

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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## The Dorothy Finley Award

Bennett Hill

This year your Board of Directors has voted to establish the Dorothy Finley Award, to be given, from time to time, to someone who has performed exemplary service to the Radnor Historical Society.



Past President George W. Smith and RHS Conestoga Wagon

Dorothy Finley was one of the founding members of the Society, in 1948, and was a strong and active supporter throughout her life. In the early years she allowed the Society to use the room in her house, which is now the basement kitchen, as a place to keep and display our archives and artifacts. In 1964, shortly before her death, she gave the Society the whole house, in memory of her parents, for whom it is named.

This year the Dorothy Finley award is given to George William Smith. George, as we know him here, has been an active member of our Society for over a quarter of a century. He was our President from 1985 to 1992, a time of consolidation and growth, during which he maintained a careful balance between our needs and our desires. In the following years he was particularly supportive of his immediate successor, in many ways. He contributed significantly to the choice and design of the new Finley House roof, a major project, as many of you know. He has also overseen the care and restoration of our Conestoga wagon, making it an authentic and roadworthy piece which we now see each year in the Memorial Day parade in Wayne, pulled by two strong horses.

We have valued George's experience and his wisdom, and his fine sense of moderation. We shall miss his presence at our Board meetings, but we know we shall always have his interest and support.

## Historical Society 2006 Programs

### **February 21** - The Finley House

Rich Allman gave an illustrated talk on “The Trolleys of Radnor Township.” His presentation described the famous interurban cars of the Philadelphia & Western railway and its connections to other suburban lines.

### **March 21** - The Finley House

Philip Ritter reviewed the history of the Pennsylvania Railroad Stations at Wayne, from the first ticket office to the various modifications of the present building.

### **April 2** - Enke Park

Robert P. Thomas led a walking tour of the former Philadelphia & Western right of way rebuilt as the Radnor Township bike and walking trail.

### **April 18** - Wyndham, Bryn Mawr College

Bryn Mawr Curators Carol Campbell and Tamara Johnston spoke on “Highlights from Bryn Mawr College’s Art and Archaeology Collections.”

### **May 7** - Thornhedge, home of Mr. and Mrs. Gary Papa.

Beverlee Barnes spoke on the “Historic Preservation in Radnor Township.” She reviewed the efforts being made in the Township to preserve its unique heritage beginning with the homes built by the Drexel & Childs developers.

### **May 21** - History/Mystery Tour - On May 22, The Radnor

Conservancy and The Historical Society conducted a History/Mystery Tour of Radnor Township. The six historical locations visited and their historical significance described were: Glencoe, The Willows, Launfal, The Louella Mansion, Walthamton, The Waltons Log Cabin, and Harford.

History/Mystery Tour participants who filled out the questionnaire posed at each location were recognized following the tour at the Finley House and prizes awarded.

Refreshments were served to all the participants.

**May 29 - Memorial Day Parade**

The Historical Society's horse-drawn Conestoga Wagon again participated in the Township's Memorial Day Parade.

**October 17 - Radnor Memorial Library**

Dan Rottenberg discussed the details of his book, "*The Man Who Made Wall Street: Anthony J. Drexel and the Rise of Modern Finance.*"

## **Annual Meeting of the Society 2006**

At the Society's Annual Meeting at "Thornhedge," home of Mr. and Mrs. Gary Papa, May 7, Beverlee Barnes, Manager, Preservation Planning of the Delaware County, surveyed the issues surrounding historic preservation as related to Wayne.

Historic Preservation, she said, is the action taken to preserve architecture that is a visible, tangible reminder of our shared memory, our shared heritage.

Legal Possibilities: The act that allows historic preservation to occur as federal policy was established by the National Historic Preservation Act of 1966.

For the State of Pennsylvania, the Local Historic District Act 167 (1961) empowers local municipalities to protect distinctive historic character by regulating new construction, reconstruction, alteration, restoration, demolition or razing of buildings within the established district.

The Pennsylvania State Constitution, Article I, Section 102, states: "The irreplaceable historical, architectural, archeological, and cultural heritage of this Commonwealth should be preserved and protected..."

PA Article III, Section 301, gives local municipalities the right to "plan for the protection of natural and historic resources..."

The Benefits of Historic Preservation are to make history daily accessible, strengthen a neighborhood's sense of place, and establish stability for the home owner.

The ABC's of Historic Preservation in Barnes' experience, require three steps to succeed in establishing a legally binding ordinance: 1) identification of the historical resource, 2) setting priorities for action, and 3) choosing the best tool for action, such as forming an Historic Commission to set historic incentives in zoning and/or enacting an historic ordinance and increasing public awareness through the media or extending existing ordinances covering the area.

## What is Historic About Radnor?

Beginning as a summer colony to escape an unhealthy summer climate in the city, the first wave of residents were the wealthy with their mansions easily accessible by the railroad. Then came the middle class with the creation of an attractive neighborhood of uniquely designed Victorian houses. The result has been a fascinating settled neighborhood that everyone can enjoy. Now developers see the potential of replacing these mid-sized dwellings with big, profitable houses that clutter the neighborhood with oversized buildings.

