















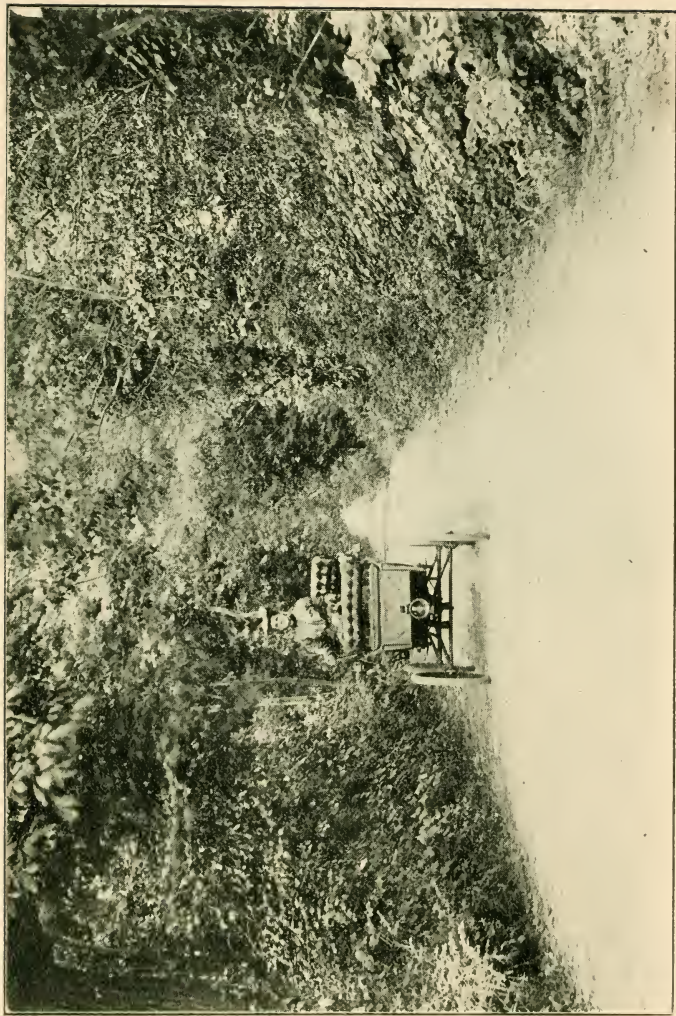


# The Automobile Tourist









THE CHARM OF THE DEEP WOODS ROAD FOR THE TWENTIETH CENTURY TRAVELER.



# The Automobile Tourist

MOTOR CAR JOURNEYS FROM  
PHILADELPHIA

WITH HISTORICAL AND DESCRIPTIVE NOTES

BY

PHEBE WESTCOTT HUMPHREYS

Philadelphia

FERRIS & LEACH

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Dedicated  
To My Husband  
whose motoring enthusiasm has provided continual  
inspiration for all delights of the open  
road traversed on the wings  
of modern magic



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*City Hall  
Chestnut Street, Philadelphia*



*Independence Hall, 1776*

## Preface

Automobilists have long deplored the fact that there is no guide book published that fully meets their needs. Roads between cities and towns are frequently given, with distances and hotel accommodations and rates set forth in some publications, but there the information ends.

There is no data for the automobilist who owns a road car for purposes of healthful recreation, for the business man, or the busy professional who must confine his motoring largely to day or half-day trips, who wants his outing to include the additional qualities of pleasure and instruction. There are, of course, a few well-worn routes that are known to all. Occasionally a motorist makes a trip striking out for himself. Sometimes he is fortunate in finding good roads and pleasant scenery. More often he is unfortunate. He tells his friends, but the news of a good route travels slowly.

Even with correct data regarding roads, distances and hotels, there is much left untold. What can be seen? Is the view of the country pleasing? Are there any famous historical places encountered? What is there especially attractive about this route or that? These and many other questions, all important, have arisen, but remained unanswered. They

## The Automobile Tourist.

are equally pertinent for tally-ho parties, for summer driving when restful horse-and-carriage outings are to be enjoyed, or for sleighing parties in the winter; and the majority of the journeys here described for the benefit of the automobile tourist will be quite as helpful for the others.

For several years I have resisted the importunities of automobile friends to prepare a guide book, from personal experiences, answering these and many other questions. Being among the first to indulge in the sport that was considered a novelty in the nineteenth century, I have kept a faithful record of pleasant outings—from the time of our first purchase of a road car in 1899—for future reference, and for the benefit of motoring acquaintances. With an enthusiastic husband as chauffeur, and a small son and an occasional friend as appreciative passengers, there has been keen enjoyment in the planning of each experimental route, and in keeping copious notes of the journey, as well as in making a special study of the history and topography of the environs of Philadelphia, in Pennsylvania, New Jersey, and Delaware.

From the numerous tours that have followed, twenty-two trips have been described for this first automobile guide book. These trips, however, may include ten times twenty-two by dividing the fifty and hundred-mile journeys—frequently providing sufficient interest for several days' outing—into day or half-day trips, by traveling only a part of the dis-



tance, after selecting some intermediate point of special interest.

The time allowed for various outings is based upon the interests of the route, without taking into consideration the speed capacity of the different road cars making the journey. Accounts of record-breaking runs and endurance contests have been eliminated in the preparation of a book which is essentially a guide for automobile exploring, although many of the thoroughfares traversed will prove especially inviting for speeding.

Many of the routes described here will suggest to the traveler following the directions of the guide book a continued journey to some more distant point. For those venturing into new and untried paths I would pass on the advice given to us by an automobile enthusiast in our early days of motoring. It is never safe, we were told, to trust to a bicycle wheelman, or a bicycle road map with its red-lined routes, in planning an automobile journey. The road maps prepared by the L. A. W. are frequently a delusion and a snare to the automobilist. A road which seems most seductive on the bicycler's map may be a sea of sand in New Jersey, or a veritable quagmire in Pennsylvania, with an excellent bicycle path at the side—a path that is almost invariably protected by law from the use of all four-wheeled vehicles. And even when lonely stretches, seemingly out of the reach of law-makers, tempt the motorist to take the law in his

own hands, he will find it unpleasant traveling with one side of his car held up on the hard, narrow pathway, and the wheels of the other side ploughing nearly hub-deep in bottomless sand or mud.

It will be much better, in selecting runs along unknown roadways, to ignore the red lines of all maps, and to follow this very practical rule which was set down for our guidance: "About the safest course is to spread out the map, and run a straight line between the principal points on the proposed route. Note the larger villages, towns and cities near the line so drawn, make a list of them in the order they come from the starting point, and simply inquire at each of these points for the best road to the next. If the list includes places of fair size—say from ten to twenty thousand inhabitants—it is reasonably certain that the roads connecting such places will be about as good as there are in the vicinity; now and then a better road may be missed, but in the long run that does not matter much, and the advantage of keeping quite close to the straight line tells in the way of mileage."

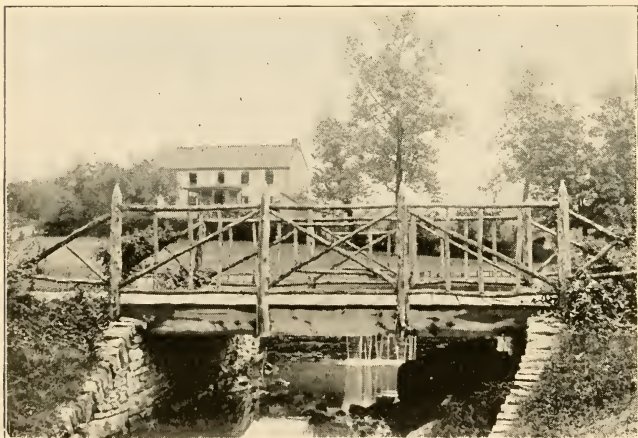
This plan has led us into many alluring byways, and places of unsuspected delights, throughout the numerous automobile journeys, which have increased with unabated enthusiasm with every passing year of the twentieth century. It has been difficult to select from the numerous tours—each suggestive of varied individual attractions—the few that offer the most

diverse interests, within easy access of Philadelphia. This has been made the special object of the guide book, the next most important feature being the authentic history of the famous landmarks encountered.

It has been impossible to give credit for these numerous historic facts; while known to be authentic, the majority of them have come through such varied sources that the authors of their original recounting cannot be traced. The enthusiastic motorist naturally begins a study of the history and topography of his State immediately after his initiation into the delights of touring. This is one of the many advantageous features which have followed the introduction of the automobile. When this desire for historic research became most pronounced during my early days of motoring, I became an enthusiastic member of "The City History Club," "The City Outing Club," and the Site and Relic Society; while the rooms of the Pennsylvania Historical Society quickly assumed a homelike air from frequent visiting. The numerous lectures given before these various organizations during the past few years have been faithfully attended and noted. An auto tour closely followed each of the club outings, and local traditions, added to the lectures, were carefully traced to authentic sources before being recounted as facts. Therefore, while original authorship cannot be credited, every detail of history, every quaint bit of

legendary lore here recorded, has been subjected to such painstaking research that its reliability in every instance has been, so far as possible, firmly established.

In connection with the historic value of such a guide book, and the selection of special tours suggestive of varied attractions, the additional features that are sure to prove helpful are the tested routes that promise the most pleasure with the least wear and tear; the alluring scenic delights that may be discovered out of the beaten paths; and the probable time to be consumed by each journey, when taking into consideration the average state of the roads, the side trips and mileage restrictions.



RUSTIC CHARMS OF VILLAGE STREAMS.





POTTS MANSION, WASHINGTON'S HEADQUARTERS AT VALLEY FORGE.



# Historic Valley Forge.

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## DISTANCE FROM PHILADELPHIA.

About twenty-five miles by way of River Drive, Montgomery Pike and Gulf Mills Road. Sixty miles will cover return and short side trips.

## ROUTE.

Out East River Drive to Queen Lane Pumping Station. Take left fork at Pumping Station over City Line Bridge and past Bala Station to Montgomery Avenue, out the avenue to Gulf Mills, Bridgeport and Valley Forge. Return by way of Bridgeport, Norristown, the Reading Pike, Chestnut Hill and Germantown.

