explain to his readers in pre-Revolutionary America:

> Golf is an exercise which is much used by gentlemen in Scotland. A large common in which there are several little holes is chosen for the purpose. It is played with little leather balls stuffed with feathers and with sticks made somewhat in the form of a bandy-wicket. He who puts a ball into a given number of holes with the fewest strokes gets the game.

Although his promotion of golf probably got no farther than the pages of his book, The Journal is correct in declaring that Dr. Rush was 100 years ahead of his time, and that "if he could revisit the earth today he would be surprised at the extent to which golf has been taken up." Dr. Rush was, in fact, something more than a century ahead of his time, for it was not until 1890, or a year or two before that date, that golf was first played in this country—at Shinnecock Hills, Long Island. Dr. Rush's native city of Philadelphia did not begin to take an interest in the game until 1893, when a few tentative holes were laid out on the grounds of the Philadelphia Country Club at Bala.

Godey's Lady's Book

FRANK GODEY'S death at the age of eighty-four will revive memories, not only in the grandmothers, but in men of the older generation who first discovered the pleasures of reading in the pages of Godey's Lady's Book. Frank was the son of Louis A. Godey who, in July, 1830, established in Philadelphia the magazine which was destined to exercise a permanent influence in the literary development of the United States.

At that date, two years less than a century ago, the population of the country was about one-tenth of what it is today. The vast network of railroads was not yet in its lusty infancy, and travel was by stage coach, canals and packet boats. The reading public was limited by the pioneer conditions away from the cities and towns of the Atlantic seaboard. Yet the novelty of colored fashion plates, the first distinguishing feature of Godey's Lady's Book, soon attracted attention and gained for the magazine as much popularity as could possibly be attained in the thirty years immediately preceding the Civil War.

A circulation of 150,000 a month, even after several rival periodicals had entered the field, attested the excellence of Godey's. Its appeal was by no means solely due to the colored fashion plates, which are now enjoying a new vogue through the use of the figures for decorations of fancy lamp shades and other articles. The literary tone of the magazine was maintained at a high standard, and virtually all the famous writers of a later day were encouraged by the hospitality of Godey's to their earliest efforts.

The roster of contributors included Longfellow and Edgar Allan Poe, Oliver Wendell Holmes and Bayard Taylor, Emma Willard and Mrs. Sigourney, Washington Irving and Thomas Buchanan Read, Harriet Beecher Stowe and Marion Harland, and a host of distinguished persons whose reputation was made in other than literary pursuits, among them Charlotte Cushman, the first actress to be enshrined in the Hall of Fame.

After the death of the founder in 1878, the magazine rapidly declined and passed out of the control of the family finally disappearing within ten years. But its memory survives in connection with the early flowering of native American literature.

Inquirer 4-25-28

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Girard's Talk of the Day

A CHESTER Countian rises to give me the command:

"Talk to us about the robber hero in Bayard Taylor's 'Story of Kennett.'"

You never can tell for sure about the hero in a novel. Perhaps Taylor didn't mean the highwayman many readers think he did.

But if he had in mind James Fitzpatrick, the original was a corker. That strapping big blacksmith was born in Chester county and enlisted in Washington's Army.

When the Continentals were on Long Island, Fitzpatrick swam the Hudson River and deserted. He was jailed in old Walnut Street Prison, then enlisted as a soldier again in reward for his freedom.

"Captain Fitz" again deserted the Americans and fought with the British at Brandywine. All the following winter he enjoyed raiding his old home county under protection of Red Coat cavalry.

* * * *

BUT that desperado played no favorites and when the British deserted Philadelphia, "Captain Fitz" deserted them.

It was then he became a professional highwayman, residing mostly at Hand's Pass. He led a band of merry robbers and posed as king, ever polite to the ladies.

Right there he fell and fell hard. A lady was his undoing and she collected $500 cash for her endeavor.

One evening in August, 150 years ago, Captain Fitz went to the home of William McAfee, near Castle Rock, and demanded 150 pounds. While waiting for the money—McAfee being a rich Whig—the robber apologized in his politest style to Mrs. Rachel Walker, a guest in the McAfee house.

"Sorry to disturb you madame," said the Chesterfieldian bandit.

* * * *

BRAZENLY putting on the boots and sword belonging to Captain McAfee, the bold "Captain Fitz" stooped to fasten the military trappings.