## Current Historic Preservation in Radnor.

The North Wayne Protective Association worked with the National Park Service of the U.S. Department of the Interior to establish a North Wayne Historic District (1985). Shortly thereafter, the Wayne Public Safety Association worked with the National Park Service to establish a South Wayne Historic District (1990).

With North Wayne as a base, the Radnor Township Commissioners approved the Historic District Ordinance No. 2005-27, to protect the historic area identified as the “North Wayne Historic District.” It establishes an Historical and Architectural Review Board to recommend to the Commissioners action for obtaining a Certificate of Approval regarding erection, alteration, addition, or demolition of a property.

## What Should Happen Now?

Other neighborhoods could be added to the coverage of the TWP Ordinance. The Historic Preservation Committee of the Radnor Historical Society and the Radnor Conservancy should study what further areas should be included in the Radnor TWP Ordinance. Also consider supporting the newly formed Citizens for Preservation in Radnor, which is dedicated to saving Radnor’s open spaces.

## Trolleys in Radnor Township

Rich Allman presented an illustrated talk on the Philadelphia & Western Railway Company. Founded in 1902, the line was built to first class railroad standards as part of Jay Gould's proposed four-track intercontinental electric railway. The final plan, however, was reduced to a two-track line from Philadelphia's Market Street terminal at 69th Street through Radnor Township to Strafford where the P&W station connected with the Pennsylvania Railroad at Strafford Station (PRR service was then steam; service to Paoli was not electrified until 1915). The first P&W train to Strafford left 69th Street on May 22, 1907.



Postcard, ca 1920s, "Phila. & Western Railroad, Wayne, Pa."  
RHS Archives

The P&W built a branch line to Norristown in 1912 to connect to Lehigh Valley Transit Company which serviced suburbs from Norristown to Allentown. A station was built in Norristown that allowed passengers to transfer directly to Lehigh Valley's "Liberty Bell Line." With the construction of improved highways and the increase of automobile traffic, passenger traffic rapidly decreased. The Lehigh Valley line was abandoned in 1951. Passenger traffic on the P&W Strafford line also decreased and a bus replaced the Strafford line, service to which was abandoned in 1956.

Mr. Allman illustrated the many early pieces of equipment the P&W operated over the years. In 1931 the P&W replaced its long-used trolley-type cars with the innovative aluminum-bodied Bullet cars built by Philadelphia's J. G. Brill Co. The contract for the ten 85-mph Bullet cars was \$310,000. They reduced the running time to Norristown from 24 to 16 minutes. They were in daily service for the next 45 years.

In 1963, the P&W purchased two four-unit interurban trains from the Chicago, North Shore & Milwaukee interurban line. The train included a diner/bar car which were popular for breakfast inbound and snacks outbound. They were withdrawn from service in 1976. SEPTA replaced all the Bullet cars in the early 1990s with modern air-conditioned, multiple-unit cars.

## **The History of the Wayne Train Stations**

Presented by Philip O. Ritter

Mr. Ritter presented the results of his detailed study of the interior and exterior of the Wayne Station building and the historical records of it now held by AMTRAK. He began his talk with an overview of the history of the stations at Wayne.

In 1829 the Philadelphia & Columbia Railroad built a two-track line through Hiram Cleaver's farm in what is now Wayne. The railroad had a milk stop there known as Cleaver's Landing.

The Pennsylvania Railroad purchased the Philadelphia & Columbia in 1857, and in 1860 built a 2-floor frame "Passenger House" just east of the present station.

J. Henry Askin began a development called Louella in 1869 which became a popular summer retreat. He built his Louella Mansion in 1870, which later expanded to become the present apartment house.

Askin sold his lands to George W. Childs, editor of the Philadelphia Ledger and Anthony J. Drexel, a Philadelphia banker, in 1873. They conceived and developed the present suburban community of Wayne.

To meet the growing passenger traffic, the PRR added a ticket office in 1873 to the Passenger house and named the station, "Wayne."

At the close of the 1876 National Centennial Exposition in Philadelphia, the PRR acquired the small Catalogue Building near the tracks of the Centennial Station. The building was disassembled and reassembled as its Wayne station. The volume of passenger traffic soon outgrew the small building and it was moved west to become the Strafford station during 1881-1882.

The present Wayne station was built during 1882-1883 with a fireplace in the waiting room (the building also had hot air heat). The east half of the station contained a two-floor apartment for the stationmaster and his family.

During the 1890s, the station agent's apartment was removed to enlarge the waiting room, the fireplace removed, new windows were installed in the west wall, and the rest rooms moved to the apartment's bay window.

Additionally, the building lengthened 20 feet to the east.

During 1900 to 1915, the building was again enlarged by moving the east wall to its present location with new large windows installed in its north, east, and south walls and matching large windows installed in the west wall.

