THE BULLETIN
of
RADNOR HISTORICAL SOCIETY

Volume II    SPRING, 1962    No. 2

Headquarters and Museum
THE FINLEY HOUSE
Beech Tree Lane and Bellevue Avenue
Wayne, Pennsylvania
Visitors Cordially Welcome. Telephone MUrray 8-7915.

Board of Directors

Richard W. Barringer
Mrs. Gertrude Ware Case, Curator
Herbert S. Casey
Francis James Dallett, Editor
Miss E. Dorothy Finley
James C. Massey
James Rawle
Mrs. Malcolm G. Sausser
Mrs. Per-Olof Therma
Mrs. Edward W. Westhead
Theo B. White

Miss Caroline Robbins, President
George Vaux, Vice-President
Robert I. Cummin, Secretary
O. Louis Ehmman, Jr., Treasurer
TO OUR MEMBERS AND PROSPECTIVE MEMBERS!

During the past year the Radnor Historical Society has provided information and guidance to the Township Planning Commission by recommending an area in the Township which might be considered a “Historic District” such as local governing bodies are empowered to create under Pennsylvania Senate Bill #172. Details of the recommendation are given in the account of Activities of the Society. As Radnor Township becomes ever more heavily developed our Society will increasingly be able to furnish historical and architectural information to give better perspective to efforts aimed at the preservation of historical structures and architectural and landscape amenities in general.

The meetings of the Society, its alternate yearly Open House Tour and this, its Bulletin, all aim to increase interest in local history and a real appreciation of the development of the community in which we live. An understanding of Radnor Township in 1962 is a much deeper and more sensitive one if one has some understanding of the geographical, economic and cultural factors which have worked for some 280 years to create the fabric we know in 1962.

The corpus of pictorial and manuscript materials assembled by the Radnor Historical Society in its museum, its printed books at the Memorial Library in Wayne, the growing number of well documented historical sketches in our files, many published in the Bulletin, are valuable aids to the understanding of every phase of the history of Radnor Township. We continue to think that the very availability of so much source material argues for the collaboration of an editorial group in producing a history of Radnor Township which could be printed and widely read. Many community organizations are already interested in supporting such a project.

A slice of Radnor history has recently found its way into print. A Radnor Township girl, Miss Barbara Farrow, of Bryn Mawr, wrote a historical sketch of the town of Bryn Mawr, half of it in this Township, and her carefully prepared college thesis, readable and well illustrated, was printed by the Bryn Mawr Civic Association. We congratulate Miss Farrow!

The ability of the Society to carry on an educational program depends entirely upon our only means of support: OUR MEMBERS. We need many more members to augment the rather constant little band of 200 who are enrolled. The Radnor Historical Society is OPEN TO ANYONE interested in the history of our community.

Once again we remind you to send your check for annual dues—only $3.00—to

O. LOUIS EHMANN, JR., Treasurer
123 West Lancaster Avenue
Wayne, Pennsylvania

THE MAIN LINE “CARRIAGE TRADE”

Charles Stewart’s Brougham
At Hilaire, St. Davids, in the 90’s

If you should ask a group of teen-agers to distinguish between a phaeton, a surrey, a brougham, and a landau, the chances are that the only answer you would get would be that a surrey has a fringe on top. In fact, if you put the same question to any person under 65 years of age, you would probably get the same lack of information.

It is strange to think that an industry producing a product which had been developed for several centuries, and which came to its peak of production shortly after the turn of the present century, declined so rapidly that in the space of four decades its product, the horse-drawn passenger vehicle, became almost as extinct as the whooping crane. The following table on the production of the horse-drawn passenger vehicle in the United States shows how rapid was this decline, and also shows the reason therefor:—namely, the automobile.

<table>
<thead>
<tr>
<th>Production of Passenger Vehicles in the United States</th>
<th>United States</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carriages</td>
<td>Autos</td>
</tr>
<tr>
<td>1899        905,000</td>
<td>4,192</td>
</tr>
<tr>
<td>1904        937,000</td>
<td>22,130</td>
</tr>
<tr>
<td>1909        828,000</td>
<td>123,990</td>
</tr>
<tr>
<td>1914        538,000</td>
<td>548,000</td>
</tr>
<tr>
<td>1919        216,000</td>
<td>1,651,000</td>
</tr>
<tr>
<td>1925        21,000</td>
<td>3,735,000</td>
</tr>
<tr>
<td>1937        1,000</td>
<td>3,229,000</td>
</tr>
<tr>
<td>1939        592</td>
<td>2,888,000</td>
</tr>
</tbody>
</table>
In the thousands of years since the wheel was invented, or discovered, vehicles were developed primarily as transporters of goods or for use in warfare, but very little for conveying passengers. The reason for this is not hard to find by anyone who has ever ridden on the floor of a springless farm wagon.

