THE BULLETIN

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RADNOR HISTORICAL SOCIETY

Volume II  SPRING, 1966  No. 6

INCORPORATED April 30, 1948

Headquarters and Museum

THE FINLEY HOUSE
Beech Tree Lane and Bellevue Avenue
Wayne, Pennsylvania

Visitors Cordially Welcome. Telephone MUrray 8-2668.

BOARD OF DIRECTORS

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Theo B. White
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Mrs. Robert W. A. Wood
### RADNOR HISTORICAL SOCIETY

#### Annual Treasurer’s Report

**April 30, 1966**

**RECEIPTS**

<table>
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<th>Description</th>
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<td>1966</td>
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**Total Receipts**

$6,300.06

**DISBURSEMENTS**

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**Debt Payments:**

- Principal: $2,300.00
- Interest: 477.51
- Miscellaneous: 2,777.51

**Total Disbursements**

$5,813.03

**Cash Assets:**

- Balance General Fund: $487.03
- Belance Svgs. Act. #4614: 49.68
- Balance Svgs. Act. #18366: 15,000.00

**Other Assets:**

- 247 Shares Phila. Electric Co.
- 36 Shares U.S. Steel (common stock)
- House and Grounds — 113 W. Beechtree Lane: $15,536.71
- Liabilities: Debt: $7,800.00

**Balance Cash**

$487.03

$6,300.06

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**THE GOOD NEIGHBORS OF MT. PLEASANT, THEN AND NOW.**

By Caroline Robbins

If you turn north off Upper Gulph Road you are aware of height and distance, and see trees that suggest the forest of a century ago. The charm of Mt. Pleasant is there in spite of the bulldozers and the scarred red earth where the road is being widened.

At a meeting of the Radnor Historical Society in March, 1966, a first-rate panel, assembled and introduced by Miss Mazie B. Hall, of Henry Avenue, gave delightfully informative and witty accounts of early days in the community with which all had been so long associated.

Miss Hall came there at the beginning of the century, got her early education in the elementary school, became a teacher, civic leader, secretary of the Tri-County Music Association, and still makes Mt. Pleasant her home. Mrs. Clarence Smith was born in Mt. Pleasant and has a lifetime of activity in the National Association for the Advancement of Colored People, in the work of the Wayne St. John’s A.M.E. Church, in the Women’s Fellowship of Mercy Douglass Hospital, in the Mt. Pleasant Community Center. Mr. Thomas Hohson’s father started a general store in Mt. Pleasant sixty-two years ago and he and his family have run it ever since. Mr. William Kromer works with young people at the Union Chapel with which his family has been connected since the last century. School and community link the panel. We were fortunate in hearing their stories. This brief report attempts to suggest only a little of the valuable historical and social information they gave us.

Mt. Pleasant long had a population half white and half Negro. Ninety-five percent of the housing was owner occupied. Integration was a way of life. School and Church were shared. The community cooperated in activities; neighbor helped neighbor in need and rejoiced with him in good fortune.

The area, roughly speaking, lies above Upper Gulph Road between Carr’s Corner where Upper Gulph meets Radnor Street Road and Morris’ Corner where it meets King of Prussia Road. In the late nineteenth century roads to the north of Upper Gulph gradually opened up the woods as James J. Brooke and others sold half acre lots. Fletcher Road, Brower Road, Henry Avenue (now called Fairview), Mt.

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**Map of Mt. Pleasant**

- Indian School
- Carr’s Corner
- Union Chapel
- Upper Gulph Road
- Brower Road
- Pleasent Chapel
- Grace Memorial Chapel
- School
- Radnor Street Road
- King of Prussia Road
- Morris Corner

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**O. LOUIS EHMANN, Jr.**

Treasurer
Mt. Pleasant Avenue (now called Henry), Highland Avenue (now called Mt. Pleasant), appeared on maps memorializing landowners of that century. The present St. David's Golf Club lies on what was Henry land. Mrs. Smith's grandparents built the first house on what is now Mt. Pleasant Avenue and persuaded friends from Exton and Downingtown to join them. Gradually the population increased.

The Community's story began, as the panel explained it, with the building of the Carr School House in 1832. Before then the few children in the area attended the Old Eagle School. The country was still heavily wooded; partridge and rabbit abounded. Tracks, made by John Aitken and others for their convenience, led to King of Prussia, Nippes Hollow and Morgan's Corner.

