

THE BULLETIN
of
RADNOR HISTORICAL SOCIETY

VOLUME I

SPRING, 1954

No. 4



INCORPORATED APRIL 30, 1948

Headquarters and Museum

THE FINLEY HOUSE
BEECH TREE LANE AND BELLEVUE AVENUE
WAYNE, PENNSYLVANIA

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OUR PRESIDENT'S MESSAGE

A local historical association must, by definition, primarily concern itself with local history. There are county associations, city, state and national organizations; but, after all, the debt owed by all these larger and more diffuse organizations to the local group is immeasurable. The local society has a responsibility in seeing that our citizens are made aware of the use and value of local history. It should also have as one of its primary objectives the collection of material of local interest. We want such things as maps, surveys, books, diaries, business records, letters, and genealogical matter. Fortunately, the Radnor Historical Society has the place to deposit these items: our library and museum on Beach Tree Lane in Wayne.

At present, our Society has neither the organization nor sufficient members properly to acquaint our fellow-citizens with our objectives. We ought to have more members. With an increase in membership we will have an increased interest in local history. This interest could well lead not only to acquisitions for our library and museum, but to publication of matter of local interest: lists of first settlers, enlistments in the War of 1812, early landowners, and many others. In this field of history our responsibility lies. We should meet it.

And so I urge all interested persons to join our Society and I urge that all citizens remember our library and museum when they have any material of local interest. We will gratefully receive it and take good care of it.

Our Society has grown in stature and importance since its inception only six years ago. It is our duty and trust to increase this usefulness of our Society in terms of local history.

RICHARD W. FOSTER

SOCIAL AND CULTURAL LIFE IN EARLY RADNOR

The Welshmen who were the first settlers of "Radnor in the Welsh Tract" brought with them to the new land a deep religious conviction, a strong social instinct and a natural gift for vocal music. The task that faced them of carving farms from the hills and woodland was a hard one, but gathering from a radius of many miles to worship in the Welsh tongue at Radnor Meeting or at St. David's Church, they made the Sabbath a social occasion. Visiting and news gathering occupied the hours between services. From the petition of Edward Thomas who was licensed in 1717 to sell "beer, sider, etc." at his house near St. David's Church we learn that he was "obliged to entertain many people yt Come to Worship at ye sd Church."

Few of the farmers were men of more than ordinary education and books were scarce. Probably the first library in the area was the small collection of religious books supplied by the Society for the Propagation of the Gospel, in England, which the Rev. John Clubb, first missionary rector of St. David's Church, left to his successor in 1715. It was under religious auspices that the earliest school houses were erected, the Quakers of Radnor building one next to their Meeting house, and the congregation of St. David's erecting a school directly in front of that church, within the graveyard walls, in 1749. This building served Rowland Jones who had been appointed schoolmaster before 1730 by the Society for the Propagation of the Gospel. The schools taught classics, history and mathematics to paying scholars until 1834 when the free school system was inaugurated. Throughout the eighteenth century they were the scene of all public meetings and from them the earliest cultural life of Radnor Township received its inspiration.

On January 21, 1809 a group of subscribers interested in establishing a library in Radnor Township "convened agreeably to public notice at Radnor Schoolhouse" and formed the "Radnor Library Company," a subscription library, with Joseph Hoskins, president, Mordecai Morgan, secretary, John Randolph, treasurer, John Siter, librarian, and Charles Jones, Samuel Morgan and David Davis, directors. The society had its first meeting on February 2, 1809 and started a lending library with 17 books of biographical or historical interest. The Radnor Library Company met at the school house from 1809-1857, except during 1811-13 when Widow Elliott's tavern was used, and in 1855-56 when gatherings were held at the homes of John Evans and John Mather. John Evans (1790-1862), was a wealthy miller whose grounds contained "the finest botanical collection ever seen in this latitude." John Mather, member of a colonial family and a vestryman at St. David's Church, was the last librarian of the Library Company, which grew to possess 500 books. Support for this literary undertaking was readily given by the local farmers whose prosperity multiplied with the opening of the Lancaster Turnpike and the Pennsylvania Railroad, and the influx of new population. These men enlarged their farmhouses to mansions in the Federal style and sent their sons to the University of Pennsylvania or to Princeton. Newspapers and travel acquainted themselves and their wives with the "lyceum movement" which swept America in the first half of the nineteenth century and left a lasting mark on Radnor Township.

