The BULLETIN
of the
RADNOR HISTORICAL SOCIETY

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Incorporated April 30, 1948

Headquarters and Museum:
THE FINLEY HOUSE
113 West Beech Tree Lane
Wayne, Pennsylvania 19087

Telephone: (610) 688-2668
Visitors Cordially Welcome

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**President's Letter**

"Where do we go from here?"

Our fiftieth anniversary is a time to pause, and look back over what we have accomplished in half a century. We have good reason to celebrate, and congratulate ourselves. We have come a long way from our modest beginnings in 1947-48.

We now own and maintain a house museum - attractive and secure - in which to display our collections and to house and make use of our archives and our library. We offer an active and well attended yearly program of lectures, free both to our members and to the public. We publish an annual Bulletin of scholarly material, pertaining to local history and culture. We maintain an historic landscape, which we continue to improve with appropriate plantings and furnishings, and which our neighbors and friends appreciate and enjoy.

But now we must also look ahead. What can we do better? Are there areas into which we have not ventured, which merit our concern? The climate of historic preservation and interpretation is quite different now from what it was fifty years ago. There is more that needs to be done, and the standards and expectations for doing it are more demanding than they were then. Are we keeping up?

We also need to support and encourage other organizations and individuals who are trying to preserve bits and pieces of our past. We are frequently asked, as a society, to add our voice to efforts in that direction, and your Board of Directors gives earnest consideration to the extent to which this is appropriate. These questions are not taken lightly.

We seem to be doing well enough in our stewardship of what has been given to us. But are we being systematic and thorough in our efforts to collect and preserve tomorrow's history? How do we decide what we should collect and keep, and how we should collect it? I believe this is a challenge we should accept as we move into our second half century.

The pace of life - of progress, perhaps - is so fast, and becoming ever faster, that we cannot afford to wait to answer these questions. We look to you, our members and supporters, to help us with our task.

*Bennett Hill*

*March 1998*
About This Issue

For the past 47 years, the Bulletin has been issued annually to provide a report on the state of the Historical Society and to provide a venue for articles on local history. The first issue, published in the Spring of 1950, asked for "Essays on our families, homes, roads, churches, etc." from members of the Society in the hope that the Bulletin might become a quarterly publication made up of such contributions. The Bulletin has not yet reached the status of "quarterly"—something that perhaps can happen in our second fifty years.

To celebrate our fifty years, we decided to reprint some of the articles from our older issues. The initial plan was to include "essays on our families, homes, roads, churches, etc." but that proved an ambitious task for such a small publication. Five articles have been chosen:

1. **Historic Radnor Township**, which presents an overview of Radnor's history, was the first article published in the Bulletin in 1950.

2. **Carriers’ Cycle**, which tells the story of transportation in the area and how it has affected our growth, was originally published in 1954.


4. **Frances Hughes Sausser, Founder of the Radnor Historical Society**, published in 1964, is an excellent example of biographical material which has appeared in the Bulletin over the years.

5. **A True Heart Is a Steadfast Heart**, also biographical, tells of E. Dorothy Finley, her family, and her home, which is now the headquarters of the Society; it was first published in 1964.

We hope that this short sampling of the wonderful articles which have been published in the past will encourage you to visit the Finely House and read even more of these "essays on our families, homes, roads, churches, etc."

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**Radnor Historical Society**

"Fifty Years"

*(Selected Highlights of the Society’s First Fifty Years)*

By J. Bennett Hill, Jr.

1947 - Public meeting organised by Frances Hughes Sausser to plan for the incorporation of a Historical Society in Radnor Township. (17 November)

1948 - Charter applied for, and granted by the Commonwealth of Pennsylvania (30 April), Herbert S. Casey elected first president. Space given by E. Dorothy Finley, in her basement kitchen, for the Society’s artifacts and archives.

1950 - First annual *Bulletin* published; 171 members listed.

1953 - Charles E. Alexander elected president, Herbert S. Casey, president emeritus. First Open House tour.

1954 - Richard W. Foster elected president.

1955 - Survey of old mills of Radnor, in conjunction with Boy Scouts.

1956 - Francis James Dallett, Jr. elected president.

1958 - Caroline Robbins elected president.


1961 - Annual dues listed at $3.00.
1962 - "Caesar" given by Mrs. Sausscr.

1963 - Death of Frances Hughes Sausscr.

1964 - E. Dorothy Finley bequeaths the house to the Society. The Wagon House is built, by Theodore B. Brooks, to shelter the Conestoga wagon, bequeathed to the Society by Thornton Oakley.

1965 - Dorothy H. Therman elected president.

1969 - Death of Herbert S. Casey.


1977 - Katharine H. Cummin, A Rare and Pleasing Thing, Radnor published.

1982 - Katharine H. Cummin elected president.

1984 - Mural of General Anthony Wayne, in the Wayne Post Office, preserved and reinstalled through the Society's efforts (Mrs. Cummin and Mr. Smith, especially).

1985 - George William Smith elected president.


1987 - Death of Herbert S. Henderson, Board member and craftsman.


1990 - Architectural drawings and blueprints of residences in Wayne and St. David's taken to the Athenaeum, in Philadelphia, for conservation and a ten-year loan.

1991 - Conestoga wagon repaired, with a grant from the HBE Foundation, and carried by truck in the Memonal Day parade, in Wayne.

1992 - "Restoration" of 1789 basement kitchen begun, with a grant from the HBE Foundation. Winifred Atterbury, Radnor, A Pictorial History published, with the help and support of the Society.

1993 - J. Bennett Hill, Jr., elected president. Plans begun for developing the gardens and grounds. Conestoga wagon, after more repairs, drawn by a team of horses in the Memorial Day parade—now an annual event. Death of Charles E. Alexander.

1995 - Grant from the Conservation Center for Art and Historic Artifacts for cataloguing and housing the Society's collection of photographs and documents. Preparation and planting of perennial and herb garden along south wall of the House, as an Eagle Scout project. First Carriage House tour. Death of Robert M. Goshorn, Board member and friend.


1997 - The Society's Fiftieth Year begins. Second Carriage House tour.

1998 - Fiftieth Anniversary Dinner, at The Willows, 14 April.
Radnor Township is a subdivision of Delaware County in the State of Pennsylvania. It is bounded on the Northeast by Montgomery County, on the Southeast by Havertford and Marple Townships, on the Southwest by Newtown Township and on the Northwest by Chester County.

Geology counts our rock foundation as among the earliest formations known. The terrain is a succession of hills which are 300 feet above sea level at the southwest corner of the Township and rise to 500 feet at the northwest corner. The streams which course among these hills such as Valley Run, Meadow Brook, Miles and Camp Runs flow mostly towards the South by way of Ithan and Little Darby Creeks, into Darby Creek and finally into the Delaware River. But the Northeast section is drained by the Gulf Creek and small runs which enter Mill Creek; and thus flow into the Schuylkill River.

In prehistoric days the Mastodon, the Sabre-tooth tiger, bears larger than the grizzly, roamed these hills. The evidence was uncovered less than four miles from the Township boundary in the Port Kennedy Cave, the remains of forty-one extinct species of mammals were preserved.

The earliest humans to live in this section were the Lenni Lenape Indians, regarded by other Indian tribes as "the Grandfathers" or the original people. Our Museum has an Indian ax which was dug up on the Pechin Farm in Radnor. Indian arrowheads were found when excavation was made for Radnor High School Gymnasium. Others were imbedded in trees on the William Wood property in Wayne.

White men came to Radnor at the time of William Penn. These early settlers were mostly Welsh, the first of them arriving here in April 1682. Welsh Quakers had bought 5000 acres from the Proprietor in England and ultimately acquired about 40,000 acres. This tract was often called The Welsh Barony. It lay on the west side of Schuylkill River north of Philadelphia. Gabriel Thomas' Account of Pennsylvania in 1698 referred to this Township as Radnor in Cambry.