The residents, at a meeting in which the Carr family played a leading role, decided to build a local school, supported by a perpetual trust established at the same time. The deed for the property near Carr's Corner was dated October first, 1833. The school was of stone, Aitken doing some or all of the work on it. It was larger than the Old Eagle School. The benches, though of logs, were trimmed of bark and arranged in a double row parallel with the walls. The teacher stood or sat on the eastern side. Heat came from a ten plate stove and light, when needed, from candles.

The teacher stood or sat on the eastern side. Heat came from a ten plate stove and light, when needed, from candles. The teacher stood or sat on the eastern side. Mary Montgomery taught there during the eons which roosted on the great tree outside. Heat came from a ten plate stove and light, when needed, from candles.

In the evening the building was used for Sunday School and for revival meetings. In the custody of the Union Chapel which now occupies the property is a lively account, by Charles and John W. Dillon, of the school's history.

In 1866 a new more efficiently arranged school was built at the northeast corner of Mt. Pleasant Avenue and Upper Gulph Road. It was known as the "New Carr School" and sometimes as the "Mt. Pleasant School." By 1902 this, too, was inadequate. In 1903 another schoolhouse was erected in its place, this one notable for its top-heavy second story.

The old Carr School, neglected after 1866, was refurbished in 1890 when a group of local citizens decided to re-activate the old trust and open the building for Sunday School. By 1890 nearly one hundred children were attending meetings, overcrowding it. It was superseded for twenty-five years by the Grace Memorial Chapel which was erected in 1897 at the instigation of the Wayne Presbyterian Church. When the usefulness of this Chapel diminished thirty years ago, a local group again took over the old Carr School which then became the Union Chapel. It was again repaired, heating was installed, new lighting fixtures added. The old tree outside was fenced. This was again a center for children. Some one hundred young people meet there for entertainment and worship under the direction of Mr. Kromer.

At the end of the nineteenth century the Lineman Institute Indian School for girls occupied a large area off Radnor Road somewhat west and south of Martin's Dam. Some Radnorites remember seeing Indian children, boys and girls, with recall chasing them into the woods.

At the beginning of the present century Mt. Pleasant residents depended mostly on their feet for transportation. People walked to Wayne to Church. They also often walked to work in Devon, Radnor, Wayne, St. Davids. The Halls and others drove to Norristown weekly to shop in stores less expensive than those in Wayne. Horses were used for hauling. By 1913 Elias Redmond and Mark Green had bought a car and took people to work for twenty-five cents a trip. Some employers paid for this; many did not. One-third of the daily wage of a dollar and a half could thus easily go for commutation. In the thirties a bus with a ten cent fare ran to Wayne and, though it ran but once in the morning and once at night, was strongly appreciated. The township did not surface dead-end roads but a friendly Sheriff named Robert Pechin arranged for the paving of Mt. Pleasant Avenue and, according to Mrs. Smith, got votes too.

Utilities came slowly, the telephone earliest, gas about 1906, electricity in 1916 and water last. To be relieved of the burden of carrying all water in buckets, Mt. Pleasant's residents complied with the water company's requirements that they provide ditches for the mains themselves. They dug the mains were laid. As other houses one by one were attached to the system, the diggers received payment from the new users, the last payment being made in 1945.

Mail was delivered by Mr. Hobson's father after the residents had bought the required mailboxes (possibly in his store). Less easily deterred by snow than current motorized carriers, he missed never a delivery although once it took him until five in the afternoon. Mr. Hobson himself handled the mail until, in order to acquire a liquor license for his Peacock Gardens, he had to drop the postal (civil service) job.

Occupations diversified as time wore on. Some householders grew vegetables for sale. Thomas Hobson senior, at the suggestion of John W. Henry senior (the father of the milkman), opened a general store selling everything from foodstuffs to medicine, dry goods, hardware, and, after a while, gasoline. The store was enlarged from time to time, a second story being added in 1928. An Italian named Silvio opened a store on Henry Avenue, his prices so low that people came long distances to buy there. When he moved to Devon the Hall family took over the store and finally moved the shop to their own house. For a while, there was a pork butcher, a Quaker
The circulation list of this Bulletin is based upon the Society's membership list. Therefore, instead of including here an application blank for membership, the Directors of the Society request that readers send to Mrs. Robert I. Cummin, 111 North Spring Mill Road, Villanova, Pa., names and addresses of people who, in their opinion, might be interested in joining the Society.