With evident deterioration over the years, residents of North and South Wayne formed a non-profit corporation in 1996 which raised \$221,000 to restore the east roof dormers, the south façade windows, clean and repair the brick walls, and rebuild the north parking lot canopy.

Grants from the Pennsylvania Historical and Museum Commission (\$80,000), the Pennsylvania Department of Transportation and Delaware Valley Regional Planning Commission (\$538,000), and the South Eastern Pennsylvania Transportation Authority (\$100,000) were obtained to replace exterior doors, restore windows, rebrick the weak chimney top, and rebuild the north stair wall.

Upgrading of the station is to continue by SEPTA with new high level platforms, accessible ramps, canopies, toilet facilities, lighting, and ticket office. Eventually, the station will be a modern facility with a large historical imprint.

## **The Radnor Trail Ground Breaking**

Mary B. Coe

The Wayne section of the Philadelphia & Western right-of-way lay fallow from the year of its abandonment in 1951. During the summer of 1992, Township officials and interested neighbors met to explore the possibility of converting this section into a trail. Mary Coe invited Barbara Vincent, Katrina Ogilby, Florence Williams, Mary Young, and other neighbors to organize a “Friends of Radnor Trails” to bring a Radnor Rails-to-Trails into reality and solicit funds to study the feasibility of a design and the construction of a multi-use trail.

Apprised that the Federal Intermodal Surface Transportation Efficiency Act (ISTEA) could provide funds to underwrite the cost of developing the trail, the “Friends of the Radnor Trails” discussed the possibility with the Pennsylvania Department of Transportation (Penn DOT), the owner of the P&W right-of-way. Penn DOT applied for an ISTEA grant for the trail, agreeing to provide the required 20% matching funds. In December 1994, Penn DOT learned that its application had been successful.

Notwithstanding that the cost of developing the trail would fully be covered by federal and state funds, and would cost the Radnor Township nothing, the conversion of the abandoned P&W property to a freely accessible trail was met with extreme contention by several Wayne residents. To place the decision into the hands of the public, the Township put the question of whether to allow Penn DOT to proceed with the design and possible construction of the trail as a question on the May 1995 ballot. The Friends of the Radnor Trails then established a Ballot Committee to raise funds to promote the trail. As part of this effort the Committee held a highly successful “Spring for the Trail” event at Chanticleer. The question on the May Township ballot met with overwhelming approval. With this endorsement in hand the Township officers moved ahead with discussions with Penn DOT.

When the date for the construction of the Radnor Trail was set, the Township held a ground-breaking ceremony at the Township Building (indoors due to inclement weather) on Saturday, June 10, 2004, attended by representatives of the Pennsylvania Department of Transportation, Township officials, members of the Friends of the Radnor Trails, and Radnor residents who enthusiastically endorsed the trail.



The photograph shows the symbolic first shovel full of earth to begin work on the Trail at a ceremony held in the Township building. From left to right are Barbara Vincent, Mary Coe, and Cheryl Tumola (all former or current directors and officers of the Friends of the Radnor Trails), and Hank Mahoney, President of the Radnor Township Board of Commissioners.

## The Radnor Township Trail Completed

Robert P. Thomas, architect, led a group of Society members on April 6, over the completed Radnor Trail. Mr. Thomas, Partner to Campbell, Thomas & Co., was engaged in the planning of the Radnor Rails-to-Trails project to reconstruct the abandoned Philadelphia & Western Railroad right of way into a splendid 2.2 mile walking/bike trail from the Radnor-Chester Road in Wayne to Sugartown Road in Strafford.

Mr. Thomas described the details of construction and surfacing of the wheelchair accessible trail with its surfaced access lanes to designated parking areas along the trail. He reviewed the discussions held with the neighbors to the trail regarding their requests for privacy and the barriers made available to them.

The Pennsylvania Department of Transportation (Penn DOT) is the owner of the right-of-way; however, the Radnor Township is



Neighbors Celebrating the Official Opening-of-the-Trail Ceremony, April 16,2005

responsible for its maintenance and security. The funds to build the Trail came from the Federal Intermodal Surface Transportation Efficiency Act of 1991 and Penn DOT (20%).

## **Annual Dinner at Bryn Mawr College**

The Radnor Historical Society held its Annual Dinner at Wyndham House, Bryn Mawr College, Tuesday, April 18.

Curator of Collections Carol W. Campbell and Collections Manager/Registrar Tamara Johnston presented an overview of the valuable Late 19th and Early 20th collections of the College.

Bryn Mawr College has a long tradition of collecting material for the sake of education and enrichment. The College's history in collecting goes back to its founding and the first Dean and second President of the College, M. Carey Thomas. Miss Thomas and her life-long friend, Mary Garrett (one of the heirs of the B&O Railroad fortune), traveled around the world and collected original works of art (and reproductions of ancient art) to adorn Bryn Mawr College and create an atmosphere of lofty learning.