Instantly Captain McAfee and Mrs. Walker pounced upon the highwayman. It was a renowned battle, as both he and Captain McAfee were gigantic and muscular.

But the robber was pinioned and the captors each got $500 reward for their work.

They had not in 1778 learned how to cheat the law by the employment of smart lawyers to find loopholes in it.

So it happened that thirty-three days after Captain Fitzpatrick was captured he was hanged from a gallows erected at the cross roads of Providence and Middletown—then in the outskirts of Chester.

* * * *

THAT execution of a knave who had betrayed his country and robbed his neighbors did not, however, create half the sensation which came with another at Chester only eight years later.

Every once in a while there is still heard an echo of the fate of Elizabeth Wilson. That is true for the reason that her brother made so heroic an effort to save her.

Miss Wilson was sentenced to hang for killing her twin children. She ever persisted her lover, who had deserted her, had done the murder.

The hour came for execution. The brother, in a last effort, after many other trials, galloped to Philadelphia to appeal to the State Council.

He made a mistake and went first to the President. He was told to seek a reprieve directly from the Council sitting in Independence Hall.

That slight delay cost his sister's life. He got the reprieve, galloped the fifteen miles to Chester in little more than an hour only to find his sister had been hanged ten minutes earlier.

Efforts were made to revive her, but made in vain.

The brother spent the remainder of his life in complete seclusion as a hermit.

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Ind Gazette 4-26-28

Winding its course along the trail of the historic Wissahickon, a moonlight hike will be held next Friday evening, May 4, under the auspices of the Wissahickon Valley Historical Society. The hike was originally planned for an earlier date but was postponed owing to rain.

Meeting at Ridge Avenue and Hermit Lane at 7, the trail will lead down to Lover's Leap, where short historic talks will be given by J. Ellwood Barrett, vice president of the society; Joseph Miles, A. C. Chadwick, Jr., Major Thomas Martin and James K. Helms.

Members of the Historical Society are invited to the outing of the Pennsylvania Botanical Society, information about which can be obtained from the chairman of the outing committee, James K. Helms, or A. C. Chadwick and J. Ellwood Barrett. The hike planned for Saturday has been abandoned owing to an unusual number of activities now underway in the society.

Bulletin 4/9/1928

Men and Things

Philadelphia Interest in Aeronautics Was Kept Active for Many Years By the Efforts of King and Wise and Donaldson

A PHILADELPHIAN, born 100 years ago today, dreamed all his life of voyaging across the Atlantic in a gas-filled airship and glimpsed the vision of the dirigibles of the present day.

This was Professor Samuel A. King, who was born in the old district of Cohocksink, on April 9, 1828, and who died about fourteen years ago at his home on the Ridge road in Manayunk. For over sixty years he was one of the most active balloonists in America, making nearly five hundred ascensions in free balloons and almost as many in captive craft. Although in the pursuit of this occupation, which became a profession as well as a hobby, he visited all parts of the country and made ascensions in many cities, he always claimed Philadelphia as his home and made his first and last trips aloft in this city.

King's interest in aeronautics was aroused by reading Monck Mason's account of Captain Charles Green's flight from London to Weilburg, Germany, one of the longest balloon trips that had been made up to the middle of the Nineteenth Century.

In this city, probably he had observed the ascensions of John Wise, the intrepid Lancaster county youth who was one of the pioneers of the air, later also a resident of this city, and one of the first men to seriously plan the crossing of the Atlantic by air. Wise, who made his first ascension in this city as early as 1835, had made a number of hazardous and adventurous trips aloft before he petitioned Congress in 1851 for a grant of $20,000 for the construction of a large airship by means of which he intended to demonstrate the possibility of destroying any fleet, fort or army by means of aerial bombs and also essay the crossing of the ocean.

First Ascent Attempted Here in 1851

In the summer of that year Professor King, as he came to be called, although the title of "Professor" was merely complimentary, essayed his first balloon ascension from the present site of the Art Museum. Not quite enough gas, however, was let into the bag and when he cut loose from the ground the balloon failed to soar as intended. Instead, the young aeronaut found himself dragged over the Schuylkill north of the Spring Garden street bridge and only by a display of that coolness, readiness of resource and daring, which marked his entire career as an aeronaut, was he able to so handle the balloon that it dragged, over the breastwork of the dam, and bounced along the river until, cutting the anchor loose, King managed to get up about one hundred feet and land in the park.