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
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</thead>
<tbody>
<tr>
<td>(Annual dues: $3.00)</td>
<td>(Address)</td>
</tr>
</tbody>
</table>

**NEW MEMBERS**

The Society welcomes to membership the following persons who have joined since March of 1965:

- Miss Constance Allis
- Mrs. Brooks Bromley
- John Blair Bunting
- Mrs. Dorothy Claphanson
- Miss Margaret Colgan
- Francis H. Diament
- James A. Droble
- Mrs. James A. Droble
- Edward L. Forstall
- Mrs. Charlotte Hartmann
- W. W. Hicks
- Alfred Hirsehl
- Mrs. C. E. Hoffman
- John Y. Howson, M.D.
- Mrs. Walter P. Hutton
- James L. Kercher

The basic aims of the Radnor Historical Society are to foster interest in local history and to collect and preserve data and materials pertaining to Radnor Township and its environs. During the past year much has been accomplished toward these ends.

The Society has been of assistance to various organizations and individuals: to the Girl Scouts, the League of Women Voters, the Radnor Junior High School, to students from Eastern Baptist College, Cabrini College, the Radnor High School. Questions of a genealogical or historical nature have been answered for the Suburban and Wayne Times, other historical societies, for various interested individuals and for students from Villanova University and the University of Pennsylvania. The Society has also cooperated with the Radnor Township War Memorial Committee and the North Wayne Protective Association. Moreover, the Finley House has been used as the polling place for Radnor's Ward 1 precinct 1.

Through the generosity of members and friends the Society has added valuable items to its collections. A cross-section of those items was seen in exhibits at Eastern Baptist College and at the General Wayne Savings and Loan Association. The Society is also most grateful to those who, during the past year, have helped financially. It is pleased to report that this indebtedness has been decreased by $2,300.

Since January first, 1966, the Museum has been open to the public on Tuesdays from two until five, and on other days, by appointment. The Society's collection of books on local history has been brought from the Memorial Library of Radnor Township to the Finley House and is available to those interested in research. For information of any kind please telephone Mrs. Robert I. Cummin at LA 5-6933 or me at MU 8-4501.

The Society would appreciate any suggestions from members as to means by which it could be of increased assistance to the community and would also be grateful for any volunteer help that members might wish to offer.

Sincere thanks go to all those who have contributed in so many ways, to the work of the Society.

DOROTHY H. THERMAN
ACTIVITIES OF THE SOCIETY

May 23, 1965

The eighteenth Annual Meeting of the Society was held at three p.m. in the garden of the Finley House. Dr. George Shumway and Howard Frey, co-authors of the book "Conestoga Wagon 1750-1850," examined the Society's wagons and called them good examples of the wagonmaker's art.

Dr. Shumway described the Conestoga wagon as being of greatest importance between 1812 and 1850 and as being a freight, not a passenger, vehicle. He mentioned traffic jams of wagons on the few available routes. The wagons were drawn by five or six horses, made twelve to eighteen miles a day, and gave reason for the creation of wagon stands or wagon inns as opposed to Stage Coach Inns.

He explained the uses of the various pieces of wagon equipment: the feed box, tar pot, jack, lazyboard, bells, all of which the Society owns.

During a question period Dr. Shumway explained that the Society's larger wagon was a descendant of the Conestoga wagon, but not built for hauling goods over mountains.

At the Annual Business Meeting Charles E. Alexander, Mrs. Gertrude Ware Case, Mrs. Robert I. Cummin, Francis James Dalliet, James Rawle, and George Vaux were unanimously elected Directors to serve until May 1968. Robert Caldwell Laurens and Theodore E. Brooks were unanimously elected to serve until 1966 in place of Robert I. Cummin and L. Cheaney Smith (resigned).

Following the meeting refreshments were served in the Finley House which was open for the first time since refurbishment.

At a meeting of the Board of Directors after the Annual Meeting, officers were elected as follows: President, Mrs. Per-Olof Therman; Vice-President, James Rawle; Secretary, Mrs. Robert I. Cummin; Treasurer, O. Louis Ehmahn, Jr.; Assistant to the President, Miss Caroline Robbins.

October 16, 1965

The tenth Open House Tour of the Society concentrated on houses threatened by the major roads soon to be built in this township. All but the Finley House lie in or near the projected paths of these roads. Approximately one hundred people visited the houses between two and five p.m. The houses opened were:

1. The Finley House, 113 West Beech Tree Lane, Wayne, Headquarters of the Society. This stone house was built in part by the Pugh family which owned the property for a century and a half (until 1844) and in part (1859) by William Harris Finley, father of Miss E. Dorothy Finley through whose generosity the house belongs to the Society. Articles from the Society's collections were there on view.