Before Miss Thomas and Miss Garrett's heyday in the early 20th century, late Victorian collectors were already amassing collections. Philadelphia and the Main Line have a rich tradition of collecting and preserving material culture. The Victorians were mobile and connected. They traveled around the world, bought items at auction, and even traded collections with each other. One such gentleman of means, William S. Vaux, came from a wealthy Quaker family of lawyers. The Vaux family had a tradition of collecting and a strong sense of the importance of building intellectual institutions, collections, and history. Due to the perseverance of noted anthropologist Professor Frederica de Laguna, one of William S. Vaux's collections eventually found its way to Bryn Mawr College by way of the Academy of Natural Sciences. The College now cares for W. S. Vaux's collection of world archaeology and ethnography.

Frederica de Laguna was also responsible for acquiring the Twyeffort-Hollenback Collection of Native American Ethnography. The Hollenback Sisters were "radical" women of the late 19th c. who traveled across country by themselves on the train. Josephine and Amelia Hollenback traveled out west, met Native Americans, and became engrossed with these fascinating cultures. Their collection of about forty objects has excellent examples of the arts of the Native people they encountered in their travels.

The Hollenback sisters were part of the Era of Grand Tour, when women of means traveled and collected for themselves. Mary Garrett and M. Carey Thomas also were part this era. With the help of several artisans and architects, Garret and Thomas oversaw the transformation of Thomas's residence, the "Deanery", from a small farmhouse into a mansion of forty-six rooms. The Deanery became a noted American Arts and Crafts interior, decorated with objects they acquired from their travels in Europe, Egypt, Asia, Russia, and the American Southwest.

While in Europe, Thomas and Garrett also acquired approximately 4000 albumen photographs of major art and architectural monuments by photographers such as Carlo Ponti, Alinari-Anderson, Felix Bonfils, Francis Frith, G.W. Wilson, and James Valentine. This photography collection became the foundation of a comprehensive vintage photography collection, which was used as primary teaching material in the early days of Bryn Mawr. Today, students and scholars of the art and history of photography use the collection.

The College does not have all the collections of M. Carey Thomas, but it has a large part of what she and Mary Garrett collected due to caring alumnae, faculty, and staff who kept track of and maintained this material before there were any professionals to manage the collections.

Today, the Collections total approximately 50,000 objects in fine art, ethnographic art, decorative and applied art, and archaeology. The primary mission of the Collection is to serve the academic community of Bryn Mawr College. The Collections are accessible to scholars from around the world, as staff time allows for such service. For more information, see website: [www.brynmawr.edu/collections/](http://www.brynmawr.edu/collections/)

## History/Mystery Tour

The 2006 History/Mystery Tour was held May 21, and was attended by 72 adults and children. Those who completed the tour and returned to the Finley House for refreshments were eligible for gifts from the Anthony Wayne Theater (6 movie tickets), Baskin Robbins (7 ice cream cones) and Vic & Deans (one pizza).

Members of the Society were present at the locations of historic interest to inform the Tour participants of their historical value. The Tour was conducted under the direction of Ms. Kathy Bright.

The places visited were:

Glencoe - Built for Thomas McKean Jr., a director of the Reading Railroad Company and the Insurance Company of North America. The estate buildings were designed by Philadelphia architect George Bisham Page in 1906. "Glencoe" is now the home of the Presbyterian Children's Village.

Glencoe represents a more modern interpretation of old English styles with interiors which are more academic than the exterior. The exterior in brick and a dark buff stone mixes classical detailing with Tudor details. It is a tribute to the skill of the designer that these disparate elements actually form a cohesive and convincing whole.

RHS Guides, Martha Dean and Kathy Wells.

The Willows - Built in 1910 for John Sinnott with Charles Barton Keene as architect. Mrs. Sinnott, whose youth was spent in California, was instrumental in including such architectural elements as the Spanish style courtyard, wrought-iron balconies, smooth plastered walls, and a red tiled roof. In 1937, Clarence Geist purchased the property as a wedding present for his daughter Mary and her husband Alfred Zantzing. They added a solarium, a swimming pool, and the terrace from which there is a breath-taking view of the pond and grounds. Katharine Hepburn was a visitor here among the many guests of the Zantzingers.

In 1970, in an effort to conserve this lovely open space and preserve the beautiful 22-room mansion, Radnor Township purchased the property and renamed it "The Willows."

Launfal - Built in 1893 by Lincoln Godfrey, president of the Eddystone Manufacturing Company. It is now the Academy of Notre Dame de Namur, a Catholic girls school. Godfrey called his house Hillsover, which was designed by Theophilus Chandler. In 1926 the estate was sold to utilities magnate Clarence Geist, sole owner of the Philadelphia Suburban Water Company. Geist ordered significant alterations to the house by architect Paul Phillippe Cret and renamed the house Launfal where he lived until his death in 1938. During the Depression, Geist bought the neighboring estate of Hardwicke, which he gifted to his daughter and her husband Van Horn Ely. In 1949 that estate was sold to the Overbrook Golf Club, which today exists as its main building.

RHS Guides, Martha Dale and John Nagle.