When Julius Caesar travelled around Rome, he probably used his chariot; but you can be certain that when Calpurnia took the air, she did not trust herself to that spine-jarring vehicle but went abroad on a litter carried on the resilient shoulders of slaves.

The development of the passenger-carrying vehicle was retarded by two things: the lack of good, all-weather roads and the lack of an efficient, economical spring.

It is true that the Romans knew how to build very worth-while roads; but when the Roman Empire fell, roads throughout Europe deteriorated into nothing but muddy tracks which were impassable to vehicles during a large portion of the year.

The first passenger-carrying coaches appeared in England in the 16th Century but were not in common use for another two hundred years. A journey of any distance was a distinct hardship; and one passenger reports that after a three days' journey from the north of England to London, he spent the next day in bed recovering from his trip.

The first Royal coach in England is said to have been made for Queen Elizabeth I, and the absence of springs was overcome only partially by suspending the body from the axles on heavy strips of rawhide which gave it some resilience.

Various experiments in vehicle springs were made in England during the 17th Century, and about 1700 the S or Whip spring was developed. This was a rather fantastic looking device and was not highly successful.

In 1789, the C spring came into being. This was more effective than the S spring but still left much to be desired.

Finally, in 1804, Obadiah Elliott of Lambeth, England, invented the elliptical spring vehicle, which solved the problem of an efficient springing device which could be produced in quantity at a relatively low price.

About the same time, in 1813, a Scottish engineer, John L. McAdam, introduced the type of road construction which has been known ever since as the macadam road. This consisted of a base layer of medium sized stones upon which were laid successive layers of smaller stones, with a final topping of very fine gravel, all of which were bonded together under pressure. The macadam road was inexpensive to build and stood up well under all weather conditions.

About the same time another English road-builder, Thomas Telford, developed a similar road which differed in that he used heavier stones for his foundation layer. This enabled the road to carry heavier traffic loads without deterioration.

The way was now open for the passenger vehicle industry to make its rapid growth.

Following the Civil War, the rapid strides made by quantity-production methods, coupled with the development of the Middle West and Far West, brought into being a carriage manufacturing industry which covered the country with sturdy but economical vehicles such as the surrey, the cut-under, and, above all, the distinctive American vehicle, the buggy.

Carriage manufacturing centers came into being in various parts of the country, such as Amesbury, Massachusetts; Binghamton, New York; Cincinnati, Ohio; and St. Louis, Missouri. Philadelphia was also a key city in the trade since the eighteenth century: the Brinahursts of Germantown made George Washington's "chariot."

With the development in the nineteenth century of our own Main Line as a section of substantial suburban homes and more luxurious country estates, there came a demand for a better grade of carriage, one which could be custom-produced to suit the taste of the owner. And it was here that Joseph J. Derham appeared upon the scene. A native of Galway, Ireland, he came to this country when he was sixteen. Having been apprenticed to a wheelwright in the old country, he continued in the same trade, taking a position in the blacksmith shop of Thomas Ryan located on the Lancaster Pike at Rosemont.

In 1887 he opened his own business in a building immediately across the pike and began the production of high-grade carriages.

The Derham Company prospered and it soon became an accepted status symbol to drive in a Derham victoria or landau with a liveried coachman behind a well-matched team of horses. The sales records show that, with but few exceptions, every socially prominent family was a Derham customer.

The high spot of the vehicle world was the impressive tally-ho, drawn by four or six horses with a footman announcing its presence by fantasies on his long slender coaching horn. Among the local owners of tally-hos were Edward Browning, William Struthers, William E. Carter, Charles C. Harrison, Alexander J. Cassatt and Edward B. Cassatt, and later John R. K. Scott, and the local Hunt Clubs. Most of these men were active in the Philadelphia Four-in-Hand Club. Derham, however, never went in for the production of these glamorous vehicles.