2. Cabrini College property, Eagle Road, Radnor. This property, for a century owned by the Lewis family and later by H. Jones Brooke, was acquired by James W. Paul at the turn of this century. He commissioned Horace Trumbauer to build for him a residence in the Elizabethan style and other buildings to match. Between 1900 and 1902 the gatehouse, bathhouse, chicken house, milk house, stable, barn, farmhouse, and residence were erected. Many of these buildings still stand and two were open to the public on the tour.

The fifty-one room residence now contains bedrooms for upper classmen, college offices, and a chapel in what was the living room. Grace Hall, the former stable, has been converted into a dormitory for lower classmen. It also contains the Jablonsky collection, a cultural educational exhibit from the Mediterranean and South Seas countries, Central Europe, Egypt and South America which those on the tour enjoyed seeing. Dorrance family memorabilia were displayed in the dining room of the main building for the Sisters of the Sacred Heart of Jesus who bought the estate from the heirs of the late Dr. John T. Dorrance who had bought from the Paul family. The Mid-County Expressway "Spur" will run through adjoining property.

3. "Hedgefield," Hare's Lane, Radnor, the home of Mrs. Horace Hare for whom it was designed in 1957 by Roland T. Addis. It stands on land owned for a century by the Hare family, for a century by the Finley family and, since 1879, by the Hares. The Norman-style house contains family china, furniture, and a number of paintings and prints by Mary Cassatt, Mrs. Hare's aunt.

The "Spur" will run through adjoining property.

4. "Chuckswood," Sproul Road at South Spring Mill Road, Villanova, the home since 1858 for the early history of the property. It contains handsome woodwork and family furnishings. The Mid-County Expressway crosses Sproul Road a short distance south of this house.

5. House owned by Dr. and Mrs. Patrick Costello on the corner of South Ithan Avenue and Clyde Road. This white house, pillared, of several periods, stands on land long owned by the Miles family which established nearby mills in the eighteenth century. Later the property of the Brooke family, the house contains fine interior woodwork. Relocation of South Ithan Avenue, necessitated by the plans for the Mid-County Expressway, will cause destruction of the house.

6. The Springhouse on the Booth School property, South Ithan Avenue, occupied by Richard W. Barringer. This small eighteenth century stone house built into the hillside was probably erected by the Mather family, owners from before 1739 to 1836 when it was sold to R. B. Ellison. Used as a milk house, springhouse, washhouse (one story had it a slaughter house), it contains a spring in the living room. The Mid-County Expressway will pass near it.

Costello House — to be demolished 1966
November 17, 1965

The Society met at eight p.m. in the Community Room of the Wayne Wayne Federal Savings and Loan Association to hear Horace B. Montgomery, author of *Return the Golden Years*, describe Radnor in 1870.

Using an 1870 map of the township, Mr. Montgomery noted the grist and saw mills on Darby and Ithan Creeks, the inns and boarding houses. He described the course of the railroad and of the major roads traversing the township, mentioning the small settlements near important intersections — Radnorville, White Hall, Morgan's Corner, Eagle, Louella.

Over all he stressed the agricultural character of the area at that time and commented on the fact that few properties now belong to the families owning them in 1870.

January 13, 1966

Theo B. White spoke to the Society on "The Calders: City Hall to the Guggenheim Museum" at a meeting held at eight p.m. in the Community Room of the General Wayne Federal Savings and Loan Association. Illustrating his talk with slides, Mr. White described the works of three generations of the Calder family; the statuary made for the Philadelphia City Hall by Alexander Milne Calder, the fountain at Logan Circle designed by his son Sterling Calder, the mobiles invented by his grandson Alexander "Sandy" Calder.

In memory of Reeves Hart: Pictures of Colonel A. B. Frost and Frederick Remington.

Mr. and Mrs. Emily Hartman: Two copies of talk on the Pennsylvania Railroad.

Mr. and Mrs. L. Cheynell Smith: Nineteenth century card game: Floral Whist. Miscellaneous cards and Valentines.

Wayne Methodist Church: One pew from the building now being demolished.

March 30, 1966

A panel of four residents (or past residents) of Mount Pleasant described the history and amenities of that region in a program entitled "Mount Pleasant, Then and Now." This was held at eight p.m. in (again) the Community Room of the General Wayne Federal Savings and Loan Association. A report of the comments of the panelists Miss Mazie Conklin, Mr. and Mrs. Clarence Smith appears on page 3 of this bulletin.