Later in the year he made a second trip aloft and this time was carried from Fairmount to Camden, where, landing at a pleasure ground near the Ferries, he was induced to make another ascension for the amusement of the spectators. At that time he

was in business as a tobacconist on Ridge avenue, near Green, but ballooning claimed him for the rest of his life.

Visiting New England he made numerous ascensions, in some of which he had thrilling experiences, once being carried out to sea, when he went up at Charlestown, and being rescued when a vessel sighting the endangered craft picked up his drag rope, fastened it to a mast and succeeded in towing both balloon and balloonist back to port. Sometimes, the drag-rope, in the use of which he was one of the American pioneers, endangered his craft by becoming entangled in trees but it was not long before he had mastered the science of its use and added something to the skill of aeronautical travel. The adventure of the air appealed to him and he once remarked, in speaking of dirigibles and airplanes, that the idea of knowing where you were going and just how you were going was abhorrent to him and that the real sport of the air was in cutting loose and not knowing where and when you were going to land.

By the time of the Centennial he had sufficiently established himself as America's premier balloonist that his engagement for that exposition was regarded as the securement of a stellar attraction. For sometime previous he had been in the habit of making ascensions at country fairs and carnivals and on the Fourth of July. Shortly after the Centennial, he laid before Councils a plan to make Fourth of July ascensions here as a part of the municipal Independence Day program. Telling of this, shortly before he died, the old professor remarked that when he asked Councils to defray the cost of such ascensions he was informed by "Squire" McMullen, the Democratic leader of the Fourth Ward, that unless he would agree to take the "Squire" aloft as a passenger no appropriation would be forthcoming. "I never answered 'yes' quicker in all my life," said King and for years the annual balloon ascension of the "Squire" and his skypilot was an event.

Popular Centennial Attraction

During the Centennial era there was much interest in ballooning, heightened by the fact that a few years before both Wise and Donaldson had undertaken to cross the Atlantic by this means. Even they had a predecessor in the actual attempt, in Professor Thaddeus Lowe, after whom the famous observatory in California is named. Lowe, a New England youth, who in later years resided in this city for a time, became interested in ballooning while in his twenties. During the Civil War he performed important service for the Union Army in making military observations from the air and on two occasions was credited with having saved the Army of the Potomac from disaster.

Early Risks at Crossing the Atlantic

When he gave up ballooning for other scientific studies, after the war, he became famous as an inventor of refrigerating devices and machinery for the manufacture of artificial ice, revolutionized the gas industry by his process for the production of water gas, for which the Franklin Institute awarded him the Cresson medal, and established the observatory and inclined railway near Pasadena with which his later fame is linked. Before the Civil War he had planned a trans-ocean balloon trip, and was about to depart from Point Breeze on what might have been an epochal trip when his balloon burst as he was about to cut loose.

Wise, who at one stage of his career, for a short time, was librarian of the Franklin Institute, was one of the first to consider an Atlantic crossing. As far back as 1843, while he was still living in Lancaster, where Colonel John W. Forney, later of this city, was at the time the editor of the Lancaster "Intelligencer," he had laid the proposition before Forney and asked his aid in promoting the undertaking. Forney assented good-naturedly, although he did not altogether believe it was possible to make the trip, and under the heading of "Aerial Voyage Across the Ocean" described the plans and predicted what a stir it would make if it was accomplished.

"What a sensation," he said, "he would produce in England, as, coming along the Channel, he made preparations to settle down his aerial chariot in the heart of the great London world—or, missing this, suppose him dropping in among the Frenchmen at Paris." "Why, our townsman," he remarked, "would become more justly renowned than did Captain Ross in his voyage to the North Pole or Lewis and Clark or the ambitious searcher after the still mysterious source of the Nile."

It was always a contention of Wise that the trip was practicable, his reason for the belief being his fixed conviction, from his repeated observations aloft, that a constant and regular current of air blew over the ocean from west to east at a height of twelve thousand feet, the velocity varying from twenty to sixty miles an hour above and below that height. Caught in that current a balloon could not fail to make the trip. But he was never able to raise the funds for the attempt until 1873.