Then about the turn of the century, strange vehicles propelled by noisy, odoriferous gasoline engines began to appear on the streets of the Main Line. Many carriage builders felt that this would be only a passing fad, a plaything for the wealthy, but James Derham was more far-seeing.
In 1907 Miss Pansy Griscom bought an automobile with a high-rigged open body, and she wanted a removable closed body for winter use. Until relatively recent years, the auto body was made as a separate unit which could be bolted to the chassis frame. Nowadays the body and frame are made together as an integral part of the complete car. Joseph Derham accordingly produced a closed body, the first on record in the Philadelphia area, and it remained in service for many years.

The idea of producing custom bodies caught on quickly and soon the better carriage shops were devoting their entire production to this department. Derham's carriage customers became his limousine customers and by 1920 he was doing a business of about $800,000 a year, with a production force of almost 200 employees.

By this time Joseph Derham's two sons, James and Enos, were starting in the business, so that when Joseph died in 1928, the company, now known as The Derham Body Co., was able to continue. James took over the sales department, while Enos, the engineer, produced the designs which carried the Derham name to every country on the globe.

During the depression, the going was tough; but by taking ordinary repair work, with an occasional complete body, the brothers were able to weather the storm, and with the return of better business conditions, the production of Derham bodies increased. It is noteworthy that of the leading custom body builders, known as the Big Ten, only Derham is still doing business as an independent company.

The list of Derham customers reads like a global Who's-Who: The Duke of Windsor, King Ibn Saud of Arabia, Pope Pius XII, Presidents Truman and Eisenhower, Emperor Haile Selassie of Ethiopia, the Sheik of Kuwait (who insisted on a body longer than any other in Arabia), Gary Cooper, Lily Pons, Bernard Baruch, Cole Porter, Herbert Pulitzer, and Mrs. Marjorie Post Davies. One job that they do not brag about was a special body on a Packard chassis ordered by Joseph Stalin.

During World War II, the Derhams went into the aircraft business, making bulkheads and pontoons for Navy training planes and PBY's. They also turned out quite a few special-order autos, including the prototype for the famous Free French ambulance. Their seventy-five outdoor-cafeteria cars fed thousands at the Philadelphia Navy Yard, the San Diego Naval Air Station and other naval establishments.

One of the secrets of Derham success is their adaptability. They learned long ago not to argue with a customer who knows what he wants—and is able to pay for it. They once put a facsimile $5,000 Rolls-Royce passenger compartment on the back end of a $375 Model-T Ford chassis. The car was to take the granddaughter of the late A. J. Cassatt, president of the Pennsylvania Railroad, to her coming-out party. She had to be driven in state for the occasion, and that meant nothing less than a Rolls would do. But for sentimental reasons, she had to be driven by an old family retainer who had never learned to operate anything but a Model-T and couldn't be expected, at his age, to master a hand gear shift.
On Tuesday, November 14, 1961, the Radnor Historical Society had the rare privilege of hearing about fires and firefighting from men who had actively participated over the years in the work of the Radnor Fire Company.

Edwin J. Clark who became fire chief in 1933 and fire marshal in 1938 and later Secretary of the Eastern Division of the International Association of Fire Chiefs, gave a very vivid account of activities during his term of office. His father, Charles E. Clark, the second fire chief of the company and its President from 1922-1925, filled out the story with lively recollections of his own. Two other former chiefs, George Lentz and Charles Young, and Otto Hunsicker, many years a fireman, contributed their memories. From the audience, Father Roland of Villanova University, Mrs. Gertrude Ware Case, E. Dorothy Finley and Clarence Tolan, to name no more, chimed in with delightful anecdotes. Reminiscences continued after the formal speeches had finished and during the delicious refreshments provided by Mr. and Mrs. O. Louis Ehmann in the community room of the First Wayne Federal Savings & Loan Association. Everyone present had some tale to tell or some interesting relic of the past; one, of the horn that used to sound the alarm, in particular, attracted attention.

Many thrilling stories were told: here follows a brief summary in roughly chronological form.

Wayne is said to have had some sort of fire fighting organization not long after the end of the Civil War when the community was called Louella, but very little is known about this or about early fires in the neighborhood. The files of The Suburban which might have enlightened us at least to 1876, were totally destroyed by fire in February 1906; only a few copies owned by our Society survive. Father Roland was able to describe the blaze in 1871 at Villanova's old St. Rita's Hall, part of the original Rudolph Mansion, "Belle Aire," built in 1808 and acquired before the middle of the nineteenth century by the Augustinian fathers. At the time of this fire, the first on record, all that could be done to extinguish flames was to pile dirt on them.