## ROADS.

Good traveling to the Gulf Hills, rough hill climbing for two or three miles. Fair from Valley Forge to Norristown. Good down the Reading Pike.

## WHAT TO SEE.

Landmarks of Montgomery Avenue.

Monument marking Washington's encampment on the march to Paoli.

Historic mills of Old Gulf Road.

Monument marking Washington's encampment on the march to Valley Forge, and Henderson Supplee house.

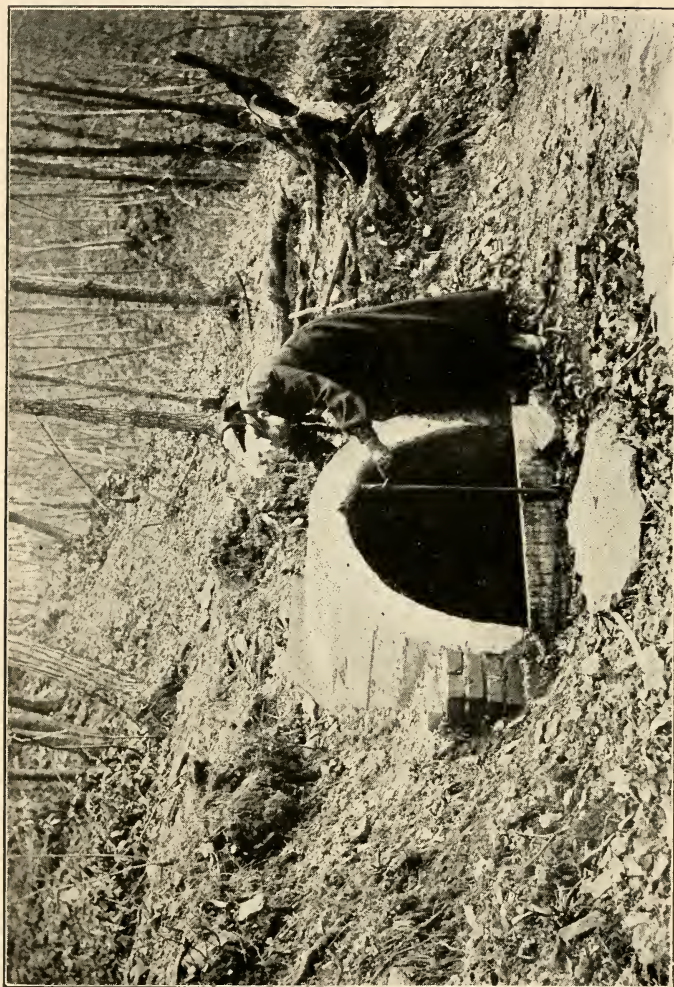
Hanging rock on the Gulf Road.

Bird-in-Hand Inn and church of the "Plummerites."

King of Prussia Inn and charming views above Bridgeport.

Revolutionary landmarks on Mount Joy, Mount Misery and Valley Creek.

Headquarters of Washington and his officers.



WASHINGTON SPRING ON VALLEY CREEK.

## Historic Valley Forge.

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A Journey Through Gulf Mills and the King of Prussia Hills,  
Over Washington's Line of March.

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The automobilist has the advantage over the traveler by train or trolley who must go by way of Norristown and Bridgeport to Valley Forge. Neither trains nor trolley lines give direct access to the routes made famous by the march of the weary, foot-sore and half-starved patriots through the old Gulf Road, and over the King of Prussia Hills into Valley Forge. Taking the route by way of Montgomery Pike the run will lead over another famous line of march on the way to Paoli, previous to the famous Paoli massacre.

Take the River Drive in East Park past Falls Bridge, and take left fork at pumping station across City Line Bridge to Montgomery Avenue. This route leads over a hill one and a fourth miles long after crossing City Line Bridge, but it is of comparatively easy grade, and does not prove formidable to the average road car; and the scenery by way of the East River Drive to Montgomery Avenue more than compensates the slight inconvenience of the hill climb. In reality, the steepest grade is on the Ridge Avenue side of the bridge. On leaving City Line, at Bala Station, a turn to the right leads to Montgomery Avenue.

On the right of Montgomery Avenue, in the corner of the grounds of a beautiful country seat above the General Wayne Inn, stands the granite monument erected by the Lower Merion Chapter, Daughters of American Revolution. It was one of the earliest celebrations planned and executed by the new Chapter nearly a decade ago. Shortly after their inauguration they held a special meeting at the residence of Mrs. Samuel McDowell, near the General Wayne Inn, and Mr. and Mrs. McDowell presented the Chapter with a fine piece of ground upon which to erect the memorial stone to mark the place where Washington's army encamped, September 14th, 1777, on the way to Paoli. It was decided to dedicate the stone with elaborate program on September 14th, 1896, the 119th anniversary of the day. It was voted that the memorial stone should be a rough granite block, four feet high, two feet wide and two feet thick—the front to be polished and appropriately lettered. According to the press notices of the day the unveiling of the monument created widespread interest. Mayor Jacob Weidel, of Reading, made a patriotic address. The monument was covered with a Betsy Ross flag, made by members of the Chapter, with thirteen stars. A detachment of Battery A, under command of Captain M. S. Stafford, fired a salute of forty-five guns. The inscription on the granite monument states that "On this and adjacent ground Washington's army encamped September

14th, 1777. Erected by Merion Chapter, Daughters of the American Revolution, September 14th, 1896. Ground presented by Samuel R. McDowell.”

**LANDMARKS OF OLD GULF MILLS.**

Following Montgomery Avenue, Ardmore is reached, about eleven miles from Philadelphia; Havertford, twelve and a half miles; Bryn Mawr, thirteen and a half miles, and Gulf Mills, eighteen miles. On entering the Gulf Road another monument is passed, on the ground of the encampment of Washington and his army before going into winter quarters at Valley Forge, in 1777. The Pennsylvania Society of the Sons of the Revolution erected the monument in 1892. They chose wisely in selecting for the memorial stone a native boulder from an adjoining hill. During the night of the Gulf Mills encampment it is said that Washington slept in the Henderson Supplee house, near the monument. Only the charred ruins remain of the old Gulf Mills, which were built in 1747. The Gulf Creek, which supplied the water power, empties into the Schuylkill at Conshohocken.

On the old Gulf Road, about half-way between the ruins of the old Gulf flouring mill and the McFarland mills, is a very curious geological formation known as “hanging rock.” It hangs directly over the roadway, and makes the passage very narrow at this point. Many quaint legends are recounted in connection with this spot; according to one of them,





THE FAMOUS HANGING ROCK OF GULF MILLS.

a pretty bit of sentiment has given the rock another name, that of Toll Rock. On moonlight nights, when the youths of the surrounding country take their lady-loves driving, upon passing beneath the overhanging rock—so states the legend—they are allowed the toll of a kiss, hence the other name.

Near "hanging rock" is what is understood to be "The Gulf." This is where the Gulf Creek passes through the Gulf Hill, and has cleft it to its base in order to effect a passage. The stream, and the road by its side, wind through it somewhat in the shape of an S, and at the narrowest part there is just room enough for both, the whole width being not more

than forty feet. From their temporary encampment just beyond and above the hanging rock, the main body of the Continental army, on December 19th, 1777, marched through this gateway of the Gulf, and moved to their winter quarters at Valley Forge.

After a short run on Gulf Road, the Bird-in-Hand inn is reached. This is said to have been named for an ancient English tavern at the time of the Revolution. The inn was kept by John Roberts in 1786. The popular name of Bird-in-Hand was not only applied to the inn, but to the surrounding settlement, including Mechanicsville, about half a mile distant. It is a business place containing several woolen mills, saw and planing mill, and other manufacturing industries. For a time the Post Office located here was known as Bird-in-Hand, and it retained this name until 1830, when it was changed to its present one of Gulf Mills. A little old historic building long used as a feed store now bears the sign of Post Office; it stands on the left of the road on the way to Valley Forge. A slight detour from here will take the autoist to the famous old church of the "Plummerites," situated about a quarter of a mile southeast of Gulf Mills.

Returning to Gulf Road, the run continues by way of Bridgeport and King of Prussia to Valley Forge. Along this road were found the old Penn milestones, as they were called, having on one side the distance to the city, and on the other the Penn coat-of-arms.



The uppermost one is still standing about three miles below Valley Forge. A road was laid out from Whiteland, in Chester County, in 1723, to the Swedes Ford, now Bridgeport, by way of the present King of Prussia. This shows that the travel at an early period must have been considerable in this direction. The Gulf Road leading from Valley Forge, through the King of Prussia and the Gulf Mills towards the city, is denoted on Lewis Evans' map of the Middle Colonies, published in 1749, thus clearly indicating that this, too, was an early highway.

#### HISTORIC KING OF PRUSSIA.

Just beyond Bridgeport is the historic King of Prussia Inn, as famous for its hospitality to-day as it was over a century ago. The name of King of Prussia, like that of Bird-in-Hand, is applied to the surrounding settlement as well as to the old tavern which was established in 1786, and first kept by John Elliott. It is situated at the intersection of the Gulf and State Roads. The change of the post office names, about the middle of the last century, has occasioned many conflicting statements. Historic facts may be more readily adjusted if it is kept in mind that what is now Gulf Mills was known as Bird-in-Hand post office previous to 1830; that what was known as Swedeland post office previous to 1876 has since been merged with the one at Bridgeport; and that the King of Prussia post office was known as

Reesville previous to 1851, when it was given its present name.

**SCENIC BEAUTY ABOVE BRIDGEPORT.**

The scenic beauty of the run steadily increases between Bridgeport and Valley Forge, a distance of six miles. It is claimed that there are few walks more interesting than that along the tow-path by the river for this distance. The towns, villages, manufactories and scenery presents a varied and increasingly-interesting view at every turn of the river. A quarter of a mile below the famous Catfish Dam, and three miles above Bridgeport, the view is especially fine. Looking up the stream, the falls of the Catfish Dam are seen extending across the river, and about three-fourths of a mile beyond a portion of Port Kennedy is seen nestled in the hills, with its picturesque bridge; and still beyond, forming a central background, the wooded hills of Valley Forge appear to spring directly from the river.