This was brought about through his meeting with Washington Donaldson, another Philadelphia aeronaut, who, in thirty-five years of ballooning, had many thrilling adventures. Donaldson was born in this city in 1840. He first attracted attention by walking across the Schuylkill on a rope, returning to the middle and jumping into the stream from a height of ninety feet. In his youth he was a gymnast, ventriloquist and magician and when he took up ballooning, doing trapeze stunts while in the air, he became one of Barnum's stars. Early in the 'seventies, Wise and Donaldson got together, decided the time was ripe to make the trans-Atlantic venture and tried to raise the funds by subscription in New York.

Donaldson, a Dare-Devil, Comes Along

They failed, but one of the New York papers came to their aid and announced it would finance the undertaking. The largest balloon the world had seen was provided, but was unable to get off the ground successfully until Professor King went over and showed how it could be done.

Underneath the bag was a life-boat filled with provisions and as Wise had announced he would take a scientist and navigator with him, many wanted to go. Before it got off Wise and Donaldson had a dispute, Wise withdrew and when King succeeded in helping Donaldson get started, at the Capitoline ball grounds in Brooklyn, on October 7, 1873, Donaldson and two companions named Lunt and Ford were along.

From the take-off they had trouble and when they got tangled with the trees near New Canaan, Connecticut, Donaldson and Ford jumped to safety, but Lunt was injured and died a few months later. Two years later Donaldson, making an ascension at Chicago, with a young reporter from the Chicago "Evening Journal," was carried over Lake Michigan and both drowned.

Four years after that, Wise, making an ascension at St. Louis, was also swept out over Lake Michigan and drowned.

But King kept on ballooning until well in the present century, when his big "Ben Franklin," in which Dr. Thomas H. Eldridge and other members of the Aeronautical Society of this city used to make ascensions from Point Breeze, was an occasional object in the skies. When Claude Grahame-White came to Philadelphia, nearly twenty years ago, for his exhibition flights at Point Breeze, the octogenarian King, then "the Dean of Aeronauts," was one of the first Philadelphians to go up in a plane.

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Phila. Record May 9 - 1928

Personal and Impersonal

By HELEN HAMILTON SIMS

WHEN I picked up my paper the other morning and read of the somewhat sudden death of ex-Provost Smith I found myself one of many keenly aware of a personal as well as a civic loss. Within the last few weeks I had renewed an old and pleasant friendship with him which came to me via a freshman brother, and, dating from my pigtail days, had continued intermittently ever since. Probably Dr. Smith's outstanding characteristic was his perfect sincerity, so that I was perhaps unduly elated at his letter of interest which he sent me after the appearance in "The Record" of a description of the first provost's Falls of the Schuylkill estate.

It seems that this Dr. Smith held the other of the same name in particularly high esteem, and had been working quietly and persistently to accomplish a memorial to him in the shape of a statue somewhere on the campus. Perhaps it was a native modesty which made him so active in this cause, for his own statue, from the hand of Dr. McKenzie, was unveiled a few years ago, and despite the nearly two centuries which lay between their lives, the first and the thirteenth provost had the same keen and constructive attitude of mind.

My first view of Dr. Edgar Smith was particularly friendly, for he poked his head in the door of my brother's room at the University Hospital where he lay, a very young and aching mastoid patient. There was a wealth of sympathy and understanding in the kind face, a charming twinkle in his eye, as he told a funny story or two, and a word to the youthful owner of the aforementioned pigtails, which made her his friend for life!

He had a really rare and remarkable gift with the students who passed under his eye during the years of his association with the University, from the time he took the chair of analytical chemistry in 1888, until that recent day when he went to the hospital with a "heavy cold." I could not help being struck with the unconscious tribute paid him by Dr. Penniman in an address last autumn, when he spoke of Dr. Smith as "our beloved ex-provost," merging all admiration for his mental attributes in the affection which many years of friendship had bred.

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MY knowledge of the University being largely of the past—and I hope of the future—I cannot say how much Dr. Smith's scientific knowledge was responsible for a change which has taken place in the Towne Scientific School, and which, to the lay mind, sounds like a very wise idea indeed. As nearly as I can grasp the whole plan it is one for the saving of time in preparation for that particular lifework, which you buoyantly and hopefully choose for some reason best known to yourself! In the old days, the student who decided on engineering, let us say, took a course which during his four years covered a great many things that sent thrills to his constructive finger tips—and an equal number which bored him beyond measure. The very natural consequence was that really brilliant work was always being dragged back by a condition here or there in these despised but necessary subjects. Four or five years ago, the men at the top put their heads together and evolved a scheme which seems to be the solution of the problem. The course has been changed, so that the scientific students take two years of ordinary "college" course, during which time their beloved cogs, wheels, electrons or test tubes (depending on where their aptitude lies) play no part in their education, and they grind away at French, Latin, mathematics, etc., which are vital, but to the youthful single-track mind, are apparently futile. The two years past, they escape to a heaven made up entirely of the delectable part of their chosen profession—and here are two great points which the University of Pennsylvania has demonstrated while the educational world sat by and watched. First, last autumn the junior class of the school entered upon the year for the first time in its history minus a single condition; and second, those would-be engineers, etc., who changed their minds, deciding to be something quite different (and this DOES happen!) had lost not one moment's time, since two years of "college" course is preparation for almost any future they may feel more fitted for!