Thomas Sion Evan seems to be the earliest land owner whose name has come down to us. His farm of 300 acres was in the southern part of the Township, with Ithan Creek flowing through the eastern part and Darby Creek the western.

The Holmes' map begun in 1681 marks "Radnor Township of 40 settlements." The oldest building from that era, Radnor Meeting House, has been selected as the blazon of RADNOR HISTORICAL SOCIETY. The first road was made to connect Radnor Meeting with that at Merion in 1683; shortly after another was laid out to the Philadelphia Ferry. The Welsh Episcopal Church built of logs is mentioned as early as 1708 when fifty families were counted nearby.

With the settlers increasing in numbers mills were erected on the Creeks and the first taverns were opened to care for travelers. Ithan Mills and the Sorrel Horse Inn were among the earliest in these categories.

During the Revolutionary War Radnor lay between Washington's forces at Valley Forge and General Howe's English troops in Philadelphia. The Lancaster Wagggon Road bisected the Township. Radnor Meeting House was made into the headquarters of an American outpost with General Potter in command. A battery was set up at Five Points. Soldiers cleared seven acres of heavy timber in the middle of a large tract of woodland which, when later cultivated, was always called "The Camp Field." This was not half a mile distant from the Meeting House. A cannon ball found buried near there has been presented to our Museum.

The Philadelphia and Lancaster Turnpike, the earliest built in this country, was started in 1792 and finished two years later. It was built by private capital and cost $465,000.

The turnpikes served until the coming of the railroads. "The first act passed in America authorizing a company to make a railroad for public use was that of March 31, 1823, granting permission to Mr. Stevens and others to make a railway from Philadelphia to the Susquehanna River at Columbia, a distance of 84 ½ miles. That Company did not commence the work and the State has since nearly completed a like road between these point ... in practice ... it will be found that a locomotive engine with twenty tons of lading will travel the whole distance from Columbia to Philadelphia in a day of ten hours ... a good Pennsylvania waggon horse will on this railway convey ten tons a distance of twenty-seven miles per day with ease." This quotation from Gordon's Gazetteer of Pennsylvania published in Philadelphia in 1832 graphically describes the lowly origin of...
our Main Line, famed in song and story (and Holiday).

The same book states that Radnor then had three houses for public worship and a post office at the Spread Eagle Tavern, at Littersville, 14 miles from Philadelphia on the Lancaster Turnpike, a settlement containing 8 or 10 dwellings and a store. The Postmaster was Edward Siter.

It was about this time that a system of Free Schools was set up in accordance with the law passed by the Commonwealth in 1836.

In 1842 Villanova College was opened with a faculty of seven and a Student body of 30. The Chapel there served as the parish church for all the Catholics in the Township until St. Katharine's in Wayne took over a part of the territory. The College was chartered by the Legislature in 1848.

The Civil War found many of the men from Radnor enrolled in the Union forces. The main building at Villanova was used for sometime as a hospital by the Army.

The History of the Pennsylvania Railroad published in 1875 tells of the Quarries hereabouts: "fine building stone ... the beautiful green serpentine so extensively used in ornamental architecture, coming from this region."

Therein too are listed four stations within the limits of Radnor Township, viz.: Villanova, Upton, Radnor and Wayne. Of this last it says—"Churches, public halls, public and private schools, and industries of various kind exist here. The locality is a beautiful one and is advancing rapidly in improvement, quite a town called Louella having sprung up around the station."

Louella developed into modern Wayne after A. J. Drexel and George W. Childs completed their plans to build a model suburban community. The Wayne Times, which started in 1885, and later became the Suburban and Times, preserve in their files the story of town and township since then.

This outline sketch of three centuries seeks to demonstrate the wealth of historic material that awaits the labors of local research. Essays on our families, homes, roads, churches, etc. are invited from members of the Society. It is hoped that this initial BULLETIN may become a quarterly publication, made up of such contributions. This Spring 1950 number has been made possible by the kindly interest of a member who prefers to remain anonymous.

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Carriers' Cycle
By Thomas F. Roland, O.S.A.
Vol. 1 No. 4 Spring, 1954

At a meeting of our Board of Managers the discussion had been on the Conestoga Wagon. The expert said that it carried a load of twenty tons—just as much as a Fruehof trailer said someone—and the vision of a long train of the wagons of a century and a half ago merged with the roar of today's Pike. It all sounded very familiar and the adage "The more things change, the more they stay the same" once again was justified. The story of our systems of transportation seemed to have come full circle. Of course there are great differences: accidental differences the ontologist would say, differences in speed mostly, and in comfort, undoubtedly.

It all began with the Indians, as did so much of our Radnor history. The Indian track was usually wide enough for one man only, but its center was worn deep into the surface though often hidden by a covering overgrowth. One of the great trails—the Minqua—passed through our township, a part of the beaten track from the Delaware River to the Susquehanna. Local Indian trails were much like our wagon tracks and for the same reason; they were made by the continuous scratching of the surface by the ends of the two poles that formed an Indian Travail. But the great trails along the natural routes to the West over which the white man built roads that became historic were narrow, crooked, often overgrown and worn a foot or more into the ground.

The white man widened the trail by passing wider loads over it. The pack horse was his first vehicle, introduced by the need for merchandise and provisions to supply the pioneer settlers of the West. The heavier the freight tied on either side of the pack horse, the more the bushes along the trail were worn away and the deeper the bed of the trail was tracked and tramped. The fur trade was an established thing by 1750 and heavier loads on more trading ponies "going in" and "coming out" wrought the pattern for the roads that grew on the trail, and from the Atlantic coast west to the Susquehanna was the local pattern.

White men came to Radnor at the time of William Penn. The Holmes map, begun in 1681, marks "Radnor township of 40 settlements". Their
first road was made in 1683 to connect Radnor Meeting with Merion. In June 1703, authorization was given by the Assembly for a road to be opened from the Upper Ferry across the Schuylkill River at what is now Callowhill Street, to pass by Haverford Meeting and leading to Goshen in Chester County. These would be the first narrow Conestoga and Haverford Roads. Under Penn, the Grand Jury laid out the roads and the court appointed overseers and fence-viewers, but in 1692 control was given to the township. County roads were put into the hands of county justices in 1700, and the King’s Highways into the hand of the governor and his council. But written regulations didn’t make roads. Up to the time of the Revolution it can be said that almost nothing had been done toward what we would call road building. The Braddock Road—8 feet wide—was built only as a war emergency. Many routes were simply cleared of “standing and lying trees”. Stumps and shrubs were cut close to the ground. A traveler in 1796 told how ‘close’ this was on the road from Philadelphia to Washington when he noted that the stumps were cut uniformly at three feet from the ground.

It may be said that the widened trail became a road when wheeled vehicles began to pass over it. First came the great clumsy cart with high and solid wooden wheels. These carts could go wherever oxen could draw them; many of them had hubs three feet from the ground. They could clear any ford that horses or oxen could cross. This pioneer cart moved at the speed of oxen and went lumbering on its way everywhere but in bogs or over great fallen trees. It could proceed on the ancient bridle path of the pack horse day and its use widened those old trails and trod harder their surface. Such dirt roads were ‘improved’ in otherwise impassible bogs by setting tree trunks, parallel across the wet spot—a process called corduroying.