RECENT ACQUISITIONS

Herbert S. Casey: Three issues of *Wayne Argus*.
Charles M. Clark: Fire Company hose cart c. 1900.
Mrs. Henry A. Conklin: Deed to 123 Walnut Avenue, Wayne.
Percy A. Dettorre: Plot plans, Valley Forge Road, Tredyffrin Township, 1883.
Mrs. Henry Ecroyd: Surveyor's instrument made by Benjamin Rittenhouse in 1786, complete with chain and stand.
O. Louis Ehrmann, Jr.: Volume I, no. 1 of the *Philadelphia Public Ledger*.
Alice P. Griggs: Busybody.

In memory of Reeves Hart: Pictures of Colonel A. B. Frost and Frederick Remington.


Mrs. William S. Koller: Kitchen crane.

Herman Lengel: Magic lantern with box of slides.

LEDGEs of Jonathan Lengel (recording the building of many Wayne houses).

Set of wood-working planes.

Ice tongs found c. 1910 at Edward's Dam.

Shell-loading set c. 1850.

*War of Nations Portfolio*. Photographs: St. Mary's Church choir c. 1910, Morgan's Corner School.

Basket, formerly property of Miss E. Dorothy Finley.


Basket, formerly property of Miss E. Dorothy Finley.


Funeral bill 1890 (framed).

Glass showcase.

Porch benches.


Mr. and Mrs. John L. Mather, Jr.: Minutes of the Radnor Library Company, 1859-1855.

Necrology

The Society notes with deep regret the death, during the past year, of the following members:

J. Harold Hallman
Mrs. Edward Hartman
Rec. John C. Kneebus

Mrs. F. Allen McCurdy
Mrs. Emily Siler Wellcome
Thomas A. Wood
WAYNE, PENNSYLVANIA — A COMMUNITY OF "FIRSTS"

By Helen Flack

Wayne, Pennsylvania will celebrate its centennial in 1881. Nearly one hundred years ago, along the famed Lancaster Turnpike, or Lincoln Highway, the first toll road in the United States, Wayne, the first planned suburban community, spread out its roots. The builders installed electric street lights — the second to light an entire town. Years later, Wayne became the possessor of the first two motorized fire engines in the world. The Saturday Club of Wayne has been billed as the oldest women's club in the nation, but my research proved that it was the second in Pennsylvania; however, it can boast of having the first continuously used club-house.

In 1881, the year of the founding of Wayne, the Lancaster Turnpike was eighty-nine years old. On April 9, 1792, a charter was issued to incorporate the Philadelphia and Lancaster Turnpike Road Company. Work was begun immediately, and the seventy mile road between the two cities was completed two years later. The total cost of this pioneer project was $464,842.31, or about $56,630 per mile. It was specified to be fifty-five feet wide, of which twenty-one feet were to be a "hard material, deep enough to bedded with wood, stone, and other hard material, deep enough to "secure a solid foundation." The road was to be faced with gravel to form a firm even surface that rose to the center in a gradual arch.

This was the first macadamized or hard surface, and the first toll road in the country. It was called a turnpike because a traveler in entering or leaving, was required to pass through turnstiles which consisted of "pikes" rotating on a wheel — a set of turning pikes. This was so the innkeepers, who built the road with funds from their own pockets, could be repaid by the tolls collected at these gates.

The gatekeeper's residence jutted slightly out into the road so he had a view of the gate from all corners of his house. Whenever someone came to his gate, he went out, collected the toll, and turned the pikes, which probably extended across the road, so no vehicles could pass by without paying. There were four of these toll-gates between Philadelphia and Paoli, one of which was at what is now Radnor Chester Road.

Rates were twenty-five cents for a "carriage, chariot, stage, wagon, phaeton, with two horses and four wheels," and comparable prices for other rigs.

Time brought increasing use, and the popular road drew in huge returns to the tollkeepers. Gradually, however, the railroad, which ran practically parallel to the Pike, stole much of the highway's business, and prosperity lessened. Repairs were neglected, and the road became a menace. The income was so slight that in 1867, A. J. Cassatt and his Lancaster Avenue Improvement Company were able to buy the stretch from Philadelphia to Paoli for $50,000. They improved the road for $70,000 and continued collecting tolls. At the time, Cassatt worked for the Pennsylvania Railroad and "was a wealthy man intensely interested in . . . the extension of good roads." This way, Mr. Cassatt made a profit on a project, he did not care how the competition became between the toll road and the railroad.

With this improvement, travel again increased on the Pike; in the 1880's there was not a driving road of equal length in the United States, to compare with it. Had you been a traveler on the road at that time, about sixteen miles beyond the public buildings at Broad and Market Street in Philadelphia, you would have come to the town of Wayne. On a warm spring day, you may have passed wagon-loads of family furniture and belongings stopped at a wayside inn. Their destination was most likely Wayne, for, after the Civil War, Philadelphians became attracted by the cool areas to the west. With the advance of railroad and stagecoach, they could reach these country districts. This brought about the "summer resident" or suburbanite era.