Mount Joy and Mount Misery are the two most prominent hills to greet the traveler on entering Valley Forge from this direction. Tradition asserts that these names were bestowed on the bluffs near the Schuylkill by William Penn. It is said that he lost his way on the hill south of Valley Creek, while exploring the place, and accordingly named it Mount Misery, but in his joy in discovering his whereabouts on reaching the top of the opposite eminence he gave



KING OF PRUSSIA INN ON THE ROAD TO VALLEY FORGE.



A STREET OF DESERTED HOMES AT VALLEY FORGE.

it the name of Mount Joy. Valley Forge was known as Mount Joy previous to 1775, according to the early documents. After that the name of Mount Joy was applied only to the hill so named by Penn, and the settlement in the valley was named for the forge situated upon Valley Creek, about half a mile above its mouth. This forge was burned by the British about two months before the American army encamped there, and the new works were not erected until after the close of the Revolutionary war. The iron used at Valley Forge was made at Warwick Furnace, in Chester County, and hauled there by teams.

### THE VALLEY FORGE ENCAMPMENT.

It was upon Mount Joy that the American Army was encamped, and the automobilist may visit the headquarters of the various officers and many places of interest in the vicinity—by entering Valley Forge by this route—that are frequently missed by sight-seers who enter by train, and find their center of interest in Washington's Headquarters near the station. The historic Potts mansion, which was selected by General Washington as his headquarters, is probably the most widely known of any building connected with the Revolutionary War. For six months it was the home of Washington, during that terrible winter of privation and suffering for the American Army, from December 19th, 1777, to June 19th, 1778. The building was erected by John Potts in

1759, and at the time of the encampment it was the home of his son, Isaac Potts, then the proprietor of the Valley Forge.

The woods above Port Kennedy are full of interest to those who can make the run to the site of the "huts in the woods," to the place where Baron Steuben drilled the soldiers, and to the one lone grave of the encampment ground, in the field opposite this piece of woods. The shallow cellars of the famous "huts in the woods" appear to be in lines of streets running north and south, and can be readily traced. It is said that the Northern and Eastern troops placed their log cabins much deeper in the earth than their Southern comrades. They were, therefore, better protected from the cold, and the mortality was less than among the soldiers whose huts were almost entirely above ground.

#### **PROMINENT HEADQUARTERS.**

After visiting the Valley Forge Park, with its new monument, the headquarters of the various generals may be visited in turn. On what is now known as Edwin Moore's farm was the headquarters of General Muhlenberg; while the Jones property, near the bridge over the creek, then owned by John Brown, was the headquarters of General Knox.

About half a mile from Washington's headquarters a line of entrenchments crosses the road, beginning near the Schuylkill and extending southward fully a

mile, terminating near the Chester County line. On the farm of William Stephens, a few yards north of this road, is a redoubt near the Schuylkill, placed there to command Sullivan's Bridge, which was just below Catfish Island, in case of an attempt being made to enter the encampment from the north side of the river. On the south side of the road, and in front of these entrenchments, is a redoubt called Fort Hamilton, and another called Fort Washington, nearly a mile south and close to the Chester County line.

At the corner of a field and road leading from Centreville to Valley Forge the "Sons of the Revolution" have placed a stone to mark the location of General Wayne's headquarters, on the farm owned by William Henry Walker. Upon the memorial stone is inscribed: "600 yards east from this stone is the headquarters of Major-General Anthony Wayne." Although this old homestead has been modernized, it is one of the most interesting of the group of officers' headquarters that cluster around Valley Forge. Near the famous "Moore Hall," at the home of Moses Coates, Generals Gates and Mifflin and Colonels Davis and Ballard were quartered. Other officers had their headquarters at Jacob Pennypacker's. In fact, it seems that the majority of the historic homesteads of ancient Valley Forge were pressed into service for quartering the officers of the American Army during that memorable winter of



the encampment, while the soldiers were sheltered in the huts and tents on the surrounding hillsides.

The automobilist has the advantage of being able to quickly visit in succession these many interesting homesteads. The picturesque Washington spring, across the road from Valley Creek, a short distance from Washington's headquarters, should also be visited; and the handsome country residence of Attorney-General Knox, where President Roosevelt was entertained on June 19th, 1904.

For a change of route, the return trip from Valley Forge may be made by way of Bridgeport, Norristown, the Reading Pike, Chestnut Hill and Germantown.



A MODERN WAY OF BRAVING THE RIGORS OF A  
VALLEY FORGE WINTER.



## By Suburban Villas to Fox Chase.

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### DISTANCE FROM PHILADELPHIA.

About ten miles by shortest route out Second Street Pike. Few miles further by York Road route. Going, return, and side trips cover about twenty-five miles.

### ROUTE.

Out Broad Street, Erie Avenue and Old York Road to Green Lane. Out Green Lane, Tabor Road and Second Street Pike to Fox Chase. Return down Second Street Pike direct through Lawndale and Olney, and down Fifth Street, Rising Sun Lane and Broad Street.

### ROADS.

Smooth, hard pike, and good macadam.

### WHAT TO SEE.

Hunting Park.

Historic "Stenton."

Logan Burying Ground on the Wingohocking.

"Oak Hill," the Lippincott homestead.

"Cornwallis Lane," leading to Cornwallis's headquarters.

Beautiful old "Solitude."

Historic "Fairfield."

The P. A. B. Widener Home for Crippled Children.

The Jewish Hospital.

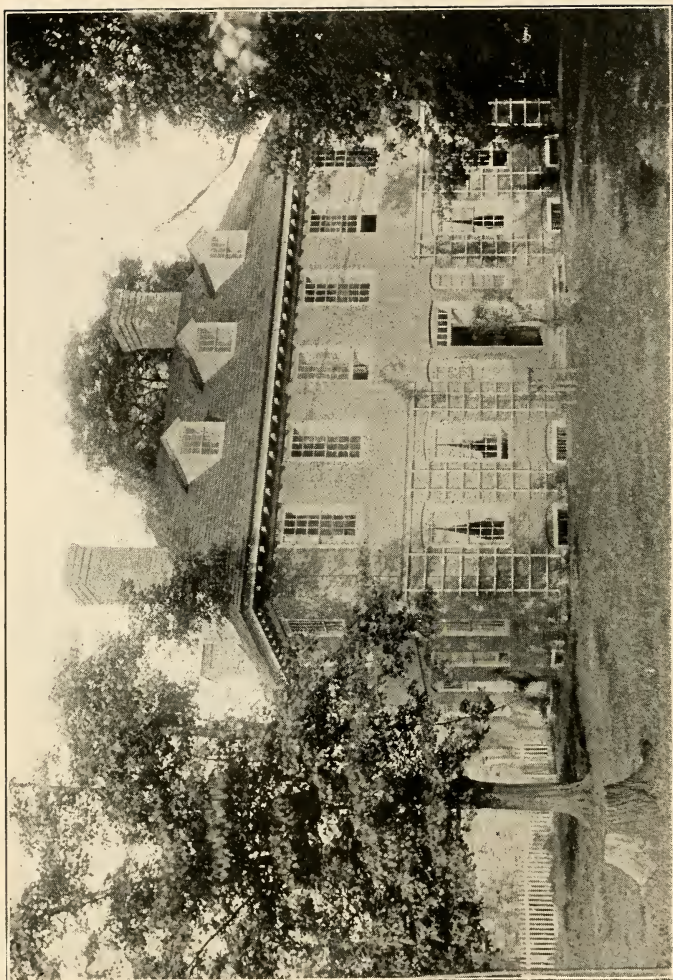
The Butler homestead of Fanny Kemble fame.

Homesteads of Branchtown and Green Lane.

Old Trinity Oxford Church.

Ancient hostelries of Fox Chase.

Beautiful "Burholme," soon to be added to the city park system.



STATELY OLD STENTON, JAMES LOGAN'S HOME.

## By Suburban Villas to Fox Chase.

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With Many Quaint Old Homesteads, Beautiful Country Seats  
and Spots Famous in History Along the Way.

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From Broad and Market to Fox Chase is a distance of only ten miles, by way of the shortest route, out Second Street Pike. But this is one of the many auto trips that demand two distinct routes in order to secure the most enjoyment from the outing. Going by way of Old York Road, Green Lane and Tabor Road will add two or three miles to the trip—according to the short side trips found desirable; but at most it may be made in two hours—even when keeping within the mileage limit, allowing several pauses for points of special interest and supper at one of the historic inns of Fox Chase; with another hour allowed for the shorter route home—with fewer pauses—by way of Second Street Pike, Feltonville and Olney.

For the outgoing trip, run north on Broad Street to Erie Avenue, turn to right out Erie Avenue to Old York Road. This is one of the oldest roads in the suburbs of the city, and one thronging with Revolutionary memories and picturesque views. It has taken its name from the fact that it was the first road leading from Philadelphia to New York, and from its antiquity, as it was one of the earliest to be laid out in the vicinity of Philadelphia. It was laid out

in 1711 from what is now Center Bridge, on the Delaware River, to Philadelphia. Center Bridge in those early days was known as Coryell's Ferry—about four miles above New Hope.

In 1803, nearly a century after Old York Road was laid out, a petition was sent to the Governor to authorize a turnpike.

The Willow Grove and Cheltenham Turnpike was begun and finished as far as Willow Grove in 1804. The turnpike began at the junction of Old York Road and Germantown Avenue. At that time one of the most famous of the ancient hostelries was situated at the junction of these two roads—the Rising Sun Inn. It was burned by the British in 1777, but the historic name still clings to the neighborhood.

#### **WINGOHOCKING CREEK ROMANCE.**

On entering York Road from Erie Avenue, Hunting Park is noticed on the right. This is now a part of the park system of the city. Just beyond, on the left, the James Logan country seat is passed, with a glimpse of the famous Logan homestead, "Stenton," standing up in the center of the grounds, and the ancient burying ground, with its low stone wall, on the hill slope leading down to Wingohocking Creek. According to tradition, it was here, where the Wingohocking Creek winds down to York Road past Stenton, that the good Indian chieftain, Wingohocking, standing with James Logan on the border of the

stream, proposed to Logan to change his name and assume the musical one of Wingohocking, for the Indian chief loved the white man, and this was a favorite method of showing it. Logan convinced him that the law would make it difficult for him to give up his name, but said: "Do thou, chief, take mine and give thine to this stream, which passes through my fields, and when I am passed away, and while the earth shall endure, it shall flow and bear thy name." And Wingohocking Creek it became, and thus the old chief received his lasting memorial.