In Wayne there seem to have been at least two organizations in the last decade of the century. The Wayne Hose Company, possibly the earliest, had its headquarters in what is now the Legion Hall on Beechtree Lane opposite the Historical Society museum. Of this John Baker was for a long time fire chief. The Wayne Chemical Company founded about 1890, had its headquarters in the rear of the present firehouse, making use of Lienhardt Bakery horses when necessary. The building used then and for many years thereafter owned by the Wayne Protective Association. South Wayne had an old spindle to carry the hose; North Wayne, a ladder truck which was pulled along by hand. Residents kept buckets of water handy and in the event of fire, blew on a horn kept for the purpose to summon help.

During this period the most spectacular fire was the burning of the Bellevue, the famous four-story hotel on West Lancaster Avenue. On March 15, 1900, the frozen ground was covered with snow and a heavy wind was blowing. The blaze was detected by an employee of the Pennsylvania Railroad who wakened the Wood family whose property adjoined the Hotel to the east. Mr. William Wood called for the firemen. Embers blew as far as Audubon Avenue. People flocked to watch. A colored servant famous for her enthusiasm for firewatching was early at the scene. Unlike the aging John Baker she was a good runner. The North Wayne firemen dragged their hose all the way up the hill to the Station but were unable to prevent almost total destruction of the hotel though they were successful in preventing its spread to nearby stables and houses. A little girl was present, dressed in her brother's trousers. Mrs. Case recalled her disappointment in being unable to run out and watch too because she could not find suitable clothes. Dr. George Miles Wells, the Wayne physician mistook the illumination in the sky for moonlight and unlike most of his fellow townsmen went back to sleep. Wayne is often reported to have had few fires in the old days but this was certainly a major exception, and is still remembered by all present survivors!

Six years later on February 10, 1906, the building in which The Suburban kept the records already referred to and which was on the site of the later Alan G. Hale Building was destroyed by fire. This tragedy directly sparked the formation of the united Radnor Company by twenty citizens of the township on March 16, 1906. The charter with those names hangs in the firehouse and an account of these founding fathers may be found in The Suburban for March 16, 1965. The Historical Society was glad to hear from two of them at this meeting. Modern equipment was now bought. Wayne was a pioneer in the use of automotive engines. W. H. Hearne suggested the daring innovation and the three Charlies, Wilkins, Stewart and Clark, procured a "Fireman's Herald" custom built by Knox, which was capable of running twenty-five miles an hour and was the first of its kind anywhere. In 1908 a pump manufactured by the Waterous factory of St. Paul, Minnesota, but mounted on a Knox chassis and said to pour out four hundred gallons of water a minute was purchased. The two machines were housed in the firehouse by permission of the Protective Association, a progressive method of the Radnor Company was paid by neighboring companies in a giant parade in the summer of 1911 which delighted the town and spread the fame of the firemen.

In the second decade of the twentieth century among many, three fires were particularly memorable. In 1912 during a Villanova College fire, one of the students threw his glass lamp out the window but carried his pillow to safety with him. Two years later fifty tons of hay burned in a tremendous blaze in a barn on the same campus. Charles Clark recalled the conflagration at the old Lyceum Hall, the so-called "Opera House" at Lancaster and North Wayne Avenues, now called, rather inappropriately, the Colonial Building. The Lyceum survived the fire but gradually lost its old prosperity thereafter. The whistle blew at eleven on the night of the first of January, 1915. At first the firemen thought they could put out the flames without too much trouble. But then it became obvious that the roof had caught and by six in the morning though the first floor was not too badly damaged, much destruction in the rest of the building had forced the post office to move out and nearby stores had suffered from water if not fire damage.

In the twenties Wayne continued to keep abreast or ahead of developments in modern fire fighting equipment. President Lengel and Fire Chief Charles Clark were much interested in this. The original trucks were retired in favor of models by Chevrolet. The new engines fought the 1928 fire at Villanova and saved the outside of the old monastery though the west wing and the interior were destroyed. Sixteen suburban and four Philadelphia companies co-operated on this occasion. Yet another fire at the College within a couple of years was caused by defective wiring. But on this occasion while the firemen worked, dinner was cooked and eaten in the building.
The Radnor Company served far and wide in the nineteen thirties. They fought fires in the township and helped with a bad blaze in a lumber yard in Paoli. Led by Charles Clark they went in 1936 to Louisville, Kentucky during the great floods of that year and endured a good deal of hardship on the way, along with eleven other companies on the same errand of mercy. The Radnor men were recognized by a very surprised Wayne woman who had returned herself to help her family, and had not expected to see her Pennsylvania neighbors so far from home.