It was for these Philadelphians, who enjoyed spending their summers in the country, away from the heat of the city, that Wayne was planned. Its real beginning was in the 1880's, and its development is of much interest.

J. Henry Askin built the present Louella Court Apartments in 1883. At that time only the middle section — with the cupola — existed; this original part was his home. His lands were extensive, stretching from the railroad tracks down to where Windermere Avenue is today. He named his estate Louella, in honor of his two daughters, Louise and Ella, and the surrounding area gradually adopted the name for its post office and community.

The population of Louella was listed at one hundred inhabitants in 1881. There were the Askin Mansion, and several houses (which had been built in the 1870's) along Bloomingdale and West Wayne Avenues. That was the last of the huge Askin estate and the surrounding farming sections, however, for soon expansion was to take place, and little Louella would be transformed into the first planned suburban community in America.

That same year, George W. Childs and Anthony J. Drexel bought six-hundred acres along the turnpike, around the community of Louella. Half of this was a part of Askin's farm. The developers' purpose was the erection of a planned community or commercial real estate development to be used as a summer retreat for Philadelphians.

The partnership employed Wendell and Smith, building contractors, to erect fifty homes south of the railroad on their half-million dollar investment. Actually, these houses were supposed to be summer cottages, but to look at them today, along Midland and Windermere Avenues, they are regular homes according to our standards.

A description of the houses appearing in an 1884 edition of the Public Ledger, of which Childs was the editor, read as follows:

A row of 18 residences set out by pairs, in lots having 120 feet fronts, has just been finished. The new buildings stand 40 feet back from the street line. They are of brick with broad piazzas and sloping lawns surrounding. The interiors are planned with broad, open stairways, finished in hardwoods. There are tiled fireplaces and handsomely-carved mantels; wide doorways that give opportunities for luxurious draperies; stained glass windows and numerous gables, spacious bathrooms and other conveniences that are seldom looked for outside of large cities.

These houses sold for $5,500 each, on easy installments.

Besides the construction, they planned to landscape the lots, and also make undeveloped lots available to those who wished to build their own homes. Forty-nine houses...
Storm Water Sewer — Aberdeen Avenue 1890

were complete three years after the purchase.

In 1883, the name Louella gave way to General Wayne, in honor of "Mad Anthony Wayne" of Revolutionary War fame; the post office adopted this name. In 1888 the name was shortened to Wayne, which remains the official name of the community.

At that time several public buildings existed. In the 1870's Askin had donated land for a Presbyterian Church and the Lyceum Hall at the corner of Lancaster and North Wayne Avenues. The second building housed two stores, a gallery and stage, and a huge room to be used by a new Masonic Lodge. This building was later called the Opera House, for which it was literally used. A smaller frame building on the corner of Pembroke Avenue and Pike, was formerly called Wayne Hall Lyceum before Askin's model.

The Pennsylvania Railroad station, which still exists, was the local access to the double tracks along the Main Line, paralleling the Lancaster Turnpike. The station, formerly known as Clearview's Landing, had been built in the 1860's by the Lancaster and Columbia Railroad. This line helped in the development of the first suburban town, for wives and children could vacation in the healthful attractive country, while commuting men crowded the "steam cars" as they travelled for a half hour between their homes and their city offices, each morning and evening.

A water works also existed, serving the residents with miles and miles of pipes distributing water from a supply at the source of Ithan Creek. The reservoir held 250,000 gallons, and was primarily for the original residents. A new one was being built to the north of the town.

Two hotels announced their spring opening in May of 1884 — the Louella Mansion and the Bellevue. These two large residences provided accommodations for more than four hundred people, or one-third of the town's population. The Bellevue, located at Bellevue and West Lancaster Avenues, boasted of being "the first hostelry of the Main Line." For the convenience of its customers, it built a boardwalk from its doors to the railroad station. Unfortunately the hotel burned to the ground on a snowy night in 1890. The Louella Mansion was actually Askin's house with additions and wings, converted into a residence suitable for boarders.

As more people bought cottages, more needed to be built. Smaller frame cottages were planned at a low cost — $3,000 — to the north of the railroad.

Their venture was so successful that in 1887-89 Wendell and Smith built about one hundred more homes north of the tracks between North Wayne Avenue and Radnor Road.

The town which was planned and laid out by the four men as a suburban residential community, was thriving. Philadelphians were attracted with single houses, broad streets, and big shady yards (the benefits of which were publicized all over the city), plus the added benefit of close-ness to the city.