As the local roads grew longer—and many of them spread from Philadelphia as a hub—the jumping off place of the pack trains moved further and further west. Carlisle, Pennsylvania was for a long while just such a point. There a dozen bridle paths converged and five hundred horses awaiting loads from the wagons at the same time was not an unusual sight. The oxcart grew into the mighty Conestoga freighter with its half dozen teams following the leader and with its contents protected by stout canvas. Its tough race of drivers was able to handle their fists as well as their long whips, fists that were often needed in the first days of their assault on the monopoly held by the pack horse men who fought their encroachment.

Besides the freighters, there was the stage coach to carry the traveler who could not go on horseback. What such a journey must have entailed earlier may be inferred from the description of the coach which ran from Philadelphia to Baltimore as late as 1796. The writer, Thomas Twining, wrote in his diary under date of April 14: “At ten this morning, the negro girl took my portmanteau under her arm and accompanied me to the mail wagon office. At half past ten, the wagon started up High Street ... the vehicle a long car with four benches. Three of these in the interior held nine passengers and a tenth passenger was seated by the side of the driver on the first bench. A light roof was supported by eight slender pillars, four on each side. Three large leather curtains suspended to the roof, one on each side and a third behind, were rolled up or lowered at the pleasure of the passengers. There was no place nor space for luggage, each person being expected to stow his things as best he could under his seat or legs. The entrance was in front, over the driver’s bench. Of course, the three passengers on the back seat were obliged to crawl across all the other benches to get to their places. There was no back to the benches to support
and relieve us during a rough and fatiguing journey over a new and ill made road."

But the stage coach heralded a new age of road building, introducing the macadam road. The first and most interesting of these, the old Lancaster Pike, was built right through our township. According to the old legend such roads were called pikes because their surface was so hard that a strong man could not drive a pike through it. The charter of our pike, officially called "The Philadelphia and Lancaster Turnpike" was granted April 9, 1792, and the work of building it began at once. The road was completed in 1794 at a cost of $465,000. Nine toll gates were set along its length. Gate number three was ten miles west of the Schuylkill River and gate number four was placed at twenty miles, thus taking in the section which ran through our township. Warehouses and freight stations were built in the towns through which the turnpike passed, and transportation companies were organized to handle the great traffic that immediately developed. Stationed along this highway at designated points were drivers with horses and it was their duty to be ready as soon as a wagon was delivered at the beginning of their section to use all dispatch in forwarding it to the next one, losing no time to rest horses and drivers. But like many similar schemes, what appeared practical in theory did not work out well. Wagons were neglected, each section caring only to deliver one to the next succeeding section. Soon the roadside was encumbered with wrecks and breakdowns, and drivers and horses passed to and fro from terminal points of their sections leaving such wagons and freights to be cared for by others. So it was deemed best to return to the older system, making each driver responsible for his own wagon and outfit. A wagoner, next to a stage driver, was a man of immense importance and they were inclined to be clannish. They would not hesitate to unite against a landlord, stage driver or coachman who might cross their path.

Independent of the heavy freighting, numerous stage lines were organized for carrying passengers. As a result of this traffic, inns sprang up along the pike where relays of horses were kept, passengers were supplied with meals and teamsters found lodging and their animals were cared for overnight.

The Lancaster Turnpike was such a success financially that it was quickly copied in other sections of the country. Soon toll roads spread over the East from city to city, from town to town, opening up the back country to the advance of an easier culture. But our pike enjoyed an uninterrupted era of prosperity for little more than twenty five years. Then came a new system of transportation, the rail road. The first experimental road with rails in America was built in Philadelphia in the Bull's Head Tavern yard, Third Street above Callowhill in 1809. Two parallel courses of oak scantling, about four feet apart, supported on blocks eight feet distant from each other, and sixty four feet long overall, made up this first test road. On July 31 of that year, a single horse hauled a four wheel carriage with a load weighing 11,000 pounds. This experiment proved to the satisfaction of the onlookers that a road with rails on it could be a better means of transport. With this in mind such roads began to be built, but they were still roads in the old sense, public ways on which any citizen could drive his vehicles. Rails merely expedited the passage of the horse drawn carriage and every one had an equal right to run his wagons over this public track. This marked the beginning of the end for turnpike and toll road.

The State of Pennsylvania took up in serious style the laying out of a rail road and canal system that could compete with the Erie canal opened in New York state. In 1826, the Legislature incorporated the Lancaster, Columbia and Philadelphia Rail Road Company which was to connect the old terminals, the Delaware and Susquehanna rivers. When the stock company was not formed the State laid out this rail road and made the project the Main Line of its planned improvements. By September 1832, the proprietors of Lancaster and Pittsburgh stages were running their horse drawn cars on it as far as Paoli. The road was finished to Lancaster by the middle of April 1834. A practical example of its advantages was given by an excursion by members of the Legislature, canal commissioners and others who left Harrisburg, were towed to Columbia on a canal packet and thence carried on the rail road to Lancaster where they remained all night. In the morning they took passage in the cars which were drawn by horses, and reached the West Chester depot on Broad Street in Philadelphia in eight and one half hours including stoppages. The second track was opened in October of the same year. Before winter the cars were in full operation to Columbia and various lines were established over it, principally by stage owners. Improvements to this primitive road were made by laying iron strips on the wooden rails. Shortly after, the steam locomotive was de-
veloped and began drawing the trains which were still made up of stage coaches. For a while horse drawn vehicles and steam locomotives ran on the same railroad. An interesting print showing both kinds in close proximity is reproduced on Page 105 of "One Hundred Years in Philadelphia" the Evening Bulletin's anniversary book. As progress was made in developing the steam engine the horse was displaced entirely, the rail road became the railroad, and steam was king for a century.

As the railroad tied in with the canal system the sending of freight for long distances was quite a complicated problem. An advertisement in the Catholic Herald of Philadelphia dated May 16, 1844 claims to have reached a solution with a portable car body. It read in part:

**PORTABLE CAR BODY LINE ... DEPOT IN NORTH STREET**

MICHEL BURKE & CO. Proprietors, for the transportation of freight between Baltimore and Pittsburgh, and Philadelphia and Pittsburgh. Their arrangements having been completed, the proprietors are now prepared to forward 60 tons of freight daily each way, and pledge themselves that for regularity, despatch and liberality of terms shall not be exceeded by other lines.

This old established line, originally constructed to obviate the difficulty of transportation on the Pennsylvania public works, where the intervention of railroads with canals require frequent transshipments on the way has peculiar advantages over any other now in use. The goods being locked up and carried throughout on railroad and canal in the same car bodies they were first packed in, effectually prevents the delay, damage, soiling or separation unavoidably attended on a hurried transshipment of single packages, and being loaded and unloaded within doors, is an additional security in delivering merchandise and produce in that clean and merchantable order unattained by other mode of conveyance.

Consignments will be received and forwarded free of any charge for commission, storage, or advancing freights. Goods shipped by this line are insured without any additional charge.

The growth of the railroad marked the end of the turnpike toll roads. Abandoned by its owners and uncared for by the state the original Lancaster Pike fell into miserable disuse in many sections and survived into our day only when kept up by the competing railroad which feared its being used as a bed for a new competitor, the electric trolley line. But when the threat of trolley competition faded Lancaster Pike as a toll road ceased entirely, and about 1915 it was taken over into the State highway system.

It has remained for our day to see the development of the gasoline engine in the automobile, and the growth of the diesel behemoths which rush the loads over the concrete roads we know. As the pack horse replaced the travails and the wagon the packhorse, and steam locomotives made the Conestoga freighter obsolete, so steam has lost out to gasoline and electricity, and both are now losing out to diesel design.

Perhaps, it is poetic justice that these new freighters on the concrete road have succeeded in reclaiming from the railroads the haulage which a century ago the railroad took over from the Conestoga wagon drivers. And, as the public road is choked with the new traffic, the old solution of a toll road turnpike has presented itself as the ideal way for handling such freight and rapid passenger service. So our close neighbors the Pennsylvania and New Jersey turnpikes are proclaimed the finest means of transportation in this modern age. The toll road is with us again.