STENTON BURYING GROUND, SLOPING DOWN TO OLD YORK ROAD.

In the hollow just beyond stood a snuff mill in the early days, and the hill was known as Snuff Mill Hill. This was one of the worst parts of the original York Road. A deep mire of black mud extended through the hollow and partly ascended the hill, and it is said that horses were frequently seen in the old stage coach days struggling in it to their knees. "Oak Hill," the beautiful estate of J. Bertram Lippincott, extends along York Road, on the right, beyond Win-

gohocking Creek. There is an attractive lodge house at the entrance, and a winding driveway, shaded by magnificent overarching trees, leads up to the mansion, where stately Grecian pillars form an arcade of grandeur.

#### HISTORIC "SOLITUDE."

Adjoining the Lippincott estate is historic "Solitude." This place cannot be seen from York Road, as the ancient mansion and spacious grounds stand well back from the roadway, but it is well worth the slight detour necessary to visit the famous headquarters of Lord Cornwallis (which was owned by John Roberts at the time of the Revolution), and the mansion which John Roberts built for his daughter Sarah in 1775. The old Roberts homestead has been destroyed, as it was in the line of the Torresdale Boulevard; and the stately "Solitude" mansion and its surrounding acres, which has long been known as "Mrs. Keim's plantation," and in which Harriet DeB. Keim, the granddaughter of John Roberts, died at the age of 97, a few years ago, has been sold to a building operation. But much of its former grandeur still remains, and traditions of its occupancy by the British still cling to the place.

The lane leading to "Solitude"—still known as "Cornwallis Lane"—is entered by a gateway with rough stone pillars, at the end of the Lippincott grounds. The old lane is rough traveling in wet weather, and full of ruts at all seasons, but the dis-



tance is short, and it is worth a little shaking up to visit the ancient homestead and the improvements along the line of the new boulevard. Logan Station is next reached, where the name of James Logan, William Penn's famous secretary, is perpetuated in the name of the station and the surrounding settle-



" SOLITUDE " IS WELL WORTH A DETOUR FROM YORK ROAD.

ment. Broad Street enters Old York Road at this point. If desirable, in making the trip to Fox Chase by way of Broad Street and York Road, the auto may continue up Broad Street's smooth thoroughfare to Logan; but as York Road is equally good traveling at



all seasons, it will pay to make the turn at Erie Avenue, in order to pass these intervening points of interest.

#### FAIRFIELD AND ITS MEMORIES.

Just above Logan—still on the right of York Road—is beautiful, historic Fairfield. Part of it was built two hundred years ago, and during the yellow fever epidemic in Philadelphia, when Stephen Girard did such noble work for his fellowmen, many refugees fled here for safety. It was originally called Newington by the Richardsons, who purchased the land in 1686. It was afterward named Clearfield by Henry Drinker, who resided here until 1796. It was then bought by D'Brahme, who lived in great state, and was famous for his lavish hospitality. John Hart—popularly known as Philadelphia's first druggist—was the next owner. He named the place Fairfield, and built a new house a short distance from the old one. He sold the place to Alfred Cope, from whom it passed to his daughter, Mrs. Philip C. Garrett.

What was considered the finest residence within fifty miles of Philadelphia, when built in 1852, is just beyond Fairfield. It is known as Woodfield, and was built by Joseph Swift. The mansion was modeled after one of the castles on the Rhine. In 1809 Swarthmore, the country seat of Thomas Morris, adjoined Woodfield. Thomas Morris belonged to the family of Captain Samuel Morris, the first commander of the First Troop, Philadelphia City Cav-

alry, and Governor of the State in Schuylkill. This famous country seat is now occupied by the Jewish Hospital, which was originally located in West Philadelphia, at Fifty-sixth Street and Haverford Avenue. It was opened in August, 1866, and having outgrown its West Philadelphia quarters, it secured its present site, and the institution was moved to its charming location on the Old York Road.

**THE BUTLER PLACE.**

Beaumont, formerly the country seat of the Rodgers family, was opposite the Jewish Hospital. This stood on the left of the roadway. The land was originally a part of the tract belonging to Charles Wilson Peale, the famous portrait painter. John Rice built the mansion, but afterwards sold it to John



THE BUTLER MANSION OF FANNY KEMBLE FAME.

D. Rodgers, late president of the Tradesmen's Bank. The P. A. B. Widener Home for Crippled Children is now one of the most interesting places at this section of Old York Road. This stands just below Thorp's Lane, while just above the lane is the Butler place of Fanny Kemble fame. A fine avenue of trees leads from Thorp's Lane to the fine old country mansion. This was originally the main entrance way, but since the Frankford trolley line has been cut through, Thorp's Lane is merged into Olney Avenue, and there is now a steep embankment, spoiling the effect of the fine old sweep of driveway. The mansion is partially hidden from Old York Road by a thick hedge surmounting a stone wall, but the glimpses which one can catch of it, here and there, bespeak an old Colonial home of importance.

The house was built in 1791 by a Frenchman named Boullange. It passed into the possession of Major Pierce Butler, of Charleston, S. C., in 1810. The grounds include over a hundred acres, and have an extended frontage on Old York Road on the east, on Thorp's Lane on the south, and old Branchtown Turnpike on the west. The western boundary is also skirted by Thorp's dam, which was once a beautiful sheet of water, but which is now marshy meadow, with the breastwork fallen, the mill-wheel silenced, and all its romantic beauty dispelled. The property is now owned by Mrs. Owen J. Wister, the great-granddaughter of Major Butler.



AVENUE OF TREES LEADING FROM THORP'S LANE TO THE BUTLER MANSION.

Major Pierce Butler was of the family of the Duke of Ormond. He was born in Ireland on July 11th, 1744, and was the third son of Sir Richard Butler, of Garryhunden County. For some years previous to the Revolution Major Butler was stationed in America. He was a major of a British regiment in Boston, but becoming enthused with the republican ideas advocated all about him, he joined his fortunes with the Americans. In 1787 he was a delegate from South Carolina to Congress, and a member of the convention which framed the Constitution of the United States. He was also one of the first Senators from South Carolina. In 1768 he married a daughter of Colonel Middleton, of Charleston, S. C., and after he retired from the army he owned two plantations in Georgia—Butler Island, a rice plantation of two thousand acres, and St. Simons, a sea-island cotton plantation of six thousand acres.

After purchasing the York Road property, in 1810, he spent his remaining years here. His son married Fanny Kemble, the famous actress, and for a time the couple lived here; the place at that time was known as Bramblethorpe, although it has since been known as the Butler place. It has remained to the present day in the possession of the direct descendants of Major Butler.

The Nedro house, which stood directly opposite the Butler place during the Revolution, has been torn down. In it were quartered some of the British



officers during their occupancy of Philadelphia. Right across the York Road at this point the British made a barricade, and considerable fighting took place in the vicinity.

Just above this historic spot the Old York Road passes through Branchtown. Take the first turn to the right—at Green Lane—and pass out the lane to the railroad station at Fern Rock. Kenilworth Inn, on the left, was once the home of Kane, the Arctic explorer. Green Lane passes the railroad and continues past Champlost, the famous Fox estate, which stands on the right, a little in from the lane, while opposite Champlost estate is the historic White Mansion, overlooking the big reservoir now being con-



CORNWALLIS HEADQUARTERS, DESTROYED BY THE BOULEVARD.



structed to supply the residents of Oak Lane with filtered water from the Torresdale plant.

#### QUAINT FOX CHASE.

From Green Lane take the first road to the right above Champlost, and turn to the left on reaching Tabor Road. Continue out Tabor Road to Second Street Pike, and again turn to the left to continue up the pike to Fox Chase. The historic Trinity Oxford Church is noticed at the right of the pike, on Church Road, and just beyond is Fox Chase, a village that combines the quaint charm of the old with the enterprise of the new. There are two ancient hotels here with many touches of Colonial times about them. Of special interest in the vicinity of Fox Chase is beautiful Burholme, the country seat of the late Robert Waln Ryers, which will soon become a part of the city park system. It reminds one of an English country seat. A long graveled avenue, bordered with fine trees, leads up the hill to the mansion, which is built upon a foundation of solid rock. This extensive estate is the beginning of the Cheltenham Hills. Stakes were driven in the high ground surrounding the mansion when the Southern troops were feared before the battle of Gettysburg.

On the return trip down Second Street Pike a direct run may be made through Lawndale, Olney and Feltonville, down Fifth Street to Rising Sun Lane, and out Rising Sun Lane to Broad Street.

## Reading and the Schuylkill Valley.

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### DISTANCE FROM PHILADELPHIA.

Fifty-two miles direct by Reading and Perkiomen Pike. One hundred and ten miles will cover return and views of Reading. Many interesting side-trips of from ten to thirty miles will prove alluring.

### ROUTE.

Out the Reading Pike by way of Germantown, Chestnut Hill, Norristown, Collegeville and Pottstown. Return by same direct route when time must be considered. For leisurely touring return by extending run from Reading to Allentown, and home by way of Quakertown, Perkasio, Hatfield, Lansdale and the Bethlehem Pike to Chestnut Hill.

### ROADS.

Good, hard pike roads, with a few stony stretches in vicinity of Reading.

### WHAT TO SEE.

Ancient inns of Pottstown.

Historic bridges over the Schuylkill River and Manatawny Creek.

Iron works on the Manatawny.

The famous Potts residence.

The Pottstown Fair Grounds.

Founderies and silk mills of Bramcote.

Famous sites, relics and homesteads of Reading.

Modern industries of Reading.

Scenic beauties of Penn's Mount and the Neversink Mountain.

Noted hotels on the mountain summits.

Numerous inns of stage-coach days along the old Pike.



PERKIOINEN BRIDGE HOTEL ON THE READING PIKE.