Until the 1880's, Wayne and the surrounding countryside became more popular. Some reasons for this were: closeness to the railroad, lower prices, high elevation, and "the extensive improvements of Wayne and other places nearby."

By 1887 the value of real estate along the railroad shot up nearly $30,000,000. Properties selling for $500 per acre in 1880 were up to $1,200; some were as high as $2,500 per acre. Other contractors realized the advantages of Wayne and began building in the community, especially in North Wayne.

The area continued to grow, until in the 1890's residents were the proud owners and users of six churches, America's largest inland swimming pool — the Wayne Natatorium, cricket and tennis courts, golf course, one of the first women's clubs, a library donated by George Childs, and the second electric street lights. As more people bought cottages, more "steam cars" existed as they traveled for a half hour through the town.

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The handsomest suburb, perhaps, in this country is WAYNE, on the Main Line of the Pennsylvania Railroad, a pleasant twenty-five minutes' ride from Broad Street Station through a district of unexceptional rural beauty, and reached by sixty-eight daily trains at convenient hours.

In their ad they boasted of pure water and air, steam heat under- ground drainage, substantial high ways, Edison street lights, and steam heat from a central plant.

Their claim that "there are no cesspools in Wayne" was true, for Wayne had the best-designed drainage system of any resort in the United States. Colonel George D. Waring, of Newport, Rhode Island, the superintendent of the Pennsylvania Railroad, designed the permanent and perfect drainage system. He guaranteed that there were sufficient facilities for all the houses Wayne could hold. The pipes were specifically joined under supervision before being covered.

Thomas Edison's discovery of the electric light in 1879 gave Wendell and Smith the chance to try it on a large scale; they wired the whole town in 1888. This brought to Wayne the second electric light plant in the United States. Up to the middle 1890's a house could be furnished with electricity at the amazingly low cost of $8.00 per month — with no meters! An almost amusing excerpt from the real estate ad reads:

The Edison incandescent light is in general use on the avenues and in the houses and public institutions. The service is entirely satisfactory, and removes the fear of loneliness and makes the night time as pleasant as the day. This modern light has now become as safe and economical as gas for domestic use, while from a health standpoint it is far superior, for it cannot vitiate the air.

At that time rain water was believed to be the purest, so they protected the spring water from contamination. A mile north of the town was a 500,000 gallon brick-lined reservoir, which supplied the homes, through the flow of gravity. Their water was guaranteed to be absolutely free from mineral or organic impurities. The pipes, which ran under the roads, melted the snow on top of the roofs of the cottages.
of them, leaving them perfectly passable, and preventing many backaches.

The houses that these men erected for their booming town were of six basic types — A, B, C, D, E and P. Most had five bedrooms to provide for the large families, and cost between $7,200, and $9,500. Then a club movement took place. Stewart, Wilkins, and a number of others saw the need of the city.

In 1896, the city had a number of ladies present that day has grown since the founding of the Saturday Club. The afternoon, there gathered in Mrs. Sayen's parlor several bright congenial women, who over steaming cups of tea, discussed the subject of women's clubs — in other words, all the conveniences of the city.

Drexel and Childs, Wendell and Smith, and other concerns, had reached their goal — to "provide desirable residences for those of moderate means, thus enabling Philadelphia artisans to enjoy the country life."

This was the real beginning of Wayne; these four men had built a well-thought-out and planned community. According to modern standards Wayne was the first planned commercial real estate development in the United States.

In the early winter of 1886, on "a snowy afternoon, there gathered in Mrs. Sayen's parlor several bright congenial women, who, over steaming cups of tea, discussed the subject of women's clubs — then almost a tabooed one." This informal meeting, eighty years ago, marks the beginning of the Saturday Club. The hundred funny ladies present that day has grown into the several hundred that have memberships today.

Although thought by some to have been America's first women's organization, our Saturday Club is, in the words of Mrs. Emma C. Patterson, former local historian and writer, "one of the second oldest women's departments in Pennsylvania, second in age only to the New Century Club of Philadelphia, which was founded in 1850."

On February 16, 1886, nine of twelve invited ladies attended the first formal meeting of the club in the Library Room of Wayne Hall Lyceum. According to the original "Minutes of the Ladies' Organization," it was found that the first order of business was to nominate and elect officers for the organization.

Next on the agenda that same afternoon was a discussion of the appropriate place to meet. Overruling some opposition, it was decided to continue their get-togethers at Wayne Hall. It was settled that alternate Saturday afternoons at four o'clock would be their meeting dates. Dice were one dollar. The entire club became a self-appointed committee on entertainment. Each person had a purpose in the organization, and everyone was satisfied.