Residents of the northern and western edges of the community were members of "The Eagle Association" which held debates in Eagle School House at Tredyffrin (Strafford) as early as 1822. Debating clubs, singing schools, militia companies and political societies all shared in the use of the building which was administered by Trustees, many of them Radnor men, "for religious and educational purposes" until 1835. The story has often been told of the exhibition of the telegraph in 1832, when Dr. Joseph Blackfan, of "Kinterra," and Frederick Worrall assisted the two telegraph operators whom the audience considered agents of the supernatural world.

The "Radnor Lyceum" was organized on May 12, 1833, with Hugh Jones Brooke, president, John Pechin, recording secretary, Dr. James Jenkins, corresponding secretary, John Mather, treasurer, and seven managers. This group, apparently a male organization, held its lectures and meetings in the "Radnor Scientific and Musical Hall," which stood on Conestoga Road and was occupied shortly afterwards by the Radnor Baptist Church. With the development of "Louella Post Office" in the 1860s by James Henry Askin, Philadelphia banker, the activities of a small town came into being. The "Wayne Lyceum Hall" (later known as the "Opera House") was built and in 1871-72 it was the scene of Tuesday evening meetings of the "Wayne Library and Literary Association," which was run by a board of directors and had two lady librarians. In this hall in 1882 Miss A. G. Markley and Miss Anna S. Matlack started a new subscription library, with the help and patronage of Mrs. William Henry Sayen, under the name of the "Radnor Library Association." This was the beginning of the present Memorial Library of Radnor Township.

In 1880 George W. Childs and Anthony J. Drexel conceived a plan for the first suburban real estate development in the United States, and "General Wayne" or "Wayne" succeeded Louella. Weekend and summer guests poured out from Philadelphia to stay at the 80 room Louella Hotel or at the 100 room Bellevue, surrounded by stables and tennis courts. Visitors remained as permanent residents and farm property was divided into estates or streets of rambling "cottages." Opportunities for social and cultural events multiplied.

The Radnor Hunt was organized in 1886 with Murray Rush, of Radnor, and H. Laussat Geyelin, of Villa Nova, among its directors. The Hunt occupied an old farm house on Roberts Road and its red coated huntsmen were soon a familiar sight along the banks of Ithan and Darby Creeks. Local independent fox hunts were held in and around Wayne through the 1890s. The Merryvale Athletic Association was formed and a clubhouse and seven acres of land acquired in 1888 in North Wayne. Adjoining the clubhouse were bowling alleys, tennis courts and cricket grounds. The club changed its name in 1892 to the Wayne Country Club and later still to Radnor Cricket Club. A "Wayne Married Men's Baseball Team" was born in 1890 and in May, 1895, the "Wayne Natatorium Association" was chartered with John Penman Wood, president. This swimming pool, 500'x100', was then the largest inland swimming pool in the country, and closed in 1905.

The St. David's Golf Club which grew out of the game played on home-made links on the Francis Fenimore estate and the Saturday Club, with Mrs. George Miles Wells, the doctor's wife, as president, developed. Fenimore was president of the Wayne Bicycle Club which had outings among the "leafy, country lanes" of Wayne. In the early 1890s an amateur theatrical company was formed, holding its meetings in private homes and performing at the Wayne Opera House. This group and another, which devoted itself to Gilbert and Sullivan operettas, were the forerunners of The Footlighters. The Wayne Opera House was also the scene of two concerts given yearly by the Euterpean, the male singing club, of the local dancing classes, and of a host of community activities.