Indian trails, pack horse, primitive road, turnpike, rail road, railroad, and back again to turnpike—the circle is complete. And in modern city business districts men going in single file as did the Indian, often make the best time.
The Old Wayne Lyceum Hall

By Emma C. Patterson

Vol. 1 No. 6 Spring 1956

"Wayne's most modern building" as the Colonial Building has been called since it was remodeled in 1951-52 is in reality one of the community's oldest edifices. For Wayne Lyceum Hall, a small, square building erected on the northeast corner of Lancaster Avenue and North Wayne Avenue in 1871 forms the nucleus of this structure.

"Wayne Lyceum Hall" as it appeared in 1883

J. Henry Askin, one of the founders of Wayne, whose original home was "Louella House," now the Louella Apartments, donated the ground on which the Lyceum was built. When the building was dedicated on October 24, 1871, Mr. Askin was the first speaker on a program which marked a great occasion in the history of early Wayne. More than 500 men, women and children filled to overflowing the large hall on the second floor of the newly erected Lyceum to witness the dedication ceremonies and to hear the various speakers.

On the shelves of the Memorial Library of Radnor Township there is a bound volume of old numbers of the Weekly Wayne Gazette of the years 1871-72. In this precious old book much valuable information of the early days of Radnor Township has been preserved. Editors of the Gazette at that time were John Campbell, Miss Sallie B. Martin and Miss Seba B. Bittle. In the October 28, 1871 copy of this Gazette there is a complete description of the "Programme" of the Dedication Exercises of Wayne's Lyceum Hall, as it took place on the evening of October 24, 1871.

This dedication was evidently a great occasion in the community. The opening paragraph of the article in the Gazette states that "we certainly must not be considered egotistical in saying that the dedication of Wayne Lyceum Hall was most successful. We doubt if an audience larger in numbers or one so highly intelligent has assembled in any public hall in Delaware or Chester County on any previous occasion. The hall will seat comfortably five hundred persons including those in the gallery, and since many of the audience were standing and others sitting very closely, we can safely say there were over five hundred present."

There were "introductory remarks" by the president of the Lyceum, J. Henry Askin; a prayer by the Reverend J. H. Watkins; singing of a song "Sunny Hours of Childhood"; a congratulatory address by Miss Lizzie Heysham, and again a song "Our Meeting." The dedication ceremony itself was conducted by Miss Mary C. Everman, secretary of the Lyceum, followed by a dedication prayer by the Reverend C. B. Oakley.

"Popular Education" was the topic of a talk by Miss Sallie B. Martin, director of the Wayne Lyceum School which was held daily. Then a thirty minute intermission "refreshed the audience" for two more songs, "Minute Guns at Sea" and "Sleighride Song," which were followed by the closing address made by the Reverend A. L. Wilson.

All of the addresses, quaint and even pompous at times as they may seem to present day readers, are yet full of real feeling occasioned by the completion of a great project made possible by a generous donor, Henry Askin. "We comprehend and appreciate this gift of love" according to Miss Everman as expressed in her speech of dedication where she added, "We contemplate the pleasant gathering, the intellectual strength attained. Here will the cultivation and development of the mind be produced, which shall not only affect and benefit those who are permitted to congregate within
these walls, but its influence shall be felt in generations hence, when scattered here and there upon life's tempestous sea."

"The object of the erection of this building has been for the extension and development of knowledge, and we dedicate it sacred to the promotion of morality, purity and mental development. Let that which is just, virtuous and righteous be tolerated within this Lyceum — vice of every kind obliterated."

The building is described as "built of brick, rough cast in imitation of granite, three stories high. The first floor contains two large stores, each 20 by 40 feet, and an office the same size. The other room on the same floor (the reading and library room of the Lyceum) is 15 by 40 feet.

"The second floor of the Lyceum Hall has a gallery and a stage with rooms for the president and secretary. A beautiful painted curtain representing Wayne Hall of blessed memory, and the Spring House to the south of it, was painted by Mr. Chase, scene painter of the city. The Hall is well lighted with gas and painted in oak and walnut. The back and side of the stage and of the rooms are also handsomely painted. Beyond any doubt, it is the best arranged and the handsomest Hall in the County.

"The third floor is being finished as a Masonic Hall and is intended to be used by a new Masonic Lodge. It is rather larger than the Hall on the 2nd floor on account of having no stage. It will seat, if fully occupied, at least six hundred people. On the eastern outside wall of the Hall in a niche above the 3rd floor is a beautiful statue representing 'Charity.'"

Eighty-five years later the list of those who did work on Lyceum Hall, or who furnished material for its construction or interior decoration, is still an interesting one to the community particularly as in some cases the descendents of these men are still living here. David S. Gendale, Esq., was the architect; Duncan and Richardson were the carpenters; Captain O'Byran, the master plumber; John Campbell, the bricklayer; Mahlon H. Rossiter, the stone mason; William Anderson, the marble mason; Thomas Wolf, the painter and glazier; James Mayhood, the tinsmith and roofer; W. Walter, the Slater; W. Edward Rowan, the paperhanger, and Mr. Rusi, the upholsterer. Bricks were furnished by the Messrs. Gygar and Carroll; marble by Adam and Don; stone by the Wayne Quarries; carpets by the Messrs. McCollum, Sloan and Company; furniture by Mr. Buckley and the iron work by Samuel J. Cresswell.

Eighteen years after the completion of the original building, the Wayne Estate enlarged the stage, adding a new Proscenium and scene shifts. Then again in 1903, the building was remodeled and enlarged, provision being made at that time for the housing of the Wayne Post Office at the west side of the building on the first floor. Thereafter the building became the center of community activities for Wayne with the Euterpean Concerts and other events of social and musical interest being given there. The Opera House, as it was called by this time, rented space to the first motion picture theater in Wayne, which was run by Mr. Allen.

An early community activity, Gilbert & Sullivan’s “Patience,” Dr. Spiers conducting, was held in the Wayne “Opera House” in the early 1890’s.

In the early morning hours of December 30, 1914, the worst fire that Wayne had experienced since the old Bellevue Hotel burned to the ground in March 1900, practically destroyed the Opera House. Starting in the office of the Counties Gas and Electric Company on the west side of the building, the fire spread rapidly to the post office, also on the west side, and to the Welsh and Park Hardware Store on the Lancaster Avenue side in the center of the building. Soon the auditorium, the Wayne Plumbing and Heating Company office, the Wendell and Treat Real Estate Office and the quarters of the Wayne Lodge were also on fire.
The Radnor Fire Company had but two engines at that time. However, help from neighboring fire companies arrived so speedily that eight streams of water were soon playing on the fire. The losses to tenants in the building mounted into many thousands of dollars, in addition to those suffered by the owners of the Opera House. However, within a comparatively short time extensive repairs were completed after which tenants returned to their former quarters. After the rebuilding program was completed the appearance of the Opera House remained very much as it was then up to the time of the extensive alterations made in 1950-51 by Main Line Investment, Inc. This is the Colonial Building as it looks today.

The first picture illustrating this article was probably taken in the very early 80's. Close scrutiny of the original picture from which this newspaper reproduction was made reveals the interesting fact that the first floor corner of the building was then occupied by a small store. Even closer scrutiny reveals a sign which advertises:

Artie Sodas

with choice fruit syrup and candies
Wayne Pharmacy
Joseph M. Fronefield, Jr.

This is the well remembered father of Joseph M. Fronefield, III, real estate dealer of Wayne. He was a citizen much loved and respected in the community to which he came as a young man in the very early '80's. After his death in August 1940, his son found in his desk a notebook in which his father had written a vivid description of Wayne as he first knew it. Old landmarks are listed, forgotten roads and lanes are retraced, old churches, business buildings and houses are described and dated in the pages of a chronicle written by a man who remembered all of them vividly.