Fire Chief Edwin Clark gave us a lively account of fires fought by the company in the last fifteen or twenty years. He mentioned the fire at the W. W. Montgomery property in Radnor in 1947 and that at the Devon Horse Show in 1952. During Hurricane Hazel in 1954, there were forty-eight fires in twenty-four hours and thirty-five ambulance calls. The men spent two nights in the fire station. A fire on Bryn Mawr Avenue (March 27, 1955) stopped all neighboring church services. Five hours were spent at a fire in Marple Newtown High School (April 9, 1956). Aerial trucks were used to fight the flames in all four wings of the ninth and tenth floors of the Chetwynd Apartments (February 3, 1956) and the Ardmore, Bryn Mawr and Radnor Companies were involved. The most dangerous holocaust Chief Clark ever remembered was at the Autocon Company in Ardmore (July 31, 1956). The next year while the firemen and their families were on their annual picnic at Ardrossan Farms (July 28, 1957) the Valley Forge Military Academy sent out an alarm. In spite of the party, the bad drought and high temperature, the Radnor men quickly rallied to their heroic task of quelling the destructive fire in the Academy gymnasium.

Three fires in 1959 at the Conestoga Mill (September 5, 1959), Molin Ford and at the Wayne Ironworks (December 9, 1959) were the only ones of many that kept the Radnor Company busy. The Ironworks fire started in an area where...
October 14, 1961

Hopewell Village and Iron Furnace was the destination of the autumn pilgrimage of the Society. Although this was the first occasion on which the October meeting was marred by rain, twenty five members and friends of the Society took a picnic lunch at French Creek Park and went on to a tour of the restoration at Hopewell in its lovely setting in the Chester County countryside.

Arrangements for the meeting were made by Mr. and Mrs. Robert I. Cummin. Mrs. Richard Howson graciously opened her house at Coventryville following the tour.

November 14, 1961

"The Burning of the Bellevue and Other Spectacular Fires of Old Radnor Township" were described by Edwin J. Clark, Fire Marshal of Radnor Township and Chief of the Radnor Fire Company of Wayne, by the elder Mr. Clark, by Mr. Young and other retired fire fighters of the community and by other old residents including Mrs. Gertrude Ware Case, Clarence Tolan and the Rev. Thomas F. Roland, O.S.A., of Villanova University which has suffered many large fires.

The Meeting was held in the Community Room of the First Wayne Federal Savings and Loan Association in Wayne. Mrs. Edward W. Westhead again took the responsibility for hospitality.

January 24, 1962.

Professor Arthur Dudden, of the Department of History at Bryn Mawr College, spoke on "Swallowing Politicians Alive: American Political Humour Throughout the Years," at one of the most entertaining programs the Society has enjoyed, at a meeting held at the First Wayne Federal Savings and Loan Association. Mr. Dudden discussed the rich political humour inherent in the American tradition, which a growing national sensitivity is now making obsolete.

James C. Massey, of Radnor, was elected a member of the Board of Directors in place of the Rev. John R. Dunne, O.S.A., whose resignation was accepted with much regret.

In response to a request from the Radnor Township Planning Commission that the Society recommend an area in the Township which might be considered a "Historic District" and hence under such protection and planning controls as would be afforded it under Pennsylvania Senate Bill No. 172, the Radnor Historical Society recommended a district which would include within its bounds eleven 18th and 19th century houses of primary importance: Chuckswood, Woodstock, Parke's Run, Kinterra, Hopelands, Farmhouse on former Edgar Scott, Jr., place, Brookdale, Hickory Hall, The Holly Tree House, Tryon Lewis Mill House and The Grange as well as other properties of slightly lesser interest owned by Edgar Scott, George R. Atterbury and John R. Clark and houses in the Ithan Store complex, notably that of Allan M. Johnson. As no action has as yet been taken by the Planning Commission, the suggested boundaries of the district are not given in detail here.