Villanova University, established as a college in the township in 1842, and the public and private schools which existed in Radnor Township by the end of the nineteenth century had raised local educational facilities to a point unthought of one hundred years earlier. The growing number of clubs and organizations which catered to every taste and talent added greatly to the attractions of the township as a residential community. The forest, the lyceum and the summer hotel equally became history. By 1900 the Radnor Township we know today was taking shape.

FRANCIS JAMES DALLETT, JR.

CURATOR'S REPORT

GIFTS AND ACQUISITIONS TO MAY, 1954

The Society is very fortunate in having a nucleus of devoted friends who, from time to time, add volumes to its Library and memorabilia and furnishings to its Museum. While items primarily relating to Radnor Township and Delaware County are most earnestly desired, material pertinent to neighboring areas can often provide supplementary information. Such books as *Historic Philadelphia*, Vol. XLIII, Pt. 1, Transactions of the American Philosophical Society (Philadelphia, 1953), given by Dr. Caroline Robbins, *A History of Pottstown, Pennsylvania, 1752-1952*, published by the Historical Society of Pottstown (Pottstown 1953), and *The Montgomery County Story* by E. Gordon Alderfer (Norristown, 1951) given by Mrs. Malcolm Sausser, are valuable additions to our collection of eastern Pennsylvania history. Another volume in this same category, and a very beautiful gift indeed, is a recent donation by Mrs. J. Duncan Spaeth, *The Life Portraits of Washington and Their Replicas* by John Hill Morgan and Mantle Fielding (Philadelphia, 1931).

Members of the Society may be interested to know that a working relationship has been established with the Memorial Library of Radnor Township whereby both organizations will endeavor to supplement each other in any purchases which they may make in the field of local history. Duplicate catalogue cards, now being prepared, will be available for easy cross-references in either library.

From time to time, as opportunity arises and as its limited funds permit, the Society is acquiring items by purchase as, for example, the copy of the Map of the Historic Main Line by Dr. Douglas Macfarlan. The map is mounted and hangs on the wall, but future additions to the map collection, as well as large photographs and prints, may be housed in a splendid steel map case recently donated to the Society by its President, Richard W. Foster. This is an important gift which will make possible the proper care of oversize items normally difficult to store. The latest donation to the Society, and one directly resulting from its possession of the map case, is a set of large colored prints of the Centennial in Philadelphia in 1876, given by Miss E. Dorothy Finley.

Under the heading of memorabilia a variety of items have been received, including the following: a fine Conestoga wagon given by Mr. and Mrs. Thornton Oakley; a set of early medical instruments and a bleeder which belonged to Dr. Robert P. Elmer, given by Mrs. Elmer; a bowl of Dr. Joseph Blackfan's who practiced medicine here in the 1830's, given by Dr. Elmer; two powder horns, which were used during the Revolution by members of the Pechin family, donated by Miss Elizabeth Pechin; handmade utensils, funnel set, shakers, etc. donated by Andrew Fritz, formerly of Wayne; a pair of very early horseshoes from the Eckroyd farm, given by Mrs. Henry Eckroyd; and several articles from Mr. Herman Lengel, including a wooden peg coat rack from the old Columbia Railroad station at Haverford College which ceased to function as a station when the railroad line was straightened. The rack may well be pressed into another stint of service for the coats of the members of the Historical Society.

The Directors are most appreciative of the interest shown in the Society by the donors of books and memorabilia and hope that ultimately as the collections grow the Radnor Township Historical Society may become a center of local historical reference and research.