Louella Mansion - Built in 1866, by J. Henry Askin, the first developer of what would later become Wayne. Mr. Askin bought three hundred acres of farmland, where he planned a development which he called “Louella” after his daughters, Louisa and Ella. The mansion, situated on a rise between the Lancaster Turnpike and the Pennsylvania Railroad, commands a view of the two major arteries going west from Philadelphia. It is built in the French Empire style, with its mansard roof and square turret. What is now Louella Court was landscaped gardens, stretching down to the Lancaster Turnpike.

In 1880 Mr. Askin sold the land to Messrs Drexel and Child, and his mansion was converted to a hotel.

The hotel was considerably enlarged by adding residential wings to the east and west, and a second-story porch on the south side. Somewhat later the hotel was converted to apartments, as it is now. It is interesting to walk around to the north side of the building, facing the railroad, to note the many interesting architectural details. “Louella Mansion” is a significant landmark in downtown Wayne.

RHS Guides, Bennett Hill and Beverlee Barnes.

Walmarthon – Charles S. Walton rearranged his wife’s name, Martha, to produce “Walmarthon,” constructed in 1913. The architect, D. Kickerbacker Boyd, designed the building with a Spanish Mission spirit and touches of an Italian villa. Placed on a hilltop, its approach is by a cross current of steps to form an outdoor stairway of more than 200 linear feet. Walmarthon’s two wings, at an angle of 45 degrees from the central section, encase a total 55 rooms. Boyd placed a tower in the structure to be a focal point of his composition rising over eleven gables. Walmarthon’s first floor is essentially the public area for the residence. The second floor included eight bedrooms, five baths, and a family sitting room, plus five bedrooms and a bath in the servant’s wing. The third floor had four bed rooms, two baths, a sewing room, and storage rooms.

RHS Guide, Ted Pollard and Judy Love Keogh



Charles Walton’s Log Cabin – Work started on the cabin in February 1912. The walls and roof framing are of chestnut wood from the forest near the England-Walton tannery at Harrisonburg, VA.

The logs, with the bark retained, were shipped by rail to Wayne and hauled by horse and wagon to the site. The living room, 32 ft by 26 ft, was designed as a giant Indian teepee with a “king” log in the center rising to the highest point in the roof. Dominating the room is an enormous fireplace. The two-floor club house was decorated as a hunting lodge complete with kitchen, living room, and club-room, with men’s and women’s restrooms. The interior is decorated like a Western lodge adorned with animal horns on the walls and Indian rugs on the floors. Two covered porches completed the structure, overlooking Willow Lake. It was a party place for family and guests. During the years of the Eastern Baptist College and into the 1960s, the lodge served as the school’s student center, book store, and music-rehearsal space. It has since been closed.

RHS Guide, Lynn Ellis

Harford Park – In 1971, the house known as Harford became the Creutzburg Center, home of the Main Line School Night. The Radnor Township acquired the property from the estate of the granddaughter of Judge Hare. John Innes Clark Hare (1815-1905) became a Philadelphia Judge in 1851. He was a Professor of Law at the University of Pennsylvania and a trustee of the University from 1859 to 1868. He was a founder of the Union League in 1862, a non-partisan group lending support to President Lincoln during the Civil War. Hare was a dedicated abolitionist.

In 1879, Judge Hare bought a 30-acre property in what was then called Morgan’s Corner. He engaged Allen Evans of the Frank Furness Architectural Firm to design a summer home and farm for his grandchildren and widowed daughter-in-law. The building is in the “Stick Style” of somewhat exaggerated and stylized expression of wood framing in a more three-dimensional manner than English half timbering. Machine-made ornamentation appears on the gable fronts and decorative millwork. It is also the strongest feature of the interior woodwork.

Judge Hare intended that the house be used by the extended family for the season and had large third floor bedrooms for the grandchildren. Son Horace, with his six children, turned it into a year-round residence in 1916. The Hare family always wanted it to become a public park.

## **The Man Who Made Wall Street**

Presentation by Dan Rottenberg

Francis Anthony Drexel (1826-1893), following several attempts at other business ventures, began a currency brokerage house in Philadelphia in 1837. It served out-of-town tradesmen and farmers who brought in their certificates of deposit from their local banks where they had deposited the funds from the local sale of their products and needed to convert them into cash to buy goods in Philadelphia.

When the United States Bank went out of existence in 1836, state and private banks flourished, Drexel's brokerage house became a private bank. Though Philadelphia was the largest city in America at the time, Drexel wanted to expand his business into the growing cities of New York and Boston.

On March 18, 1871, Drexel asked New York banker Junius Morgan to send his son, JP Morgan to Philadelphia to be interviewed to become Drexel's agent in New York (with the anticipation that JP Morgan's father's business in London would provide Drexel an entrée into the financial world of London and Paris).

Drexel offered JP Morgan 50% of the profits from his New York bank and became his mentor to the end of Drexel's life. With the backing of Drexel, JP Morgan began his ascendancy into being an international financial power-house, with such standing that when the United States eliminated its national bank, Morgan's bank filled that role until 1913.