## Reading and the Schuylkill Valley.

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Along the Rippling River, by Peaceful Canals, and Venturesome  
Climbing Up Steep Mountain Roadways.

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An auto trip to Reading should be planned for a vacation trip, or a time of special leisure, when several days may be allowed for the outing. The run from Philadelphia to Reading may be made to cover only a little over a hundred miles, including the return trip, and several interesting side trips in the vicinity of Norristown, Bridgeport, Swedeland, etc., and may readily be included in a single day's journey, if the *run* is the main feature, with short pauses at places of modern and historic renown. There are few automobilists, however, who have made their first trip to Reading with the idea of returning the same or the following day, who have not regretted their failure to allow extra time for side trips over the mountain roads and along the beautiful waterways in the vicinity of Reading. For instance, a run from Reading to Kutztown, a distance of about twenty miles, and on to Allentown, about forty miles, with a return trip by a more roundabout way (making somewhat over eighty miles between Reading and Allentown), will be well worth an extra day's journey, the sightseeing taking more time than the mileage. Or the trip from Reading to Harrisburg, a distance of about fifty-two miles, may be made before

the return to Philadelphia; or the still more interesting run from Reading to Lancaster, by way of Adamstown and Ephrata, will take the tourist through quaint communities, and towns and villages of old-world aspect, among the Shakers and Amish and the Mennonites.

The provision of an extra tire, and a quantity of tire tape, will be a wise precaution, as many of the roads in the vicinity of Reading, while considered among the best pike roads in the State for other driving, play havoc with rubber tires because of the stone roadbed—not the loose stones of a macadamized road, which are pushed aside by the broad tires with little injury, but the firm rocks of the natural roadbed deeply embedded, with their harsh projections immovable.

#### **PIKES FAMOUS SINCE CONESTOGA DAYS.**

With the exceptions of these rocky stretches the pike roads of this section are uniformly good. In fact, the excellent pikes, as well as the beautiful mountain scenery, and picturesque canals, have made this section of the State popular for tourists since the days of conestoga wagons. It is claimed that the earliest internal improvements which brought Berks County into direct communication with other sections of the State were the three great turnpike roads, namely, the Reading and Perkiomen, from Philadelphia to Reading, fifty-two miles; the Cen-

ter, an extension of the former, from Reading to Sunbury, eighty-two miles; and the Berks and Dauphin, from Reading to Harrisburg, fifty-two miles. These highways have been preserved in good repair at a very small annual expenditure, and attest the wisdom and engineering skill of the old surveyors by whom they were constructed. The turnpikes were succeeded by the canals, of which the Union Canal is the oldest, having been projected in 1821, and opened to navigation in 1826. It commences at Middletown, on the Susquehanna, and enters the Schuylkill at Reading. The Schuylkill Canal, although projected at a later date, was completed about the same time. It extends from Port Carbon, in the Schuylkill coal region, follows the course of the river down through Reading, and terminates at Fairmount, Philadelphia, its whole length being one hundred and eight miles. The combination of canal and river and mountain scenery, intersected by pike roads, makes the tours in the vicinity of Reading ideal, aside from the historic interest of surrounding towns and villages.

The route from Philadelphia to Sanatoga and Pottstown is familiar to those who have taken the popular run to Ringing Rocks. On approaching Pottstown a turn to the left will lead to Sanatoga Park. On the right the famous Hill School for Boys is noticed. The buildings stand on a high hill, surrounded by fine grounds. The imposing buildings of the Pottstown Iron Company are noticed on the left



as we approach the center of the town. Pottstown enjoys the distinction of being the first laid-out town in Montgomery County, having been surveyed and designed for a city by John Potts in 1753, thus antedating Norristown over thirty years. Like his great exemplar, William Penn, he placed the streets at right angles and in line with the cardinal points, and High or Main Street in Pottstown, like Market Street, Philadelphia, was laid out nearly a hundred feet wide.



PERKIOMEN BRIDGE AT COLLEGEVILLE.

Many famous old taverns have been noted in Pottstown since the days of early stage-coaching. The Rising Sun Inn, whose history goes back to 1776, stood at the southeast corner of Main and York Streets. The Reading mail stage for Philadelphia stopped there four times every week. This subsequently became one of the most noted stage-stands in the upper part of the county. It is claimed that Washington stopped at this inn during his two visits to Pottstown—once in 1777, when his troops were encamped in

the neighborhood, and again in 1794, when on his way to suppress the Whiskey Insurrection. Opposite this inn, near the beginning of the last century, there was another public house, whose sign was the "Swan," afterwards changed to "Washington," and later to the "Farmers' Hotel." Before the introduction of railroads stage lines did an important business here. In 1794 the Reading stage started from the White Swan, in Race Street, Philadelphia, on Wednesdays and Fridays, and this line, in its upward trip, remained over night in Pottstown. William Coleman, in 1804, became the proprietor and driver of the Reading mail stage, starting from the "White Swan" every Tuesday and Friday, and passing through Norristown, Trappe and Pottstown. Mr. Coleman put on an extra line in the summer of 1811, leaving the Rising Sun Tavern, of Pottstown, every Tuesday morning, at six o'clock, and arriving in Philadelphia in the evening, returning from the White Swan on Thursday mornings at the same hour, and reaching Pottsgrove or Pottstown in the evening, the fare being \$2.25. In 1830 the Reading and Pottsville stages arrived daily. A tri-weekly stage line was established in 1828, starting from the Union Hotel of Pottstown to Kimberton, by which route passengers could also proceed to Philadelphia, or to Lancaster, Pittsburgh and the West.

There is a peculiar fascination for the automobilist in studying the old stage lines of a century or more

ago, and visiting the historic inns from which they made their start, while comparing the speed and the conveniences of the ancient coaches with that of the modern road car. There are several fine bridges in Pottstown. The oldest is the stone bridge at the western end of the borough, over which the Perkiomen and Reading turnpike passes. It was commenced in 1804 and completed in 1806. The bridge over the Schuylkill at Hanover Street was built in 1819, swept away by the great freshet of 1850, and rebuilt, five feet higher, in 1852.

#### ON THE MANATAWNY.

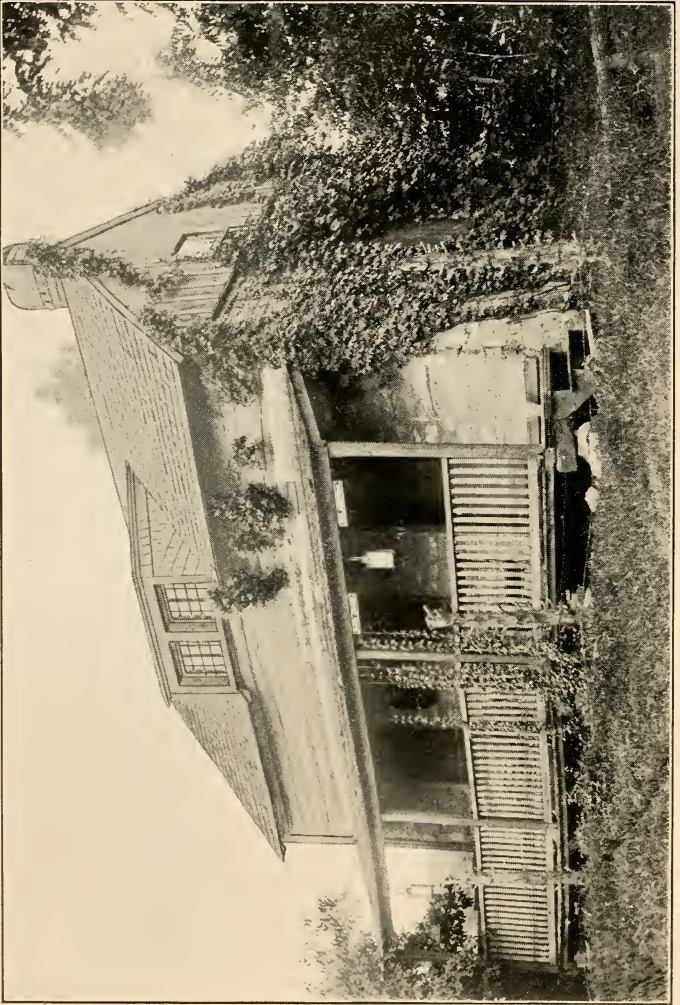
The Reading Railroad crosses the Manatawny a short distance below the turnpike by a substantial stone bridge of five arches, ten hundred and seventy-one feet in length. The turnpike leads through many charming bits of scenery in the vicinity of these waterways. Iron works and a forge were established on the Manatawny as early as 1717. The historic Mill Park Hotel is noticed on the right after crossing the creek. This was built by John Potts in 1753. It was originally used as his residence, and at that time was the wonder and pride of all the country round about. The Pottstown Fair Grounds are also noticed on the right of the pike, and just beyond these stands an ancient homestead which is said to have been used as a hospital during the Rebellion. The scenery all along the creek is fine. For miles the

creek winds around among the hills, through farm and meadow land, and mountains are soon noticed in the distance. After passing Stowe, Bramcote is reached, with its many foundries and silk mills. The scenery becomes more mountainous, and increases in beauty on approaching Reading, and many fine old inns are passed on the way all along the pike.

### READING'S BEAUTIFUL SITUATION.

Reading is the seat of justice of Berks County. It was named after the ancient borough of Reading and market-town of Berkshire in England, which it is said to resemble in some of its geographical environs. It was laid out in the fall of 1748 by the agents of Richard and Thomas Penn, then Proprietaries of the Province of Pennsylvania. Settlers were invited to it "as a *new town* of great natural advantages of location, and destined to become a prosperous place." The original settlers were principally Germans, who had emigrated from Wirtemberg and the Palatinate, although a few Friends who settled here under the patronage of the Penns had control of the government prior to the Revolution. For many years the German tongue was almost exclusively spoken.

Reading is beautifully situated, on the eastern bank of the Schuylkill River, fifty-two miles east (fifty-four by railroad) of Harrisburg, and fifty-two miles northwest (fifty-eight by railroad) of Philadelphia. It is built upon a plain sloping gently from



LOG CABIN STUDIO NEAR NEVERSINK MOUNTAIN.