MARGARET S. DAVID

ACTIVITIES OF THE SOCIETY, 1953-1954

May 20, 1953

Mrs. Carstairs Pierce, of Bryn Mawr, spoke interestingly on "Early Inns and Taverns of the Neighborhood" at the Annual Meeting, which was held in St. Mary's Parish House, Wayne, with 60 members and guests present. The talk was illustrated with copies of old tavern licenses, colored photographs of the old Sorrel Horse, the Spread Eagle, the Unicorn and other famous "stands" of bygone days. The Treasurer reported an Operating Balance of \$309.10 and a Special Fund of \$205.78. Mrs. Malcolm G. Sausser, Miss E. Dorothy Finley and Mr. Francis James Dallett, Jr., were elected Directors to serve a three-year term. Mr. Charles E. Alexander announced the resignation from the Board of Mr. R. Norris Williams, II, one of the founders of the Society, and tendered his own resignation as President. These announcements and news of the death of another founder and friend of the Society, Mr. Thornton Oakley, were received with profound regret.

October 17, 1953

Six historic homes between Ithan and Daylesford held "Open House" as part of the Society's local observation of "Pennsylvania Week." "Sorrel Horse" (built 1759), the old tavern and now home of Mr. and Mrs. Charles B. Grace, Conestoga Road, Ithan, Mr. and Mrs. John R. Clark's nearby Federal mansion of about 1820, "The Homestead" (1789), North Wayne residence of Miss E. Dorothy Finley and headquarters of the Society, "Plumb Nilly" (ca. 1730), stone farmhouse home of Mr. and Mrs. Charles T. Kline, Jr., Fletcher Road, Radnor, were included in the tour. Also open were Mr. and Mrs. George H. Parsons' residence on Valley Forge Road, Devon (formerly "Roughwood," home of the Dallett family, built ca. 1790), and the old "Ball Tavern" (1800), now Mr. and Mrs. Paul McCurdy Warner's home at Daylesford.

November 17, 1953

Mr. Theo B. White, of Villanova, noted Philadelphia architect and editor of "Philadelphia Architecture in the Nineteenth Century," spoke informally on "The Development of Our Suburban Architecture" at a meeting held in Radnor High School. Mr. White spoke of the changing architectural tradition in Philadelphia from the mid eighteenth century to the end of the nineteenth century, of the Pennsylvania Railroad which preceded Wayne and thus ordered the development of the town, and of the building style which blossomed in Wayne from 1870 to 1895, a style which reflected the personalities of its builders and which attained a peak of charm in the mansard mansions of Bloomingdale Avenue.

Mr. Richard W. Foster presided at the meeting as newly elected President of the Society and the Rev. Thomas F. Roland, O.S.A., took office as Vice President. Mr. H. Ross Watson, Mr. O. Louis Ehmann, Jr., and Mr. Herbert S. Casey were announced as new Directors.

January 26, 1954

"Welsh Barony Days" was the name of a musical program presented by Mrs. Lawrence Saunders, of Bryn Mawr, in the Church House of the Central Baptist Church, Wayne. Songs of the eighteenth and nineteenth centuries were sung by Mrs. Saunders in settings which through description and costuming recreated a Phila-

delphia dinner party of 1754 and a tea at "Kinterra" (the Watson house) on Church Road, Radnor Township, in 1854. A record gathering of members and friends of the Society applauded a musical program in which Dorothy Saunders, in imaginary roles, brought to life music of earlier days and the atmosphere in which it was sung.

March 17, 1954

Commodore Stephen Decatur and the American sea wars with Tripoli received the attention of the Society at a meeting held at the home of Mr. and Mrs. William F. Machold, of Upper Gulph and Croton Roads, Strafford. Mr. Machold described and showed a fascinating collection of Decatur memorabilia inherited by his wife, a descendant of the early Naval hero.

A report was made of the project undertaken by Wayne Troop 1 of the Boy Scouts who are photographing and mapping the sites of early mills and mill races along Ithan and Darby Creeks in Radnor Township. Tribute was paid to Mrs. Charles W. David for her splendid work as Curator of the Society, and members were told of plans for an art contest sponsored by the Society in the public and parochial schools of the township.