Drexel fostered philanthropic projects, including a network of schools, the best known of which is the Drexel Institute, founded in 1891 to educate those who could not afford an education equivalent to that of Harvard or Yale.

Drexel guided his second daughter, Katharine (b. 1858, d. 1955) in her investments in relation to the vast fortune she would inherit. She could have been a successful businesswoman if it had been possible then to enter the upper levels of business; instead she dedicated her life to relieving the plight of the native Americans

and blacks. In 1885 she established a school for Native Americans at Santa Fe, New Mexico. She herself became a missionary and her years of work with the poor led to her beatification in 1988.

One of Drexel's projects was with the realtor Childs, where he bankrolled the development of suburban living at Wayne, PA. Dan Rottenberg said while Anthony Drexel's life is almost unknown, he was indeed "the most influential financier of the 19th century."

## Memorial Day Parade, May 29, 2006

by Bennett Hill

On Memorial Day 2006 the Society's recently restored Conestoga wagon again appeared in the parade, pulled by two strong and handsome horses. These horses were provided for us by Mr. Lewis Douglas, of Creek Farm at Atglen, Pennsylvania; they were Storm, a ten-year-old dapple grey Percheron (French breed), and Blue, a sixteen-year-old blue roan Shire (English breed). They were driven by Mr. Douglas, from the wagon. President Ted Pollard led the group, and Past President Bennett Hill, with his antique musket, acted as guard.

It should be noted that the Conestoga wagon was not the "prairie schooner" that took families west on the Oregon Trail. It was built to carry freight between Philadelphia and the Conestoga Valley and western Pennsylvania and Virginia. It was the "eighteen-wheeler" of its day. Fully loaded, our wagon would be pulled by four or six horses depending on the load. Thousands of Conestoga wagons passed through Wayne on the Lancaster Turnpike during the early 1800s carrying merchandise from Philadelphia to the west and returning with preserves and coal.



Our wagon was restored in time for Memorial Day 2003, thanks to a generous grant from a private foundation. We plan to continue to bring the wagon out on Memorial Day for many years to come. It can be seen at other times in the Wagon House at the Society's headquarters at 113 West Beech Tree Lane.

## **Anthony Wayne's Death and Burial - and Reburial**

Bennett Hill

After the defeat of the united Indian tribes at the Battle of Fallen Timbers (20 August 1794), and the signing of the Treaty of Greene Ville a year later (3 August 1795), Anthony Wayne returned for a hero's welcome to Philadelphia, still the capital of the United States. He fully expected a life of leisure and love - he was to wed Mary Vining, at last, and settle at Waynesborough - but it was not to be. President Washington called on him to receive the transfer of the British forts in the Northwest, and by early June he was in the saddle again, riding over the ridges of the Pennsylvania mountains.

His mission concluded, Wayne turned toward home. But the irritation in his leg, caused by an old wound, and inflamed with gout, began to wear him down. On board a small sloop, returning from Detroit to Erie (then known as Presque Isle), he sickened, and on his arrival at Erie he was put to bed in the second story of the newly completed blockhouse. His condition grew worse, and on 15 December 1796 he died. At his request, he was buried on the hill at the foot of the flagstaff. But that was not the end.

In 1809, at the urging of his daughter, Margaretta Atlee, his son, Col. Isaac Wayne, drove out to Erie in a one-horse sulky to bring his father's remains back for reburial in St. David's churchyard, where so many of his family were buried. The Pennsylvania Society of the Cincinnati had also planned to erect a monument to him there.

When Isaac Wayne arrived at Erie he discovered that the General's body was still in such good condition that he could not possibly bring it home in a one-horse sulky. A physician was consulted, who suggested that the body be boiled, the flesh and bones separated, and the bones alone brought back. This done and the remains reburied at Erie, on 23 October Isaac Wayne arrived at Waynesborough with his father's bones.

On the next day, 24 October 1809, Anthony Wayne's bones were carried in procession from Waynesborough, and were buried at St. David's. The guard of honor on this occasion was a local company of Chester County Militia, known as the Pennsylvania Guards. They marched the entire distance with trailed firelocks, while the

band and the drummers and fifers of the Militia, alternately played solemn funeral dirges. The funeral oration was given by the Rev'd David Jones, who had been Wayne's chaplain during the Revolutionary War and later in the Indian campaign. The monument which the Society of the Cincinnati later erected "...as an affectionate tribute to his memory...by his companions in arms" may be seen there today.

"His military Achievements are consecrated  
In the History of his Country  
and in the Hearts of his Countrymen."

**A note on the sources for this paper:** I have made use of the appropriate chapters in three biographies of Anthony Wayne: Charles J. Stille, *Anthony Wayne and the Pennsylvania Line* (1893); Glenn Tucker, *Mad Anthony Wayne and the New Nation* (1973); and Paul David Nelson, *Anthony Wayne, Soldier of the Early Republic* (1985). I have also referred to a pamphlet by G. Danforth Hollins, *General Anthony Wayne, Northwest Conqueror and Diplomat* (1985), available in the Waynesborough Gift Shop.