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THE tremendous activity of the board of trustees and their increased usefulness through the final reorganization which was lately effected is a promise of all sorts of schemes such as this for the improvement of the University's administration. What they will finally decide concerning the Valley Forge project seems hard to say, but since the special committee to consider its advisability is composed of such men as Edward Hopkinson, Jr., Charles L. Borie, Charles Day, Arthur L. Church, George H. Frazier, Dr. J. Norman Henry, Judge J. Whitaker Thompson and Frederic L. Ballard it may be assumed that their findings will be far-seeing and practical.

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FRANKLY I must admit that though I knew Dr. Smith had been the author of some profound books I had no idea he had been such a prolific writer, and herein must have been one of the reasons for his bond with Provost William Smith, who could write on any subject, and won his connection with the University by his facile pen. "The American Magazine, or a Monthly View of the Political State of the British Colonies," published in 1741, was his, and was filled with poems, scientific articles, and treatises written by the first provost, who had also a capacity for encouraging young men in their literary aspirations. Since Nathaniel Evans was one of these, perhaps the pleasant house on the bluff above the Schuylkill was responsible for the poet's lines which read:

"Often with care opprest I pensive stray
Where Schuylkill winds her solitary way.
Beneath some mountain's wild romantic brow
Whose pendant cliffs alarm the flood below
I lay me down—t'indulge the solemn hour
And yield myself to contemplation's pow'r."

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TO merit a medal must be quite as pleasing as to receive one, and among the half dozen or so that were awarded to Dr. Edgar F. Smith during his lifetime was the Elliott Crossan medal of which this year Henry Ford is to be one of the recipients in honor of his "inventive ability." The yearly award of the Franklin Institute is always of interest, and it is worthy of notice that their main difficulty seems to be in sifting out the most notable rather than in finding some one worthy of their choice.

Somehow or other, however, my instinct tells me that better than all the praise or power, Dr. Smith loved the feeling that the students felt themselves to be "his boys." In all the thousands with whom he came in contact each year of the 40 since he came to the University, I doubt if he ever forgot a face, or failed to fill with a sense of his friendship the most forsaken of homesick freshmen.

Presented by Mr. Gibson May 7, 1928

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The Lincoln Conspirators

Recollections of ALERED C. GIBSON, 19 West Phil-Ellena Street, Mount Airy, Philadelphia, Pa., sole survivor of those having official connection with the imprisonment, trial and punishment of the prisoners.

Mr. Gibson in 1865, in the uniform of a private soldier, consisting of dark blue blouse and vest, with light blue pants.

Mr. Gibson in 1928, at the age of 79, a member of Ellis Post, No. 6, G. A. R., of Germantown, which once had nearly 700 on its roll, now but 21 remain.

Born April 24, 1849, in Muncy, Lycoming County, Pa., the son of Joseph Gibson, who enlisted in the 71st Penna. Infantry, known as the "1st California Regiment," commanded by Col. E. D. Baker, who was killed at Ball's Bluff, in Virginia, October 21, 1861. The mother of Alfred C. Gibson was Ellen Guffey Gibson, daughter of Peter Wendle, a cabinetmaker, and granddaughter of Daniel Buck, Tax Collector of Muncy Township.

Historian of the City History Society of Philadelphia, Director Germantown Historical Society (formerly the Site and Relic Society), member Historical Society of Pennsylvania, life member of the Manufacturers' Club, former Director of the Trades League, now the Chamber of Commerce, member of the Society for Ethical Culture, Lycoming County Society of Philadelphia, and a life member of Philo Lodge, No. 444, F. & A. M. Educated at the old Morris Grammar School on Palmer Street, in Kensington and at the old Central High School, southeast corner of Broad and Green streets, Philadelphia.