The little drugstore which "brought the writer to Wayne," as Mr. Fronefield writes, "occupied the Pike side of the eastern end of Lyceum Hall. The Drexel and Childs office was in the rear. The second floor was a public auditorium and the third floor a Lodge Room." This was Wayne's Lyceum Hall before the addition at the western end was constructed. This early Hall is described by Mr. Fronefield as "a plastered mansard roof building of a dull grayish-brown color, occupied on the first floor by a general country store which sold dry goods, groceries, hardware and farming implements, under the proprietorship of J. Harry Brooke, who many years afterwards was real estate officer of the Merion Title and Trust Company. Mr. Brooke, his clerk and the writer occupied the green room and the stage wings of the auditorium on the second floor for sleeping quarters."

Mr. Fronefield continues, "The building was piped for gas and had a spring fed gas machine which was under my charge. A barrel of gasoline poured into the outside tank, plus the strength of six mules to wind up the machine, made sufficient light for months and months. This building was later greatly enlarged and its name changed to the Wayne Opera House."

In describing the immediate vicinity of Wayne Lyceum Hall as it was in the '80's, Mr. Fronefield continues, "The surrounding country was farm land. I could look out the drugstore door (it had no windows on the pike) and see cattle grazing in the meadow where the business block, fire house and school houses now stand. This was part of what was known as the Siter Farm. Its building stood with the spring house near the rear of what is now the Wayne Apartment House at the corner of West Wayne and Bloomingdale Avenues.

"The Izzaeki Fritz farm adjoined it and had its buildings near where the Presbyterian parsonage now stands on Audubon Avenue. The buildings included some sort of an old stone mill. The Mifflin property lay south of the Siter and Fritz properties and faced on Conestoga Road. Its buildings were on Upland Way. It had an entrance lane from Lancaster Pike which left the Pike where St. Mary's Church now stands.

"The Wilds farm had its buildings east of where Midland and Pembroke Avenues intersect. The old apple trees on some of the properties of the 400 block of the south side of Midland Avenue are the last of the family orchard. The springhouse was in about the middle of the 400 block on the south side of Lancaster Pike. The George farm had its buildings on the north side of Lancaster Pike, west of St. Davids Road."
Still another farm which Mr. Fronefield described in his chronicle of early Wayne days is one in which the Radnor Historical Society has a very personal interest since the headquarters of the Society are now located there. Mr. Fronefield refers to it as the Ramsey place which in 1889 was acquired by W. H. Finley, father of Miss Dorothy Finley, one of the founding members of the Radnor Historical Society of this place. Mr. Fronefield writes “north of the railroad was the Ramsey farm, the house now being the home of W. H. Finley. Its entrance was from Eagle Road. Many times during the winter, Eagle Road was so blocked with snow that the occupants of this farm had to cross the railroad tracks and the Jones farm to the Lancaster Pike.”

Miss Finley tells us that when her family acquired it in 1889 the original old barn was then standing. Her father had it torn down with the stone in it being used to build the addition on the north side of the house. The room which houses the treasures now being acquired by the Historical Society was the basement kitchen of the original old house.

More immediate neighbors of the Lyceum included the Wayne Presbyterian Church just to the East of it, which is now the Chapel of the larger Church building erected at a later date. The smaller building was a gift made in 1870 to the Presbyterian congregation by Mr. Askin, whose own large estate lay to the east of the Chapel. This was the beautiful and impressive mansion which he built and called “Louella.” Completed in 1866-67 it was the home of Mr. and Mrs. Askin and their two daughters, Louise and Ella. Combining these two names Mr. Askin formed a third, that of “Louella” which has frequently been found in the annals of Wayne since then. For not only was it the name of the Askin homestead, but it was the second name to be given to our present suburb of Wayne, the first being Cleavers Landing. And now ninety years later there is still the Louella Apartment building and Louella Avenue. At the time the mansion was built, it was surrounded by various other attractive buildings belonging to the estate.

This then was the Lyceum as it was built in 1879-71 and dedicated in 1871. And this was its Wayne setting in the days when Wayne was still sometimes called Louella. And now, just as in days gone by, the old landmark even after various additions and building transformations still predominates the scene in the center of Wayne’s business area, only it is now the Colonial Building, Wayne’s “most modern building.”

Mrs. Frances Middleton Hughes Sausser, wife of the late Malcolm G. Sausser, and the founder of this Society, died on November 9, 1963, at the Caley Nursing Home, Wayne, on the site of the house in which she was born on March 28, 1882. Frances Sausser’s dedication to the organization which she started was unswerving; her devotion to all of her friends within it was returned in full measure. By her death, the Radnor Historical Society has lost Mrs. Sausser’s ever constant interest and presence—and such a cheerful presence!—and has been left with a very real sense of loss.

When Mrs. Sausser commenced to think about forming a township historical society some seventeen years ago, she was elderly, childless, passionately interested in the genealogy of her family and nostalgic for the unhurried life and unspoiled open landscape of Radnor in the last quarter of the 19th century, when she first remembered it. These are all familiar attributes which seem often to characterize the instigators of groups of this kind.

A fair complected, pretty woman, her oval face framed in soft waves of white hair, light blue eyes alert behind pink spectacles, Frances Sausser had also a head for business, was full of determination and was gregarious. She pursued ideas until they became a reality. One of them was the creation of the Radnor Historical Society.
As the interests of the founder of our Society were always personal, genealogical and local in direction, we remember and preserve here some of the facts of her life and family circle, significant for their effect on the woman who founded what is, after all, a local historical association.

Nearly a century ago, Mrs. Sausser's father, William Davis Hughes (1846-1934), proprietor of the family tannery in Philadelphia, decided to transplant his young family to the country. In 1875 he moved out to a very rural part of Delaware County, coming to Louella, as the village being then developed by J. Henry Askin, was called. Hughes first rented from Mr. Askin a farmhouse near Upland Way and Louella Avenue (the later Millin house) and then leased from Askin and in 1878 purchased another stone farmhouse, said to have been built in 1775. The tract of land on which the house stood lay immediately west of Wayne Avenue, extending from Lancaster Pike north to the Main Line of the Pennsylvania Railroad. Originally the Isaac Abraham farm, this property had more recently belonged to Hiram Cleaver whose name had been given to Cleaver's Landing, as the milk stop on the Railroad was known before Mr. Askin's time. The house bought by Hughes, which, with its spring house, is illustrated in the 1958 Bulletin, survived until late in the 19th century, being demolished by William Wood who erected on the site a Tudor-style mansion, Woodlea, designed by Philadelphia architects Hazlehurst & Huckel.

William Davis Hughes had roots in the neighborhood. His grandfather William Hughes, who kept the General Jackson Tavern at Paoli in the 1820's and was a communicant of St. David's Church, married Sarah Baugh of the Great Valley. Her sister-in-law, Amelia (Pugh) Baugh, grew up after the Revolution in the Pugh-Jones-Ringler house at the corner of Lancaster Pike and Farm road, just west of the property acquired by William Davis Hughes at Wayne.

Mrs. Sausser's mother, Kate Frances Corrie (1846-1912), was the daughter of Professor George J. Corrie, member of a talented family of English organ builders, transplanted from St. George's, Hanover Square, London, to Philadelphia. Professor Corrie preceded his son-in-law to Wayne, taking the house at the north corner of Bloomingdale and Lenoir Avenues in the late '60's, when he became Professor of Music at Villanova College, a post he had earlier occupied in 1847-49. He was also organist at the Wayne Presbyterian Church from 1881 to 1890. Corrie's wife, Sarah Hewes Evans, had Chester County ancestry and cousins in West Chester, ties that were renewed with the move of the family to Wayne.