NEW MEMBERS Since Publication of Our Last BULLETIN

Mrs. Eleanor Maguire Campbell	Mrs. Carter H. Lippincott
Miss Mary A. Conkle	Mr. R. Alexander Montgomery
Mrs. Joseph J. Duffy	Mrs. L. C. Pierce
Mr. Richard Foster	Mr. and Mrs. J. Henry Scattergood
Mr. and Mrs. Clarence R. Haas	Mrs. S. S. Semelsberger
Mrs. J. Stanley Hall	Mr. J. Paul Thomas
Mrs. Paul J. Haughton	Mr. F. H. Treat
Mrs. Frances L. Kercher	Mr. H. Ross Watson
Mr. James L. Kercher	Mr. Isaac White
Mrs. Joseph Leo	Mr. P. Nicholson Wood

HONORS TO CAROLINE ROBBINS

Dr. Caroline Robbins, Professor of History at Bryn Mawr College and a Director of the Radnor Historical Society, is author of an outstanding research article, "When It Is That Colonies May Turn Independent: An Analysis of the Environment and Politics of Francis Hutcheson (1694-1746)" which appears in the April issue of the "William and Mary Quarterly."

Our former Vice-President is the recipient of a Guggenheim Fellowship and is currently completing research in the British Isles for a forthcoming book on Scottish-American political thought in the pre-Revolutionary period, the specialty on which she has written many articles and reviews.

CARRIERS' CYCLE

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 open 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 traveller 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 were 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 traveller 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 sprung 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 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 developed 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 rail road. 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 Her-

ald 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

MICHAEL 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 for 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 travail 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.

THOMAS F. ROLAND, O.S.A.

IN MEMORIAM

Thornton Oakley, distinguished artist and a charter member of the Radnor Historical Society, died at Bryn Mawr, Pa., on April 4, 1953, at the age of 73.

Mr. Oakley, a native of Pittsburgh, lived at "Woodstock," Villanova, and has been associated with the Society since its beginning in 1948. He and Mrs. Oakley were incorporators of the Society, and he was always prominently associated with its work, giving frequent guidance to its meetings. Mr. Oakley designed the seal of the Society, and his last literary effort was an article, "The Conestoga Wagon," which appeared in this Bulletin one week before his sudden death.

A graduate of Shady Side Academy in Pittsburgh, Mr. Oakley studied architecture at the University of Pennsylvania, receiving the degrees of B.S. and M.S. from that institution. He subsequently studied under Howard Pyle, leading American painter of the day.

In Thornton Oakley's long career as an artist he received many awards and honors, two being given by the government of France: the Palmes d'Officier d'Academie in 1932 and in 1949 he was made a Chevalier of the Legion of Honor.

He illustrated many travel books written by his wife Amy Ewing Oakley, member of an old Radnor family, and painted the famous murals at the Franklin Institute which illustrate the development of science.

Mr. Oakley was President of the Philadelphia Water Color Club and of the Alliance Francaise, a member of Sigma Xi, the Contemporary Club, the Franklin Inn Club, the University Club and the Century Association of New York.

The handsomely equipped Conestoga wagon which Thornton Oakley proudly displayed on the grounds of his home was left by him to the Radnor Historical Society. His interest in the ideals and work of the Society remains behind him as a permanent inspiration to us all.

The Radnor Historical Society has lost another member through death in the past year. Joseph Benton McCall, Jr., died on March 26, 1954, at his home on Biddulph Road, Radnor, having been an active member of the Society for several years. He was 58 years of age.

Mr. McCall, assistant secretary of the Philadelphia Electric Company for several years, was also a vestryman of Washington Memorial Chapel, Valley Forge, and chairman of the building committee for the Bell Tower. He was a member of the Racquet Club and the American Legion.

The Gulph Creek section of Radnor, where Mr. McCall made his home, was his special interest, and his work as a photographer and lecturer provided him with much pleasure and earned for him some renown.