It is to be hoped that the Rambo-DeHaven-Morgan farmhouse on Matson Ford Road, Radnor, and the William A. Ringler property at Farm Road and Lancaster Avenue, Wayne, two of the most architecturally important houses of the 18th century in the Township may somehow be saved when commercial development threatens them as may be expected in the future. Detailed architectural descriptions, historical documentation and photographs of both are included in the Historic American Buildings Survey in the Library of Congress and copies of these reports may be secured at a modest cost upon application.

March 22, 1962

Albert A. Ware, son of the publisher of the old Carriage Monthly, spoke enthusiastically of by-gone days of "The Main Line Carriage Trade," at a meeting held in St. Mary's Parish House, Wayne. Tracing the general history of horse drawn vehicles, Mr. Ware spoke nostalgically of the buggies, phaetons, broughams and four-in-hands once a familiar sight in Radnor Township and traced the history of the Derham Body Works in Rosemont, pioneer builders of carriages and later of custom automobiles. Photographs of old Wayne vehicles were brought to the meeting. Mr. Ware's talk is printed herein.
NOTABLE VISITORS IN RADNOR

Lieutenant General Milton G. Baker, headmaster of Valley Forge Military Academy in Wayne and an early member of the Radnor Historical Society, has been host at his school in recent years to former President of the United States, General Dwight D. Eisenhower, to the Secretary of Defense and to many of the foremost military figures of this country. A 1959 graduate at the Academy was ex-King Simeon II of Bulgaria. In many respects, General Baker, as "host" of the community in general, brings to mind George W. Childs, developer with his partner Anthony J. Drexel of the town of Wayne in the decade of the 1880's.

Childs, editor of the Public Ledger, was host to many celebrated figures of the nineteenth century at his country place, Wootton, on Bryn Mawr Avenue, which occupied the highest and most beautiful site in Radnor Township. Childs' Elizabethan style brick mansion, built in 1881 by John McArthur, Jr., architect of Philadelphia's City Hall, still stands. Now the St. Aloysius Academy, Wootton was visited by the Radnor Historical Society on April 21, 1958, when Paul Jones of The Evening Bulletin spoke on the life of George W. Childs.

One of the most spectacular of the many entertainments provided by Mr. Childs was a banquet of the Aztec Club, the organization composed of officers in the Mexican War, which took place on September 14, 1881, not at Wootton but at the newly completed Bellevue Hotel in Wayne. This elaborate party drew to its table General Ulysses S. Grant, former President of the United States, Civil War Generals William T. Sherman and Winfield S. Hancock and John Walter, publisher of the London Times. It was described in "Your Town and My Town" in The Suburban and Wayne Times of November 2, 1851.

The vigorous and flamboyant Childs had a gentle and somewhat retiring wife, the former Emma Bouvier Peterson, daughter of the Philadelphia publisher by whom her husband was employed as a young man. Mrs. Childs, like all good wives, had upon her shoulders the real responsibility for the success of the visits paid to Wootton and to the Childs' town house in Philadelphia by countless celebrities, American and foreign. It was she who planned the famous gathering on the evening of May 10, 1876, when the Centennial Exhibition was formally opened, which brought to the Childs' house on Walnut Street the Emperor and Empress of Brazil, the chief justice and associate justices of the Supreme Court, the governors of nine states, the diplomatic representatives of eleven European and Asian countries, four ranking generals of the U. S. Army and seven ranking admirals of the U. S. Navy, and dozens of other men famous in every branch of professional and private life!

Mrs. Childs did not, unfortunately, keep a diary. She did, however, write an account of one occasion when a distinguished company from France came to visit at her country place in Radnor. Her manuscript, now owned by her nephew's widow, Mrs. Louis Deacon Peterson, of Penn Valley, is here printed, together with a reproduction of a rare daguerreotype which portrays George William Childs and Anthony Joseph Drexel as young men, one of the earliest pictures of either known. (The Society also owns a copy of the photograph of the French visitors).

"A ROYAL VISIT TO WOOTTON"

The Comte de Paris, with his suite, among them the Duc d'Orleans, the Duc d'Uzes, the Comte d'Haussenville, grandson of Lafayette, and Dr. Recamier, the grandson of Madame Recamier, came to dine with us at Wootton on Monday, October 8th, 1890.
Mr. Childs wanted them to plant trees as souvenirs of their visit. We had invited Mrs. Laughton, of Washington, and Mrs. Townsend, of Albany, who after Mrs. Laughton's death became Regent of Mt. Vernon, to be our guests, also, for the occasion. It was a dark threatening day and before their arrival it commenced to rain. I feared from the looks of the weather the previous day that we might have rain so I prepared for it and ordered sent out several dozen overshoes of different sizes, which caused the gentlemen much amusement as they were being fitted for them by the men servants.