The Assassination

President Lincoln was shot by John Wilkes Booth on the night of Good Friday, April 14, 1865, during the performance of Tom Taylor's play, "Our American Cousin," given as a benefit to Miss Laura Keene, who had appeared about one thousand times in the character of Florence Trenchard. When the shot was fired, some lines had just left the lips of Harry Hawk, who was playing the part of Asa Trenchard. The celebrated actors, Joseph Jefferson and the elder Sothern, had both played in this piece with Miss Keene, but were not in her company at Washington.

This was five days after Lee surrendered and exactly four years from the time our flag had been hauled down from Fort Sumter. The tragedy occurred in Ford's Theatre, which was never a place of amusement thereafter, finally being purchased and used by the government.

Booth fled into Virginia and was overtaken south of the Rappahannock River, where he was shot by Sergeant Boston Corbett during the attempt to capture him.

There had been a previous plan to kidnap the President and take him to Richmond, which failed.

The eight prisoners who were in the abduction conspiracy and plot to assassinate several heads of the government were tried by a military commission of nine officers, one of them being Major General Wallace, who afterwards wrote "The Fair God," "Ben Hur" and "The Prince of India." The proceedings were recorded by Benn Pitman, of short-hand fame.

Clerk at Prison

When not yet 16, I enlisted as a fifer in the 215th Pennsylvania Infantry, but soon after my regiment reached the army in Virginia, at the suggestion of Lieutenant Colonel Jones, who knew my father in Norristown, I applied for and obtained a clerkship at the headquarters of the Third Division, Ninth Army Corps, commanded by Major General John F. Hartranft, also from Norristown, and afterwards governor of Pennsylvania.

Soon after the assassination of Lincoln, General Hartranft was ordered to report to General Hancock, another Norristown man, at Washington, to take command of the military prison in the old Penitentiary Building, on the Arsenal grounds, at the foot of Four-and-a-half street, in which the conspirators were confined and where the trial took place.

He took me with him in an army wagon from Fairfax Courthouse to Alexandria, thence by boat to Washington, to act as his clerk at the prison.

Four sergeants, acting as turnkeys, gave me daily accounts of all that transpired with the prisoners, of which I kept a record and wrote a report every morning for General Hartranft to sign and forward to General Hancock.

A clerk was necessary, but there was so little to do that I had to devise stunts for amusement.

Sometimes I would pitch quoits with the prisoners, when they were allowed to take exercise in the prison yard.

Then I played the fife, annoying his staff officers so much that the general frequently gave me passes to go out and see the sights of Washington.

Conspirators Sentenced

After the trial commenced I found much to interest me in the court room. Testimony began May 12 and ended June 14.

After arguments of counsel, the commission deliberated and pronounced sentences June 30, the trial lasting seven weeks.

President Johnson gave his approval July 5, eight being convicted and four of them were hanged on July 7.

Mrs. Surratt, Payne, Atzerodt and Herold were all hanged at one time, standing in a row on two trap doors.

Arnold, O'Laughlin, Dr. Mudd and Spangler were sent to a fort on the Dry Tortugas, an island off the coast of Florida, for life, with the exception of Spangler, who was sentenced to six years.

Spangler was a scene-shifter at Ford's Theatre and failed to carry out his instructions to throw the audience in darkness by turning out the lights at the fatal moment. He arranged the door of Lincoln's box for the entrance of Booth and aided the latter to escape through the rear of the theatre.

Dr. Mudd was shown to be in the conspiracy, and Booth, when in flight, went out of his way to the doctor's residence in Virginia, to have his leg set, it being broken when he jumped from President Lincoln's box to the stage.

O'Laughlin was to attack Grant, but General and Mrs. Grant left Washington unexpectedly early that evening to see their children in Burlington, New Jersey. He was a genial individual and showed some affection for me by giving me a pair of gold sleeve buttons just before he was sent to his future residence.

Arnold was out of the city the night of the assassination, but he was prominently connected with Booth and the other conspirators in the abduction plot, having made a confession regarding same.

A yellow fever epidemic broke out at the Dry Tortugas in 1867, during which O'Laughlin died of the disease. Dr. Mudd rendered such efficient service during the emergency that the officers recommended his pardon, which was granted in 1869. Arnold and Spangler also were pardoned the same year.