In none of these three biographies is the date of Anthony Wayne's reburial at St. David's Church correctly given. Stille (page 350) and Tucker (page 257) give it as 4 July 1809; Nelson (page 302) as 4 October 1809. The source of the correct date, 24 October 1809, is a letter from Col. Isaac Wayne to Col. Francis Johnston, dated 27 October 1809, the original of which is in the archives of the State (Pennsylvania) Society of the Cincinnati. I suspect that Nelson's date is simply a misprint.

What actually happened on 4 July 1809 was that the State Society of the Cincinnati, at their annual meeting in Philadelphia, voted to set aside funds to erect a monument to General Wayne. This provided the impetus for Col. Wayne to go out to Erie to retrieve the General's remains. The monument was dedicated on 5 June 1811, with great ceremony, the Philadelphia City Troop providing the guard of honor. This was the first monument to a Revolutionary War hero to be erected by anyone other than his relatives.

## Richard Allen in Radnor



Rev. Richard Allen (1760-1831) was a pioneer African-American civil rights leader and founder of the African Methodist Episcopal (AME) Church, which today numbers some 3.3 million members. Allen was born into slavery and later purchased his freedom. In 1799 in Philadelphia, he became the first black preacher to be ordained a deacon in America (by Bishop Francis Asbury). In 1787, Allen and Absalom Jones founded the Free African Society, a quasi-religious benevolent organization that offered support and aid to “free Africans and their descendants.” In the 1790s he purchased land in Philadelphia at 6th and Addison Streets for his newly founded Bethel congregation.

Today Bethel AME Church sits on the oldest piece of ground continuously owned by African-Americans in the United States. *The Life, Experience, and Gospel Labours of the Rt. Rev. Richard Allen*, from which the following is excerpted, was published in 1833. He recounts his visits to the Methodist congregation in Radnor Township, which built its first house of worship in 1780, on the eastern edge of Radnor Township. The congregation is still there, though in its more recent building dating from the 1830s.



“In the year 1784 I left East Jersey, and laboured in Pennsylvania. I walked until my feet became so sore and blistered the first day, that I scarcely could bear them to the ground. I found the people very humane and kind in Pennsylvania.

“I having but little money, I stopped at Cæsar Water’s, at Radnor township, twelve miles from Philadelphia.(1) I found him and his wife very kind and affectionate to me. In the evening they asked me if I would come and take tea with them; but after sitting awhile, my feet became so sore and painful that I could scarcely be able to put them to the floor. I told them that I would accept of their kind invitation, but my feet pained me so that I could not come to the table. They brought the table to me. Never was I more kindly received by strangers that I had never before seen, than by them. She bathed my feet with warm water and bran; the next morning my feet were better and free from pain.

“They asked me if I would preach for them. I preached for them the next evening. We had a glorious meeting. They invited me to stay till Sabbath day, and preach for them. I agreed to do so, and preached on Sabbath day to a large congregation of different persuasions, and my dear Lord was with me, and I believe there were many souls cut to the heart, and were added to the ministry. They insisted on me to stay longer with them. I stayed and laboured in Radnor several weeks. Many souls were awakened, and cried aloud to the Lord to have mercy upon them. I was frequently called upon by many inquiring what they should do to be saved. I appointed them to prayer and supplication at the throne of grace, and to make use of all manner of prayer, and pointed them to the invitation of

our Lord and Saviour Jesus Christ, who has said, “Come unto me, all ye that are weary and heavy laden, and I will give you rest.”(2) Glory be to God! and now I know he was a God at hand and left not afar off. I preached my farewell sermon, and left these dear people. It was a time of visitation from above. Many were the slain of the Lord.

“Seldom did I ever experience such a time of mourning and lamentation among a people. There were but few coloured people in the neighbourhood – the most of my congregation was white. Some said, this man must be a man of God; I never heard such preaching before. We spent a greater part of the night in singing and prayer with the mourners. I expected I should have had to walk, as I had done before; but Mr. Davis had a creature that he made a present to me; but I intended to pay him for his horse if ever I got able. My dear Lord was kind and gracious to me. Some years after I got into business, and thought myself able to pay for the horse. The horse was too light and small for me to travel on far. I traded it away with George Huftman for a blind horse, but larger. I found my friend Huftman very kind and affectionate to me, and his family also. I preached several times at Huftman’s meeting house to a large and numerous congregation.(3)

“I travelled several months on Lancaster Circuit with the Rev. Peter Morratt and Irie Ellis. They were very kind and affectionate to me in building me up; for I had many trials to pass through, and I received nothing from the Methodist connexion.(4) My usual method was, when I would get bare of clothes, to stop travelling and go to work, so that no man could say I was chargeable to the connexion. My hands administered to my necessities. The autumn of 1785 I returned again to Radnor. I stopped at George Giger’s,(5) a man of God, and went to work. His family were all kind and affectionate to me. I killed seven beefs, and supplied the neighbours with meat; got myself pretty well clad through my own industry – thank God – and preached occasionally.”