They went out and planted the trees in a group at the upper portion of the place on the hill back of the house, which we called "The French Group." After leaving us they went to Gettysburg to visit the old battle field and were there taken in a group. The picture they sent to Mr. Childs with their autographs, which I prize very highly.

The Comte de Paris was so entertaining and I thought now I would have the pleasure of speaking French to him — not at all, he preferred to speak English, which he did with a slight accent. He wrote Mr. Childs such a beautiful letter which I will give here:

7-6-1891.

Dear Sir:

I am glad to hear that my photograph in a frame bearing the escutcheon of the House of France, reached you safely. I offer it to you as a small token of gratitude for your kind and splendid hospitality. I thank you very much for your letter and for the volume of your Recollections. I read it with great interest and was quite pleased to find there was a mention of this place (he was occupying Stowe House, Buckingham, the residence of the former Duke of Buckingham, where we had visited.) As I told you when I was your guest last fall your name was well known to me before I went to America on account of the fine memorial fountain which records at Stratford-on-Avon your admiration for the genius of Shakespeare. Your modesty did not allow you to mention in your letter the little pamphlet which some good genius had added to the book post parcel containing your Recollections, but the good genius was right, for what could be more instructive for young and old than "Some Lessons from the Life of George W. Childs"? These lessons teach us to trust to the Almighty Ruler of the world who rewards even here those who are temperate, industrious and frugal.

Receive, my dear sir, my best congratulations for the way in which your example has been in your lifetime set forth before the growing generations of your young countrymen and believe me,

Yours truly,

Philippe, Comte de Paris.

At the dinner which we gave the Comte de Paris I had for the Count and his son, the Duc d'Orleans, a cup and saucer which belonged to the Count's grandfather, Louis Philippe. Mr. Childs had a set of cups and saucers and compotes and a platter presented to him by his valued friend Mr. Harjes of Paris of King Louis Philippe china which they pronounced genuine. There have been so many replicas of the same design that it was a gratification to have him say on examination that it was what had formerly belonged at the Tuileries.

FRANCIS JAMES DALLETT
Feel More CONFIDENT as your savings grow

IT'S SO NICE TO HAVE!

1ST WAYNE
FEDERAL SAVINGS AND LOAN ASSOCIATION
123 WEST LANCASTER AVE. WAYNE, PA.
MURRAY 8-7330

L. K. BURKET & BRO.
Established 1887
Oil Burner Sales, Service and Installation
MURRAY 8-6500

Today's News
Is Tomorrow's History
READ IT FIRST,
READ IT ACCURATELY
in
THE SUBURBAN
MURRAY 8-3000
Compliments of

R. H. JOHNSON CO.
CONTRACTORS
Since 1885
Conestoga Road and West Wayne Ave.
WAYNE, PA.
Murray 8-2250

Established 1910

J. M. FRONEFIELD
Main Line Homes and Farms
WAYNE, PA.
Murray 8-1500

NATALIE COLLETT
DRESSES and ACCESSORIES

396 LANCASTER AVENUE
HAVERFORD, PA.

101 N. WAYNE, AVENUE
WAYNE, PA.

Compliments of

GEORGE R. PARK & SON
Hardware - Since 1897
WAYNE, PA.
Murray 8-0254

Established 1890

NORMAN A. WACK, P. D.
APOTHECARY
Reg. No. 7198
120 E. Lancaster Ave.
WAYNE, PA.
Murray 8-0100

Compliments of

LYNAM ELECTRIC CO.
50TH ANNIVERSARY YEAR
Established 1912
Murray 8-9200

ADELBERGER
FLORIST & GREENHOUSES
In Wayne Since 1888
Murray 8-0431
DELAWARE MARKET HOUSE
116 EAST LANCASTER AVENUE
WAYNE, PA.

WAYNE HARDWARE
126 East Lancaster Avenue
WAYNE, PA.

THE RUG-O-VATOR CO.
143 Pennsylvania Avenue
WAYNE, PA.

COMPLIMENTS OF
WAYNE JEWELERS & SILVERSMITHS

ESPENSHADE'S, Inc.
108 East Lancaster Avenue
WAYNE, PA.