Penn's Mount, an eminence on the eastern side, to the river. Penn's Mount is of special interest to the automobilists who delight in hill climbing by easy grades, but even more attractive is the beautiful Neversink Mountain of East Reading. Now that a trolley line has been built to wind round and round the mountain, to the Neversink Mountain House on its summit, there is a safe roadway for the auto tourist, who has the advantage of being able to stop at will, and enjoy the magnificent views disclosed with each curve of the ascent. The approach to Neversink mountain is one of exquisite beauty. After passing through a charming valley, and rounding a horse shoe curve, Carsonia is reached, with its pleasure park, on approaching the mountain. Then, after passing through a beautiful strip of woodland the wonderful "Neversink" is reached, and the roadway is entered that winds around the mountain. After enjoying a series of views of the city of Reading, which lies beneath on our upward climb, the mountain views increase in beauty with each turn of the puffing road car. Spread out beneath us, on every side, is an exquisite and constantly changing panorama of hill and valley, canal and river and woodland.

As we wind higher up the mountain, the White House Hotel is passed, perched high on the mountain side and overlooking a beautiful view. Then the roadway winds through a woods, and the scenery be-



comes wilder, with only the trees to be seen far below. Then another magnificent view bursts upon the sight, with the Welsh Mountains visible in the distance. From this view the Centennial Springs Hotel is seen as in an abyss; and we continue to climb, constantly winding, until a height of 1,100 feet is reached. From this height, on one side of the mountain, we get a birds-eye view of Reading; on the other side there is a magnificent view of the Schuylkill Valley, with the river winding through it like an S, and three railroad bridges (the Reading Railway is on one side of the river and the Pennsylvania on the other), while the narrow waterway and the picturesque locks of the canal give an additional touch of beauty, stretching out its sinuous length through meadow and woodland far in the distance.

The thrill and exhilaration of the mountain climb, and the grandeur of its succession of panoramic views, is replaced by more prosaic attractions as we descend again into the valley fragrant with sweet fern, and enter the city of Reading from the Never-sink side of the town, where historic interests cluster. One of the few houses of ante-revolutionary date, which still stands as a monument to the colonial era of Reading, is a two-story stone building on the northeast corner of the public square, at Fifth and Penn Streets, now occupied by the Farmers' National Bank. It was erected in 1764, and was originally kept as a public house

or inn. Tradition states that Washington was entertained here when on his way to join the troops which were called out to suppress the Whiskey Insurrection, and this incident has been so well authenticated that it may be set down as a fact. The building had few alterations or improvements, but was well preserved in nearly its primitive form when it entered its new field of usefulness as a bank.

### LANDMARKS OF READING PIKE.

The return trip may be made by way of one of the side trips from Reading, if desirable, without retracing any part of the run. For instance, if the tour is extended from Reading to Allentown, the home run may be made by way of Quakertown, Perkasie, Sellersville, Souderton, Hatfield, Lansdale, and the Bethlehem Pike to Chestnut Hill. If, however, the return route is direct from Reading to Chestnut Hill, the Reading and Perkiomen Pike should again be traversed. The river and valley road, on the opposite side of the Schuylkill, may prove alluring at the start, and promise change of scenery; but it is muddy in wet weather, dusty in dry, and always stony and rough in many long stretches over the hill slopes. It will be interesting to note the many ancient inns that are passed when making the direct journey along the pike from Reading to Chestnut Hill. Historic inns have the aspect of hospitable old country road houses between Reading and Pottstown, as they

stand alone along the pike, without surrounding villages or towns. On approaching Pottstown a stop at one of the hotels, for filling the water tank, will call forth a crowd of inquisitive onlookers, who still consider an automobile an object of curiosity. At Trappe two ancient inns of Revolutionary fame are passed, known as the old Lamb Hotel and the Lower Hotel of Trappe. At Collegeville the historic Perkiomen Bridge Hotel is of special interest. While between Collegeville and Norristown are found the quaint old Eagleville tavern, the Trooper Hotel and the Jeffersonville Inn. Many traditions cluster around the latter.



EAGLEVILLE HOTEL ON THE READING PIKE.

## Wrightstown and its Monument.

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### DISTANCE FROM PHILADELPHIA.

Thirty-six miles by Willow Grove and Doylestown route; 40 miles by Newtown and Bristol Pike route. Seventy-six miles will cover attractive circuitous route.

### ROUTE.

Out Old York Road to Willow Grove; thence by way of Doylestown, Bushington, Forest Grove, Wycombe and Penn's Park to Wrightstown. Return by way of Ryan's Corner, Newtown, Bridgetown, Langhorne, Hulmeville, Midway, Bristol, Torresdale, Holmesburg and Frankford.

### ROADS.

Good to Doylestown; fair from Doylestown to Bristol; good from Bristol to Philadelphia.

### WHAT TO SEE.

Landmarks of Horsham, Warrington and Bridge Point, between Willow Grove and Doylestown.

“Early implement” display at Doylestown.

Landmarks and famous old pike roads of Doylestown Township.

Picturesque Wycombe Mill Creek and Wycombe pleasure park.

Old Anchor Tavern near Penn's Park.

Historic Friends' Meeting House at Wrightstown and ancient burying-ground.

Old hostleries and toll-gate at Wrightstown.

Monument at the starting-point of the famous “Walking Purchase.”

Landmarks of Newtown, and church where Hessian prisoners were confined.

The famous George School.

Bucks County Country Club.

The Richardson Homestead at Langhorne.



WRIGHTSTOWN MONUMENT OF "WALKING PURCHASE" FAME.

## Wrightstown and Its Monument.

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The Town of "Walking Purchase" Fame, with Surroundings of Mountains and Creeks, Visited by a Circuitous Route.

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An auto run to Wrightstown may be made within a thirty-six mile limit direct from Philadelphia, by way of Willow Grove, Doylestown, Bushington, Forest Grove, Wycombe and Penn's Park. The return trip by a different route should include the forty-mile journey by way of Ryan's Corner, Newtown, Bridgetown, Langhorne, Hulmeville, Midway, Bristol, Torresdale, Holmesburg and Frankford. This distance will allow for slight detours for visiting famous inns and historic homesteads a little off from the main thoroughfares, and many short side trips may be taken that will bring the run somewhat over the hundred-mile limit. For instance, the side trip to Ottsville—about eleven miles from Doylestown, by way of Dyerstown, Danboro, Plumsteadville, Pipersville and Tohickon Park—will be of special interest because of the monument marking the first stop in the celebrated "Walking Purchase," standing near the Ottsville Hotel, which is over two hundred years old. This will appeal to the traveler after viewing the Wrightstown monument marking the starting point of the famous Walking Purchase made by Penn's heirs in 1737.



The York Road route to Willow Grove is described in the chapters on Fox Chase, Cheltenham and Hatboro. At Willow Grove take left fork in front of Park to Horshamville, Warrington, Bridge Point and Doylestown, twenty-six miles from Philadelphia. Little Neshaminy Creek, near Horsham, and Big Neshaminy Creek, above Warrington, provide a succession of attractive views, and noteworthy trees are found along the route. At Warrington is a tall pine tree, claimed to be not only the tallest, but the oldest of any tree in the vicinity. It is a noble monarch of the original forest, and can be seen ten or twelve miles away, as it stands on the highest point of land in Bucks County. The historic inn, now known as the Warrington Hotel, dates back to about 1750.

#### **DOYLESTOWN.**

On reaching Doylestown a visit to the courthouse is one of the first attractions for the sightseer, because of the unusual collection of relics and early implements of Pennsylvania householders and farmers, there on exhibition. The whole area of Doylestown and vicinity is in view from the top of the courthouse cupola, showing a rolling and diversified surface, with the spurs of Iron Hill breaking it along its northwest boundary, and the winding branch of the Neshaminy and its tributaries, supplying power for various mills.

### DOYLESTOWN'S GOOD ROADS.

From this view the tourist may also obtain an idea of the allurements of numerous side trips from Doylestown, over ancient thoroughfares leading to famous landmarks, as the whole of Doylestown Township is intersected by numerous roads, many of which have been turnpiked. The two oldest which still remain highways are the Easton road, laid out in 1723 from the county line to Dyerstown, and that from the York Road at Centreville to the Schuylkill at Norristown. The former was called the Dyer's Mill Road, and the latter the North Wales Road for many years, and they intersect each other nearly at right angles in the heart of the village of Doylestown. The road from Doylestown to the York Road, above Bridge Valley, was laid out in 1764. In 1752 a road was laid out through what is now Doylestown, but then Warwick, and merging into the Newtown or Swamp Road just below "Pool's Corner." This road crosses the turnpike at "The Turk," and the Neshaminy at Deep Ford.

The Swamp Road, which forms the northeast boundary of Doylestown, and runs through Quakerstown into Milford Township, was laid out in 1737, and was then called the Newtown Road. In 1752 a road was laid out from the Easton Road just above "The Turk" (as the popular old road house beyond Edison was called), to the Lower State Road. The auto tourist will find it difficult to choose the most

desirable route, and may wisely decide to allow a longer time for the trip, and include a run over the majority of these old roadways, and thus enjoy many side trips before continuing to Wrightstown.

On the main road to Wrightstown Bushington is the first village passed. Just beyond is Forest Grove, where there is a fine view to the left, and then Wycombe Mill Creek is crossed, at the village of Wycombe, with its pleasure park for picnics. The tourist finds himself in one of the oldest of the many settlements in this section on reaching the next little village known as Penn's Park. The original Penn's Park was laid off in 1695. It was a tract of land one



ANCHOR HOTEL OF WRIGHTSTOWN.

mile square, surveyed and designed as the site for a town, but the town never realized the dream of its founders. "The Anchor," one of the most famous of old-time taverns in central Bucks County, is a short distance from Penn's Park, and the drives in this vicinity give attractive views of the Buckingham Mountains.

### WRIGHTSTOWN LANDMARKS.

At Wrightstown many interests center in the vicinity of the old meeting house. The first meeting of Friends was held at John Chapman's in 1686. Meetings were held at private houses until 1721, when Falls Quarterly gave permission to Wrightstown to build a meeting house, which was erected on a four-acre lot, the gift of John Chapman.