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(1)Caesar (or Cezar) Waters was a slave of Charles Humphreys, who owned properties in Haverford Township and the eastern corner of Radnor Township. A member of the Continental Congress

(who did not sign the Declaration of Independence), Humphreys died in late 1785, and bequeathed three acres of his Radnor property to “my servant man Cezar,” who legally received his freedom in July of 1786. See Katherine Hewitt Cummin, *A Rare and Pleasing Thing: Radnor (1798) Demography and Development*. (Philadelphia: Owlswick Press, 1977), 411-413.

(2) Matthew 11:28.

(3) This is undoubtedly a reference to George Hoffman, founder and early leader of a Methodist congregation in Chester County, which was known as Hoffman’s or Valley Meeting House. It is the ancestor of today’s Grove United Methodist Church, outside West Chester.

(4) The “connexion” was a way of referring to the network of Methodist churches and preachers, which typically supported its preachers financially, but did not then admit black preachers officially into the system.

(5) George Gyger (c.1743-1803) was given several acres of land by his parents in 1769 on the south side of Conestoga Road. Gyger married Margaret Pechin on December 10, 1767 in Philadelphia’s Old Swedes Church, and he is listed as part of a company of soldiers in the regiment of John Spears during the Revolution. See Cummin, 357. Gyger was also among the founders of the Radnor United Methodist Church, hosting the heart of the infant congregation (called a “class”) in his home. According to an unpublished autobiographical manuscript by Radnor’s Isaac James in the archive of Old St. George’s United Methodist Church, “The class met at his [Gyger’s] house, he being lame from a blow he received on his head as he was running upstairs in pursuit of a cat. It injured his spine, so that he gradually lost the use of his lower limbs. He had a chair on wheels by which means he moved about and attended to business, he being a wheelwright by trade.”

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## **Volunteers – Guides 2006**

The following members of the Society have given of their time and provided their knowledge of the Society's collections to the public during the open periods of the Finley House on Tuesday and Saturday afternoons during the year:

Lavalette Boles  
Maxine Brennan  
John Dale  
Susan DiMeo  
Lynne Ellis  
Samuel Etris  
Evie Giegerich  
Bennett Hill  
Steve Pendergast  
Betty Rowland  
Cathy Siple  
Sally Spargo

## **The Radnor Historical Society Mission Statement**

The purpose and mission of the Radnor Historical Society shall be:

1. to develop, maintain, and preserve a permanent non circulating collection of manuscript, printed, and iconographic records pertaining to the history of Radnor Township and its immediate environs.
2. to provide non-circulating library facilities for the interpretation of the collections and for the purposes of research.
3. to collect, maintain, and preserve and exhibit artifacts from the Township's past, and to provide access to them for visitors.
4. to maintain a historic house museum, and any auxiliary buildings and grounds, for the purposes of education and for any meetings or other events desired and/or approved by the Board of Directors.
5. to provide a regularly scheduled program of speakers on topical subjects, and to make this program available to the community as well as to the membership of the society.
6. to support a publications program, through various media, including a regularly issued Bulletin, devoted to the study of Radnor Township and other relevant subjects.
7. to collaborate with local schools and colleges, and especially with the Radnor Township schools, on programs of education pertaining to the history of Radnor Township and its environs.
8. to cooperate with other historical and community organizations in support of programs undertaken for the purposes of historic preservation, conservation, and education, as the Board of Directors may deem appropriate.

Approved: as amended 3 October 2006

## Loans to Other Institutions

The Radnor Historical Society had loaned a musket and powder-horn to Historic Waynesborough. A schoolmaster's desk is on loan to Old Eagle School. Perhaps the most significant loan is of 722 architectural drawings associated with Wendell and Smith, builders, whose manuscripts are lent to The Athenaeum of Philadelphia. The drawings represent the work of more than 30 architects, including David K. Boyd (1872-1944), Joseph Huston (1866-1940), William L. Price (1861-1916), and Horace Trumbauer (1868-1938). This collection is helpful to researchers who are interested in the development of Wayne. The cataloging records are available at [www.PhilAthenaeum.org](http://www.PhilAthenaeum.org).

To apply for membership in the  
**Radnor Historical Society**

visit or write the Society at

The Finley House  
113 West Beech Tree Lane  
Wayne, Pennsylvania 19087

or call  
(610) 688-2668

Student: \$5.00    Individual: \$10.00  
Family: \$25.00    Sustaining: \$50.00    Patron: \$100.00



Since 1891, The WPSA has been dedicated to maintaining the quality of living in the South Wayne Neighborhood. In supporting the Radnor Historical Society, the WPSA has sought to extend these aims by helping preserve the historical interests of our part of the world.

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PROTECTIVE  
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THE WORTHWHILE EFFORTS  
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RHS Conestoga Wagon on Rollout for School Children