Four children grew up on the Hughes place where the two younger were born: Elizabeth Corrie Hughes (1872-1957) who became Mrs. William Arnold Scott, of St. Davids; Mary Middleton Hughes (1875-1958), who became Mrs. Frederick J. Jiggens, of St. Davids; Owen Hughes (1876-1937), and Frances Middleton Hughes, known as “Fan” or “Frances,” which she preferred.

Frances Hughes went to school as a small girl at Miss Eldridge's, on the south corner of Bloomingdale and Lenoir avenues, opposite her grandparents' house. These were happy days in a community still centered about its two "summer" hotels and just beginning to be developed as the "suburban" town of Wayne by Drexel & Childs. Frances always remembered them. Her father was one of the earliest members of the Radnor Hunt and Frances could recall pink coats riding to hounds across her father's land and up the Pike to Strafford, right in the heart of the community. Later, in the mid '90's, the family returned to a house on Race street in West Philadelphia and Mary and Frances Hughes went downtown to the Johnson School in Delancey Place.

Mrs. Sausser came back to Wayne to Live on Audubon avenue following her first marriage on December 18, 1909 to Wallace N. Smith.
(1879-1911), son of Frank Smith, property agent for Drexel & Childs. After her husband's early death, she entered the business world. As manager of the Cresheim Arms Hotel at Mount Airy, and of a hotel at Cape May, Frances Smith achieved success as a charming and extremely efficient hostess. In 1922 she accompanied a friend on a European tour which she greatly enjoyed and which was to be repeated again in 1962, the year before her death.

On September 20, 1927, Frances Hughes Smith married a Philadelphia neighbor of her youth, Malcolm Grenville Sausser (1888-1960), who spent all of his business life with the Philadelphia Electric Company, following service abroad in World War I. The couple returned to live on the Main Line, first at Haverford, coming to Wayne in the late '30's. They occupied several apartments in North Wayne, the last at 114 Walnut Avenue. Here, in the former house of Dr. Wells who had been their physician when young, the three Hughs sisters came together again, occupying adjacent flats. They were all active in the life and work of St. Mary's Church, as was Mrs. Scott's daughter, Elizabeth Katherine (who in 1950 became Mrs. James K. Heilner), the niece to whom, until her sudden death in February, 1961, Mrs. Sausser was devoted.

Brought up as Presbyterians, the sisters later attended the Episcopal Church, into which they were eventually received through the efforts of Father Mitchell, of St. Mary's. The joyful love of Mrs. Sausser for her Church, in whose Altar Guild and Prayer Group she was active, was great and her generosity to her parish continued after her death.

Coming back to Wayne after a long absence, Frances Sausser became aware of forces which were bringing radical change, topographical, sociological and architectural, to the community. The whole face of Radnor township was altered by real estate development and increase in population after World War II. Mrs. Sausser sensibly realized that if written records and physical evidence of the community's past were to be preserved, the time had come to act.

In her living room looking out on the Victorian villas of Walnut Avenue, she discussed her idea with me. She was an old family friend, and I, then a college student, had often been her research companion. Allies were found in Miss Josephine Scott (her sister's very peppy and outspoken sister-in-law), Miss Margaret Howson and Herman P. Lengel; advice from the best possible source was sought from R. Norris Williams II, and moral and financial support, which came enthusiastically, from the late George L. Harrison.

The first group meeting was held at the neighboring house of Howard S. Pleasants on Radnor Street Road on May 28, 1947, attended by seven people. On that warm spring evening, definite plans were laid for the formation of the Society. A group of more than forty people interested in local history or with family roots in the area was called together on November 17, 1947 in the Radnor High School library and nineteen of these became Charter members and Incorporators when the Society was incorporated on April 30, 1948. Herbert Casey, whose antiquarian interests, urbanity of manner and ability to speak with effect Mrs. Sausser much admired, was asked to take the Presidency of the group. Before long the new Radnor Historical Society was given possession of the old basement kitchen in the Finley House as its headquarters and museum.

Mrs. Sausser refused any office in the Society other than service on the Board of Directors on which she served from May 12, 1948 when the first slate took office, until her death. Her husband, shy and introverted, was a reader of history, but Mrs. Sausser, socially motivated and physically energetic, would rather "do something about history" than sit comfortably at home and read it. She loved nothing better than copying early wills and tax lists in dusty courthouse basements or ferreting out photographs and memorabilia which she wanted for her Society. She knew she was an amateur, her historical knowledge and perception circumscribed by her "young lady" schooling but she had a sense of history and an urgency for preservation. For her, the beau ideal of the regional historical society was the Chester County Society where a rich and sensitively chosen collection of local decorative arts was combined with a fine manuscript and reference library and where informal, helpful interest in the problems of searchers using its rooms has been characteristic. Frances Sausser hoped Radnor could develop a society along the same lines and she sought always the support of the scholar and professional historian. The presence on the early Board of Father Roland of Villanova University, as successor to Father Falvey, pleased her as much for his academic viewpoint as his wit and she felt for him a special bond as she did for Professor Caroline Robbins whose advent to the Presidency of the Society perhaps best realized her hopes.

Frances Sausser attended Board meetings as the chief obligation and chief pleasure of her daily life. She helped make arrangements for the "Open House" tours, solicited advertisements for the Bulletin, enlisted new
members and never lost an opportunity to propagandize the Historical Society in her home town. With her Church, it was her most absorbing interest. She had other associations, the Republican Women, the League of Women Voters, and the Daughters of the American Revolution (which bored her but which she valued for the genealogical interests of the society). She attended meetings of the Pennsylvania Genealogical Society and the Chester County Historical Society and took pleasure in presenting heirlooms to these and other institutions "where they belonged." In this way the American Philosophical Society received the Commonplace Book of her 18th Century Philadelphia silversmith-playwright ancestor, John Leacock and the Bible of the Leacocks who were part of Deborah Franklin's family circle.

The deaths in quick succession of her sisters, dignified and gentle Bess Scott and amusing and talkative Mary Jiggens, of her long ill husband, followed two months later by that of her only niece, Elizabeth Heilner, saddened and aged Frances Sausser. She moved to the apartment at Windermere Court which had been the scene of many Historical Society Board meetings when occupied by Mrs. Patterson. After a trip abroad, which gave me the pleasure of seeing her, with my mother, at Bath, England, she improved in spirits and vitality, but soon failing health caused her to move to the Caley Nursing Home, as Woodlea had since become. It was her avowed plan to die on the property where she was born and which had so many happy memories for her, and so her end came, at the age of eighty one.

Funeral services were held for Frances Hughes Sausser on November 12, 1963 at St. Mary's Church. Many of her Historical Society colleagues were present, with others, some recent acquaintances, some old friends, and several childhood chums, supporters of the Society since its beginning. She was buried with her family in the Churchyard of the Good Samaritan, Paoli.

Under the terms of Mrs. Sausser's will, $15,000 was left in Trust for the purposes of the Society which she conceived and which she so dearly loved. Thus an assurance of permanent income has come for the first time to the Radnor Historical Society in a manner characteristic of a fine woman whose determination brought our Society into being. We will always remember Frances Sausser with the deepest gratitude and affection.

A TRUE HEART IS A STEADFAST HEART

By Caroline Robbins

Vol. II, No. 4 Spring, 1964


A true heart is a steadfast heart; of what family in the township could this more properly be said than of the Finleys and their ancestors? Miss Edith Dorothy Finley, shortly before her death in April, 1964, deeded to the Radnor Historical Society "The Homestead" with its one and one half acre lot, bounded on two sides by Bellevue avenue and Beechtree lane.