The quaint saying that Wrightstown was called after a "runagadoe" excites the curiosity of the questioner seeking information in regard to the naming of the place. An odd letter has been brought to light which explains its meaning—a letter written by Phineas Pemberton to William Penn, in England, dated 27th, 11th month, 1687. He says:

"The land I have in Wrightstown is twelve hundred ackers, and only one settlement upon it. I lately offered to have given one hundred ackers if he wold have seated there, and he has since bought one hundred at a very great price, rather than go so far into the woods. There is about five hundred ackers yet

to take up in the towne. The people here about are much disappointed with sd. Wright and his cheating tricks he played here. They think much to call it after such a runagadoe's name. He has not been in these partes several yeares, therefore desire thee to give it a name. I have some times called it Center-towne, because it lyes neare the center of the county, as it may be supposed and the towne is layd out w'h a center in the middle of six hundred ackers or thereabout."

The Wright referred to in Mr. Pemberton's letter is thought to have been Thomas Wright, who was associated with William Penn in the West Jersey venture. William Penn did not see fit to change the name of Wrightstown, although it was called after a "runagadoe."

The little old toll gate at Wrightstown is an interesting relic that has long been associated with the good condition of the roads in the township. The interest in good roads began very early in this district. The spirit of improvement set in about 1720. The opening of a portion of the Durham Road down toward the lower Delaware, and the one now known as the Middle Road, leading from Philadelphia to New Hope, which meets the former at the Anchor tavern, near the center of the township, destroyed its isolated situation, and encouraged a number of new settlers to take up land and establish village improvements.

The most interesting spot in Wrightstown, and one that should be visited by every tourist, is the old burial ground of the Friends' meeting house, where some of the most famous of the Quaker preachers of the past have been buried, and the historic surroundings made famous by some of the most absorbing incidents of the early civil history of this country, and also one of the first departures from that policy of strict honesty and fairness which distinguished the dealings of William Penn and his heirs with the Indians, now known as the "Walking Purchase."

#### A FAMOUS MONUMENT.

In the corner of this old graveyard there stands a rough stone monument, where once stood a wide-spreading chestnut tree, that over a century and a half ago sheltered a remarkable company of white men and Indians. They had assembled there for the start on the historic walk which had been agreed upon to determine the extent of the purchase made by William Penn of the Lenni-Lenape, or Delaware Indians, fifty years before.

After standing for a century and a half as a landmark of that historic region, the old chestnut tree fell a victim to time, and the Bucks County Historical Society placed on the spot a time-enduring monument, and had inscribed on the large boulder which forms part of the pedestal this inscription:





HISTORIC WRIGHTSTOWN MEETING HOUSE.



BURYING GROUND AT WRIGHTSTOWN MEETING.

TO THE MEMORY OF  
THE LENNI-LENAPE INDIANS,  
ANCIENT OWNERS OF THIS REGION,  
THESE STONES ARE PLACED AT THIS SPOT,  
THE STARTING POINT OF THE "INDIAN WALK,"  
SEPTEMBER 19, 1737.

It was in 1686 that William Penn bought from the Lenni-Lenape Indians a section of land bounded on the east by the Delaware River, on the west by Neshaminy Creek, and extending to the north from his previous purchase "as far as a man can go in a day and a half."

### THE "WALKING PURCHASE."

William Penn never took any steps toward fixing the northern boundary of this purchase, nor did his sons, after his death, until the Indians, disturbed by the steady encroachments of the white settlers, asked to have the line fixed. On August 25th, 1737, there was a meeting in Philadelphia at which the Indians confirmed the purchase of 1686, and September 19th was agreed upon as the time for the beginning of the "day and a half walk." It is noteworthy that in the bit of sharp practice which followed, by which the Indians were deprived of thousands of acres of land they had never intended to cede away, the most conspicuous figure was Thomas Penn, a son of William Penn, who succeeded to his father's rights.

Thomas Penn had offered £5 in money and five hundred acres of land to the man who would make the greatest distance, and there were three contestants—James Yates, Solomon Jennings and Edward Marshall. A party of experienced hunters had been secretly sent out by Penn, to select the best and most direct route, and to blaze the trees along the way, so that the walkers would lose no time unnecessarily. The Indians who had been appointed by the Lenni-Lenape chiefs to accompany the walkers noticed the blazed trees, and the swiftness with which the walk was being pushed, and discovered the trick by which the white men meant to place the northern boundary of the purchase as far north as possible. They protested that the treaty contemplated walking, not running, but were reminded that the wording of the treaty was “as far as a man can go.” Their protests being of no avail, they tried to delay the progress by stopping to rest, but the white men who had accompanied the walkers on horseback compelled the tired Indians to mount with them and ride.

At last the Indians refused to go on any further, and the white men pushed on alone. One old Indian, who represented his people in a subsequent protest, said:

“White man too much hurry; him no walk; him no sit down to rest and smoke; him no stop to shoot squirrel for dinner; him lun, lun, lun all day long.”

Before the Lehigh River was reached, Jennings

dropped out of the contest exhausted, and Yates was unable to take up the last half-day's walk. Yates only lived three days, and Jennings but a few years. Marshall, more experienced in such travel, remained comparatively fresh, and thus won the contest. He pressed on, accompanied by a number of mounted white men, and tradition has it that the contest over, and the prize being decided, and nothing remaining but to determine how far north Marshall could get before the end of the day and a half, and there being no Indians as witnesses, Marshall was carried the greater part of the last half-day on the horses with other riders.

Thus they progressed far beyond the last of the blazed trees, and when halt was called Marshall threw himself at full length and grasped a sapling, which became the point of the most northern boundary of the purchase of 1686. It was near Mauch Chunk, and twice as far north as the Indians expected it to be. Many interesting points along the line of this famous Indian Walk (which might be more appropriately called a "Marshall walk") may be visited by the automobilist in following the general direction between Wrightstown and Mauch Chunk, where pike roads now take the place of unbroken forests.

On making the return trip to Philadelphia from Wrightstown, by way of Newtown, Langhorne and the Bristol Pike, the motorist will enjoy beautiful views of the Neshaminy Creek. Newtown, the next

place of interest after leaving Wrightstown, was one of the most important points in the country during the Revolutionary War. It was, at one time, the headquarters of Washington. Several times troops were stationed there, and it was a depot for military stores. The captured Hessians were brought direct from Trenton to Newtown the same day of the battle, and the prisoners were confined in the Presbyterian Church. The place is said to have received its name from the remark of William Penn: "Here I will found my new town." The first house was built by Penn's personal orders. It was at one time the county seat, which was removed from Bristol, and a new court house erected in 1725.

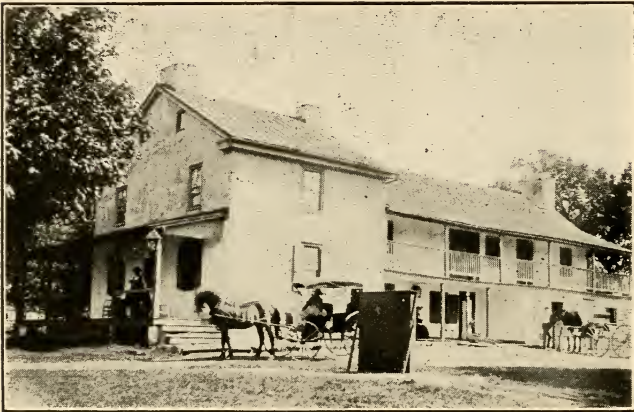
Joseph Archambault, for many years owner and keeper of the ancient Brick Hotel, was one of the noted characters of the town in early days. He was an ex-officer of the great Napoleon. He was born at Fontainebleau, France, in 1796, became a ward of Napoleon I., a page of the emperor, and one of the twelve of his attendants who were permitted to accompany him to St. Helena.

The famous George School, with its beautiful grounds of two hundred and twenty-seven acres, is passed just beyond Newtown. The school was established in accordance with the will of John M. George, of Overbrook, one of the noted George family, whose name is familiar to Philadelphians by reason of its associations with George's Hill of Fairmount Park.

After passing the Bucks County Country Club, another town is reached around which clusters much interesting Revolutionary history and tradition. The place was originally known as Four Lanes' End, and it was afterwards given the name of Attleborough in 1809, when the post office was established. When the Reading Railroad made a station here they called it Langhorne, and gradually the village has become known by that name, which is the most appropriate, for one of the earliest settlers was Jeremiah Langhorne, an eminent jurist, and one of the chief justices of the province. He was the son of Thomas Langhorne, who came over in 1684, and was a member of the first Assembly. There are many noted landmarks in Langhorne, among the oldest being the historic house bearing the date 1738, which was built by Joseph Richardson, who kept the first store in the place, and the only one at that time north of Bristol. It is said that all the woodwork in the ancient house was carved by hand. Another ancient homestead still standing was built in 1763, by Gilbert Hicks, who was High Sheriff of the county in 1776, and an ardent Tory. The story is told of how he offended some of the patriots, after the Declaration of Independence, by proclaiming the opening of the court in the name of the king. A large number of his opponents gathered on the first day of the session, and he had sense enough to stay at home. Some of his friends mingling in the crowd gathered the drift of



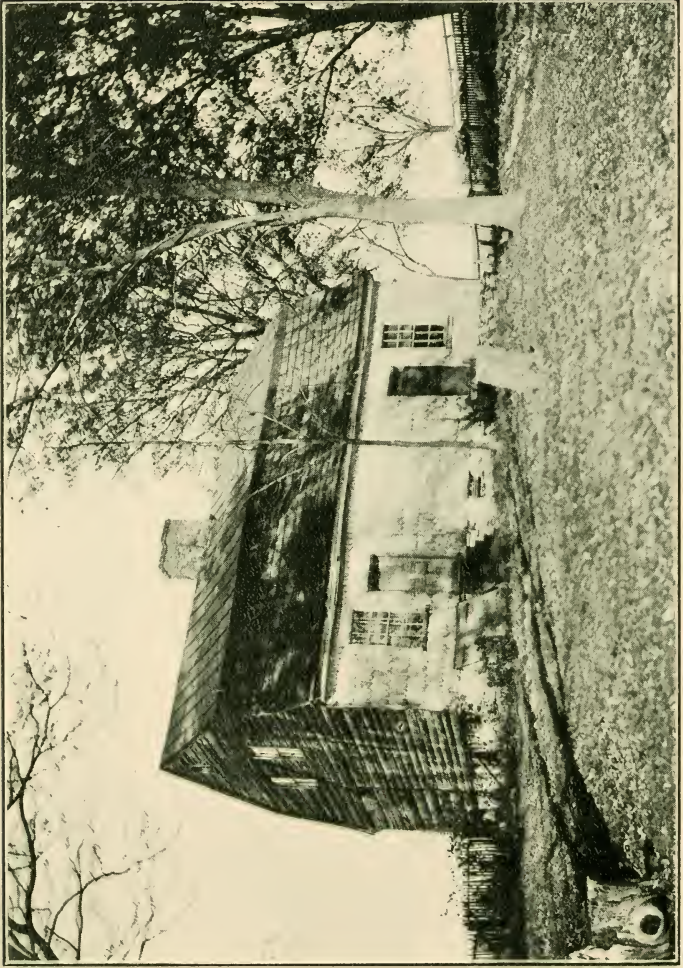
their intentions toward him, and when it was found the popular indignation was such as to endanger his life, a negro mounted on a swift horse was sent to warn him. Hicks fled from his home and remained hidden in the garret of a friend's house for several days, and then escaped to Nova Scotia. The house was used as a hospital during the Revolution.