Herold, only 23 years old, spent much of his time with Booth, somewhat like an errand boy, took part in the flight and was captured with Booth, when the latter was shot.

Booth was buried under one of the lower ground-floor cells of the Penitentiary building at the Arsenal. In February, 1869, he was re-interred in Baltimore by his brother, Edwin Booth, who never played in Washington after the tragedy and did not re-appear on the stage anywhere for nearly a year, when he was received with unstinted applause.

At the Hanging

Atzerodt was delegated to kill Vice President Johnson, but made a mess of the job.

I was in front of the scaffold at the execution and heard him mumble "Shentelmens, take ware." Evidently meaning, "Gentlemen, beware."

When the four bodies were cut down, it devolved upon me to place hermetically-sealed small glass vials, I had prepared, containing the name of each, in the proper coffins.

Several years later, when relatives obtained the bodies, I read in newspapers that identification was made possible through the discovery of these vials.

Annie Surratt came to the prison and, after bidding her mother farewell, was taken to my room on the third floor, just outside the prison door and lay sobbing on the bed. Had she looked out the window of my room, she could have seen the execution. Some years later, I heard of her living on Cherry street, in Philadelphia.

Mrs. Surratt's Part

Occasionally someone speaks of hanging an innocent woman, but those on the spot had no doubt of Mrs. Surratt's guilt.

Her house was shown to be the meeting place of the conspirators, led by Booth and her son, John H. Surratt, and Payne, in hiding for three days after stabbing Secretary Seward, was captured while entering the house without knowing it to be in possession of government officers. He was disguised as a laborer, with a pick on his shoulder, and, when questioned, said Mrs. Surratt had sent for him to see about digging a gutter.

It was brought out at the trial that Mrs. Surratt went to a tavern in Surrattsville, twelve miles south of Washington, owned and formerly kept by her, but leased in 1864 to John M. Lloyd, and left Booth's field glasses, on the afternoon of the murder, with Lloyd, telling him to have them ready that night with some whisky and two carbines that had been left on a previous occasion by John H. Surratt, Herold and Atzerodt. Booth and Herold, while escaping on horseback from Washington, called that night and received the field glasses, whisky and carbines from Lloyd.

And it was shown that Booth furnished the money to hire the horse and buggy Mrs. Surratt used that afternoon.

John H. Surratt, co-master of ceremonies with Booth, was giving directions to the conspirators on Good Friday and fled that night for Canada. About June, 1866, he was located as a Papal Zouave in Italy, arrested, escaped and re-captured in Egypt. He was placed on trial June 10, 1867, in a civil court in Washington, but two months later the jury could not agree, being about equally divided. He was finally discharged June 22, 1868.

Ordered Grant to Stop Smoking

General Grant returned hurriedly to Washington the morning after the assassination. He was a witness at the trial of the eight conspirators and, while waiting to be called, sometimes came out of the stuffy courtroom to walk in the corridor, upon which the door of my room opened.

On one occasion he lit a pipe and it became the duty of the 16-year-old clerk from Philadelphia to jauntily saunter up to the ex-tanner of Galena who had commanded a million men, and politely call his attention to a "no smoking" notice that General Hartranft had instructed the youth to place on the wall. Explaining to him that it was dangerous to smoke in the Arsenal, he emptied his pipe, put it in his pocket, and indulged in the sedative weed elsewhere during his attendance at the military court.

Many of the events of my nearly four months sojourn in Washington appeared to me at the time to be mere every-day matter-of-fact occurrences, but they seem to be listened to with some interest, after the lapse of sixty-three years, by people of today.

Several parties have written to me that relatives of theirs had charge of the execution, and I deem it advisable to correct such erroneous impressions. Captain (afterwards Lieutenant Colonel) Christian Rath, of General Hartranft's staff, happened to be Officer of the Day at the time of the hanging and the details were therefore under his immediate supervision. I had some interesting correspondence with Colonel Rath, prior to his death in February, 1920, at 503 High Street East, Jackson, Michigan.

After the Trial

I never saw my regiment again after leaving the Army of the Potomac in that army wagon.

When the Penitentiary job ended, having a desire to remain in the capital, General Hartranft arranged for me to go to the headquarters of General Auger, who was in command of the city.

The regiment was mustered out at Fort Delaware early in August, 1865, and I received my honorable discharge and extra clerkship pin money a few days later at Washington.

April 24, 1928.