This generous gift will enable the Society (of which she had been an active member since it started in 1948, and a director since 1954), to erect

*The Homestead" and Miss E. Dorothy Finley
at long last a shelter for the Conestoga Wagon bequeathed to it by the late Thornton Oakley. It should also greatly facilitate the growth of the Society and increase its effective functions in Radnor's rapidly developing community. History will never solve all our problems, national or local, but a sense of the past and of local origins will lend proportion to endeavors to improve the present and plan the future.

"The Homestead" was given to the Society as the "William Harris and Sallie Knight Finley Memorial." It stands on land bought from William Penn and in the possession for many years of the Pugh family. Following the death of John Pugh in 1834, several transfers were made. In 1879 Theodore F. Ramsey (of Scottish descent) whose wife was a daughter of Edward Pugh at the Old Store in Radnor, purchased land lying between the Pennsylvania Railroad and Radnor Street, bounded by Eagle road to the north and the Cleaver farm (once belonging to the Abrahams) to the south. Ramsey kept cattle in the barn on the north east of the farm and his wife found it difficult in so remote a spot to get help to cook for the hired men tending the herd.

The Ramseys soon moved to a mansard house erected by J. Henry Askin at the southwest corner of Bloomingdale avenue and Lancaster pike, (their daughter, Mrs. Charles Mather, of St. Davids, tells us), where the

Bell Telephone building now stands. The Ramseys then operated a general store in the old Lyceum Hall (now the Colonial Building) across Lancaster avenue from Lienhardt's bakery. Ramsey became postmaster under President Harrison. The Cleveland victory cost him that job, though he continued to do business in Wayne until his death in 1900.

"The Homestead" was sold to A. J. Drexel in 1880. It was rented to Mr. and Mrs. W. H. Sayen as a summer place with swimming facilities at hand in Gulph Creek which ran along the northeastern edge of the property. The Finleys rented it from 1885-1887 and then purchased the house and a large lot around it, the deed being drawn up by George W. Childs for his partner Drexel in the name of Sallie Knight Finley.

Neighbors in North Wayne, now newly developed by Drexel and Childs, are shown on a map compiled by the Wayne Title and Trust Company in 1897. On Bellevue Avenue were the McKnights (at 404 where Miss Isabella Auld McKnight still lives), the Menaghs, the McLees and the Maguires. Houses facing on Wayne avenue were owned by C. C. Thomas, P. J. McMahon, T. T. Jones, W. H. Badger and J. R. Moore. Of these only Badger was living on the same lot in 1887 when George B. Mifflin surveyed the Wayne Estates and Lots nos 630, 1, 2, 3, 4, bought by the Finleys.

The Finley House as the Finleys bought it

Carriage House at "The Homestead"
The old stone barn of "The Homestead" was torn down by the Finleys and its materials used in doubling the size of the building by additions to the north side. The original building of local fieldstone covered by yellow plaster dates back to 1789. The oldest portion is that occupied for the last fifteen years by the Radnor Historical Society's Museum. This was carefully repaired and restored for it by Herman P. Lengel and was once the ground level kitchen with wall oven and well and cistern outside the door in the yard. The renovated "Homestead" with its wide lawns and delightful planting soon became the scene of neighborhood festivities.

In the Homestead Dorothy Finley was born on 24 April 1890, and continued to live at the same Wayne address for her entire life. Rather later than some children in starting school, she attended first the Eldridge school and then the Radnor high school from which she graduated in 1908 when Andrew Kirk, J. Maguire and George Wilson were among its administrators. Dorothy then studied at the Museum School of Art (then the Philadelphia School of Industrial Art) at the corner of Pine and Broad Streets. She was for a year a teaching fellow.

The duties and diversions of Wayne, however, soon filled her time. With her parents she went on trips to Florida and to Vermont. Summer visits to the latter continued until her recent illness. In May, June and July of 1938, four years after the death of her father, she visited at "Cardu" in Flushing, Cornwall and made the acquaintance of English cousins. Dorothy Finley was a keen tennis player and a member of the Wayne Tennis Association. She rode and she walked making light of a stroll to Valley Forge from Beechtree Lane. An active member of the Wayne Presbyterian Church, she also worked for the American Red Cross.

Nowadays the garden of "The Homestead" is shady and its flower beds overgrown, but earlier Dorothy Finley, an enthusiastic member of the Garden Club, was famous for her flowers inside and outside the house. The activities of the Book Club provided for over twenty years another outlet for Finley interests. A wide circle of friends was entertained and many a person in need of cheer and comfort found a warm welcome at Miss Finley's hospitable home. Her lively manners and her warm enthusiasms will long be remembered by those fortunate enough to be her friends, and to enjoy her cooking, her flowers, her many mementoes of her family's and the nation's past.

From its founding the Radnor Historical Society was dear to Miss Finley and she worked hard to establish a place for it in Wayne. She never seemed too busy to take on the most varied jobs. She answered questions from visitors to the Museum, or over the telephone from persons who wanted information about Radnor. She addressed postcards for meetings and committees; she provided refreshments and entertained the Society at one of its annual meetings in House, Museum and garden.

Dorothy Finley died on the seventeenth of April 1964 and was buried, after a service in the Presbyterian Church, in Washington Memorial Cemetery. A niece, Elizabeth Finley, Mrs. Howard S. Moon, daughter of the late David Knight Finley long resident in Ohio, is the sole survivor of Dorothy's immediate family. The Finley house will memorialize the family and its late generous owner. The hearts of Dorothy Finley's friends and of the Society she has so much assisted will long treasure the thought of her kindly character.

The Finley family records embody a lot of American history. Dorothy Finley's father, William Harris Finley (1848-1934), named for his great
uncle Dr. William Harris who had married the youngest of the daughters of Robert Patterson (1743-1824), was a banker connected with the Fidelity Trust. He was the son of Clement Alexander Finley (1797-1886) and Elizabeth Seeley Moore, sixth child of a versatile Philadelphia surgeon, Samuel Moore (1774-1861), and Mary the second child of Dr. Patterson.

E. Dorothy Finley and her parents, William

Dr. Moore's father, David Harris Finley and Sallie Knight Finley (d.1803), fought at the battle of the Brandywine, was with Anthony Wayne at the Paoli disaster, and was wounded at Germantown, escaping in bloody clothes to his family forty miles away. C. A. Finley was the son of General Samuel (d.1828) named for his uncle and guardian, Samuel Finley, president of Princeton University, 1761-66, and Mary Brown (d.1836). Clement was an army surgeon and much the most travelled of the nineteenth century Finleys. His adventures are briefly chronicled in A Record of the Families of Robert Patterson the Elder (John C. Clark, 1847, pp. 50-51.)

Dorothy Finley was fifth in descent from Michael (1683-1747) who, with his wife Ann O'Neil and seven sons, arrived in Philadelphia 28 September 1734. Michael's father, Robert Finley, had moved to Ireland from Angus or Forfarshire, in Scotland. There his ancestors including a great-great-great-grandfather John (named in the rental book of the Cistercian abbey at Coupar in 1457) had lived. Forfarshire lies north of the firth of Tay between Perthshire and the sea, and is famous among other things for Glamis Castle, associated with Macbeth, and for Kerremsuir, "Thurms," familiar to readers of J.M. Barrie.

American ancestors of the Radnor Finleys include: great-great-grandfather Robert Patterson, third of his name, teacher, director of the Mint under Jefferson, and president of the American Philosophical Society. Through his wife Amy Ewing Patterson another forebear, Maskell Ewing, may be traced. He was a legal luminary of the late eighteenth century and the ancestor of the early owners of "Walnut Hill" and "Woodstock" in Radnor township. A yet more distant forebear was Thomas Parsons who came to Virginia from England on the "Abigail" in 1635, fought in the Pequot wars and married Lydia Brown in 1641.