Two meetings later, on March 8, the women decided on the name "Saturday Club," referring to the day on which they met. Actually this was not an original one, for a hundred and fifty years before our women's club was born, a small men's brotherhood, under the name "The Saturday Club" met in London to dine and discuss at regular meetings.

The Saturday Club, faithfully attended by its members, continued through the summer of 1886. In accord with Henry Askin's wishes for the use of Lyceum Hall, the meetings usually included papers, composed by the members, concerning such subjects as, "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 tempestuous sea."

Saturday Club ladies were happy and learning a lot from these meetings. They had applied for membership to the General Federation of Women's Clubs in 1887. By 1898, they had need of a new club house to hold their ever-increasing numbers. After purchasing land on West Wayne Avenue from the Wayne Estate, the President and Secretary of the club signed a contract with J. D. Lengel, a builder, to construct a suitable clubhouse on the lot. The numerous discussions between the building committee and the architect, Mr. David Knickerbocker Boyd, brought fruitful results — the building which still remains the home of the Saturday Club of Wayne. That was the first women's club in Delaware County. Its total cost, including the ground was $5,145.68. Their pride in this building is shown in the words of Mrs. Ware, chairman of the building committee: "We look forward to our clubhouse as being a rallying place for our members, which will lend a special interest and impetus to all our work, literary and social."

The ladies of Wayne had what they wanted and needed — a club movement to stimulate "an intellectual and social life without in the least detracting from the duties of wifehood and motherhood — to reveal women to each other — and establish fellowship on purely human foundations." Today the club continues to strive for its original standards.

In March of 1900, the first "big fire" in Wayne totally destroyed the famous Bellevue Hotel. The loss totaled $38,000, a posthumous sum for those days. In 1906 two more large fires menaced Wayne; the town was without fire-fighting equipment at the time of the latter two fires. Two previous companies had disbanded by 1904, leaving Wayne and the surrounding area at a loss.

Six years after the Bellevue fire, twenty-four men met to discuss and organize a new volunteer fire company. William W. Hearme, who became the first president, had the idea of establishing a "motorized fire company." At that time the idea seemed almost amusing, considering the road conditions and the fact that automobiles were just becoming popular. However, three Charleys — Stewart, Wilkins, and Clark — were assigned to investigate available automobiles. This proved to be their major difficulty, for nowhere in the United States did there exist such a piece of equipment. The men did not give up, and sent to the Knox Company to have a custom-built "Fireman's Herald" designed and constructed. Thus evolved the world's first motor-driven fire truck chassis. It is described as:

A combination chemical and hose wagon, which was capable of speed of twenty-five miles per hour — always assumed, however, that the mud roads of those days were passable. It carried two 35-gallon chemical tanks, two 3-gallon portable chemical extinguishers,

Methodist Episcopal Church, Wayne, Pa. — c. 1896

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It's first eighteen calls were successful. The truck got there and the fire was extinguished. Rival companies dubbed it "the millionaire fire company." Charles E. Clark declares "Bryn Mawr was the millionaire company, and Wayne was the 4-B's Billionaire Blaze Battal." Volunteers were hampered by the fact that vibrations made the wheels sink into the mud, so it was often difficult to pull the machine home from the fire!

The men felt they needed a second engine, so in 1908 another Knox engine was bought and equipped with a pump made by the Waterous Engine Works Co., capable of pumping four-hundred gallons per minute.

The Wayne Company was by then the "wonder of the world"; envied firemen from all over came to see the two famous engines.

The two sturdy engines lasted until 1919 when they were scrapped and stored in a barn behind Lienhardt's bakery. After rusting many years, they were finally sold for scrap.

Finally, Drexel and Childs, and Wendell and Smith fathered the first massive building spurt in Wayne. Today Wayne is going through its second spurt. It is the leading residential district of Radnor Township, which in 1965 was the number one township in building volume in Delaware County. The suburban experiment of nearly one-hundred years ago has been a success.

This year, Radnor continues to be first — it will be the first town in which construction for the Blue Route will begin.

In 1901, when the act concerning first-class townships in Pennsylvania was passed in Harrisburg, Radnor Township was one of the first to become first class. Wayne — a community of firsts in Radnor Township — continues to be a first class place to live.

(Helen Flack, Radnor Senior High School, 1966, became interested in Wayne's history because she lives near the Louella Apartments. The above article is taken from her Senior English Thesis. — Ed.)

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