With the exception of the last named all the family were of Scots-Irish origin, Presbyterians who had fled Scotland to make their way in Ireland and had in turn left that troubled country for America. The Pattersons, Ewings, and Finleys produced preachers, teachers, doctors, generals and lawyers; they contributed not a little to the cultural development of Pennsylvania.

In the eighteenth and nineteenth centuries it is interesting to see that many of the tribe settled in the neighborhood of Wayne. It is thus appropriate that the home of the Finleys for eighty years and itself a relic of the period when the Scots-Irish were doing so much for the country of their adoption, should now house the Radnor Historical Society devoted to the study of nearly three centuries of local history.
Radnor Historical Society
Gifts to the Society in 1997

The Radnor Historical Society accepts items donated either for the collections or for the general use of the Society. Items for the collection are accepted subject to the approval of the Collections Committee of the Board of Directors; all items are accepted with the understanding that they become the sole property of the Society, to be used, displayed, or otherwise disposed of as the Collections Committee or the Board sees fit.

Charles L. Blockson
African Americans in Pennsylvania; African-American State Historical Marker; both by Charles Blockson.

William F. Haskell
A “great” spinning wheel; 1926 local telephone book.

J. Bennett Hill, Jr.
Pennsylvania Decorative Arts in the Age of Handicraft by Irwin Richman.
The Lenape or Delaware Indians by Herbert C. Kraft.

Frances Hilton
Victorian Doll’s house; brass rimmed fireplace fender; open hearth waffle iron.

Mrs. John Y. Huber
Fringed silk shawl; child’s silk and lace coat; woman’s linen shift; woman’s lace and open-work blouse; velvet and ostrich plume hat; linen and lace hat.

Florence Leidy
Woven rag rug fragment; American War Songs; Collected Poems of Siegfried Sassoon.

Marple Newtown Historical Society
Township of Marple, 1684-1784.

Mary Meeker
Save our Land, Save our Towns by Thomas Hylton.

Mary Jane Schrader
Man’s top hat; pair of brown leather high-top shoes; fringed wool shawl; two-piece man’s bathing suit; one-piece woman’s bathing suit.

Francis R. Strawbridge
Family Business, A Century in the Life and Times of Strawbridge & Clothier by Alfred Lief.

Richard West
Photographs of “Dunminning,” estate of John A. Brown, Jr.; postcards and memorabilia; videotape of “Punxsutawny Phil.”

Mr. & Mrs. William R. Wood
Coffee grinder from “Waldheim”

On Loan from the Old Eagle School
Cast-iron footed cooking pot, with lid; powder horn.

Radnor Historical Society Collection in the 1950's in Finley House 18th Century Kitchen; Photograph by Joseph H. Thompson
Radnor Historical Society
1997 Membership Report

New Members

Mr. Scudder Boles
Mrs. Jane Garrison
Mr. Michael Hartnett
Mr. & Mrs. David Hemmery
Mrs. Maria Jones
Mr. Dayton Lummis
Mr. & Mrs. Raymond Kissner
Ms. Nancy G. Morris
Ms. Elizabeth Mosier
Mr. & Mrs. William Pilling
Ms. Barbara W. Roe
Ms. Emily M. Schnebly*
Mrs. Douglas C. Vaile
Mr. & Mrs. Charles K. White
Mr. & Mrs. William Wood

*winner of 1997 Radnor Fall Festival contest

Patrons

Mr. and Mrs. Donald Ballard
Mr. David L. Burket
Mr. E. J. DeJoseph
Mr. and Mrs. O John Fuchs, Jr.
Patricia J. Henry
Mr. and Mrs. Bennett Hill, Jr.
Mrs. Elizabeth Hopkins
Mr. & Mrs. Arthur H. Moss
Dr. and Mrs. Emanuel Schwartz
Mr. and Mrs. George W. Smith
Mr. and Mrs. William Wood

Sustaining Members

Mr. Stephen W. Bajus
Mr. and Mrs. Peter Benoliel
Mrs. John A. Colgan, Jr.
Mr. and Mrs. John L. Dale
Dr. Kenneth Doroski and Ms. Dawn Fastiggi
Mr. Ernest C. Eadeh
Mr. and Mrs. Allan C. Fisher
Mr. and Mrs. C. Budd Heisler
Mr. Anthony A. Lanahan
Mr. and Mrs. Brian Noll
Mr. & Mrs. F. Harry Spiess

Ms. Jane N. Beatty
Mr. and Mrs. Neil F. Brennan
Mr. and Mrs. Peter H. Craig
Mr. and Mrs. Nelson Dewey
Mr. and Mrs. John Fischer
Mr. Benjamin Harris
Mr. F. Heldrin
Ms. Betty V. Musser
Mr. and Mrs. William G. Siple
Mrs. Margaret Zehner
Mrs. Susan Zelten

Honorary Members

Mr. Francis James Dallett
Mrs. Harrison Therman
Radnor Historical Society
1997 Programs

11 February

Tuesday, 8:00 p.m., at the Finley House
Anne Trotter, of Rosemont College spoke on "Mary Cassatt, Artist of the Philadelphia Main Line." Ms. Trotter illustrated her talk with slides.

18 March

Tuesday, Annual Olde Inns Dinner, at the Yellow Springs Inn
Our Annual Olde Inns Dinner was held at Yellow Springs Inn. Priscilla Waggoner, PhD., Archivist/Historian, spoke on "The History of the Country School of the Pennsylvania Academy of the Fine Arts, 1916-1952" following dinner.

8 April

Tuesday, 8:00 p.m., at the Finley House
Carol W. Creutzburg, a member of our Board of Directors, spoke on "The Main Line School Night, its Founding and Growth," on the occasion of its sixtieth anniversary. Miss Creutzburg is the daughter of Mr. Harry Creutzburg, the founder of the Main Line Night School.

3 May

Saturday, 3:00 p.m. at Rockland
Our annual meeting was held at "Rockland," the home of Mr. and Mrs. Fred L. Barnes, 425 West Wayne Avenue. Francis R. Strawbridge spoke on the founding of Strawbridge & Clothier department store in 1866 up to its great era in the 1980's, and the Ardmore branch in Suburban Square, one of the country's first suburban shopping centers.

20 September

Sunday, 2:00 to 5:00 p.m.
Our second House and Carriage House Tour was held on a pleasant Sunday afternoon in September. Four houses were included in this year's tour, followed by refreshments in the Finley House.

14 October

Tuesday, 8:00 p.m., at the Wayne United Methodist Church
Roger W. Moss, Executive Director of the Athenaeum of Philadelphia spoke on "Victorian Exterior Decoration," with special emphasis on the houses in North and South Wayne. He illustrated his talk with slides. Copies of his book (with Gail Caskey Winkler) were available for purchase and signing. This program was sponsored jointly with the North Wayne Protective Association.

11 November

Tuesday, 8:00 p.m., at the Finley House
Charles L. Blockson, author, Curator of the Charles L. Blockson Afro-American Collection at Temple University, and one of the foremost authorities on the Underground Railroad spoke on "The Railroad, Above and Under Ground."

21 December

Sunday, 5:30 - 7:00 p.m., at the Finley House
Our Annual Christmas Open House following the North Wayne carol sing was held. The Finley House was beautifully decorated for the season. The occasion and the Finley House were enjoyed by those present.

28 December

Sunday, 8:00 p.m., at the Finley House
An abridged version of A Christmas Carol, by Charles Dickens was read by Bennett Hill. The Front Parlor of the Finley House, decorated for the season with fire in the fireplace, provided a perfect setting for this classic Christmas tale.
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