CELEBRATED INN AT WARRINGTON.

The Neshaminy Creek is again in view on the right, after leaving Langhorne, and after passing Hulmeville, a small town laid out in 1799. Bath Creek is seen on the left on approaching Bristol. Bristol Pike will provide a swift home run for those who have become familiar with the numerous landmarks of this ancient thoroughfare through previous auto trips.





WASHINGTON'S HEADQUARTERS AFTER THE FAMOUS CROSSING OF THE DELAWARE.

## Through New Jersey to New York.

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### DISTANCE FROM PHILADELPHIA.

About one hundred and five miles by way of Bordentown and Trenton on the New Jersey route. Two or three miles saved by return over Bristol Pike, Pa. Two hundred and fifteen miles will cover return and side trips.

### ROUTE.

Take Market Street Ferry, Philadelphia, run out Market Street, Camden, and out Delaware Avenue to Cooper Street and "forks of road." Take left fork to Cramer's Hill, Palmyra, Riverton, Riverside, Delanco, Beverly, Burlington, Bordentown, Trenton, Hamilton Square, Plainsboro, Dayton, New Brunswick, Bound Brook, Plainfield, Elizabeth, Newark and Jersey City. On return trip the route below Trenton may be taken by way of Tullytown, Morrisville and Bristol Pike.

### ROADS.

A few sandy stretches, but mainly good hard road-bed, as the New Jersey State roads are proverbially fine.

### WHAT TO SEE.

Boat-houses, clubs and pleasure craft of New Jersey towns and villages along the Delaware.

Historic homesteads of Burlington.

The famous Bonaparte Park of Bordentown.

Quaint old Linden Hall, ruins of the Lake House.

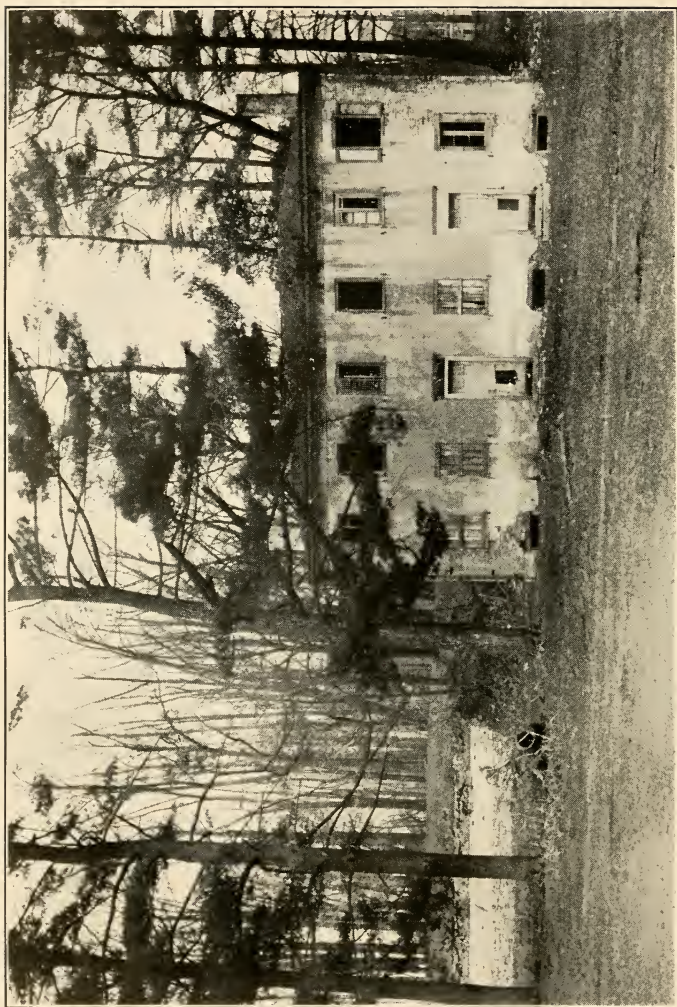
Various reminders of the ex-King of Spain in the Jersey home of the Bonapartes.

Landmarks on the Trenton road.

Old inns of Plainsboro and Kingston.

Homesteads and old copper mines of New Brunswick.

Picturesque glimpses of Raritan River and Orange Mountains while passing through the towns and villages on the way to Jersey City.



ONLY ORIGINAL BONAPARTE BUILDING STILL STANDING IN THE PARK.



## Through New Jersey to New York.

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A Tour of Varied Scenic and Historic Interest That May be  
Made by Many Charming Routes.

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Of recent years it has become quite a fad for merry parties in tally-ho coaches to make the trip from Philadelphia to New York, by way of the ancient stage coach routes, visiting the many famous old inns all along the way, which were the popular stopping places of the stages of colonial and Revolutionary days. The earliest of automobile tours between New York and Philadelphia followed the same route made popular by former merry-makers. Then road contests deprived the time-making automobilists of the delight of leisurely following stage coach routes, the principal object of the run being to make the best time over the shortest routes promising continuous stretches of good roadbed. The average auto tourist of to-day has a broader object in view than either of these in planning the popular run between the two cities. Pleasure is made the objective point in the outing—pleasure to be secured by abandoning at will schedule time and direct thoroughfares; by roaming at will through picturesque country and interesting side towns; along winding canals, and among the Orange Mountains, by visiting famous sites and relics along various lines of march followed by the Revolutionary armies; and by splendid spurts of speed



wherever open country and fine pikes prove irresistible.

#### **A CHOICE OF ROUTES.**

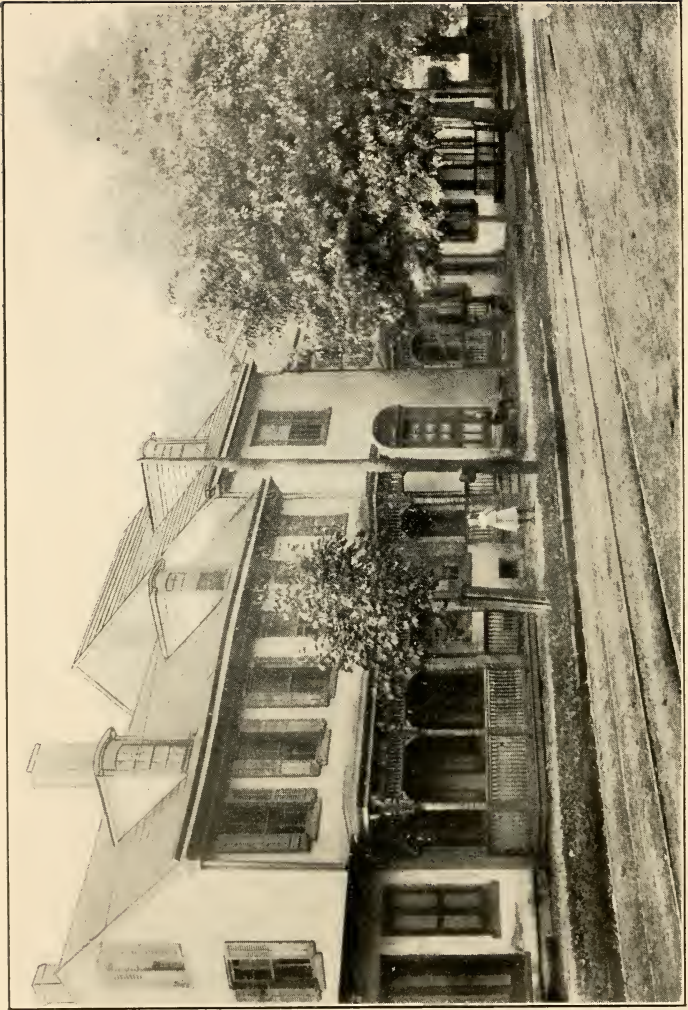
The outgoing and the return trip may be made by distinct routes throughout the entire journey if desirable. Or by retracing the run through certain portions of the route the change may be made to include simply the places of special interest. If it is desirable to follow the most ancient of the old thoroughfares between New York and Philadelphia, follow the Old York Road by way of Willow Grove, Hatboro, Hartsville, Bushington and Centreville, or take the pike that is not quite so old, but equally famous—the Bristol Pike—by way of Frankford, Holmesburg, Torresdale, Andalusia and Croydon, taking the river road at Bristol direct to Tullytown and Trenton. Or run to Trenton by one of the direct Jersey routes from Camden. The most direct route above Trenton is by way of Lawrenceville, forty-one miles from Philadelphia; Princeton, forty-eight miles; Kingston, Franklin Park and New Brunswick, sixty-three miles; Metuchen, Rahway and Elizabeth, eighty-three miles; Newark and Jersey City, ninety-eight miles.

Now that trolley routes have been completed so that it is possible to make the run from Philadelphia to New York, either by way of New Jersey or Pennsylvania, as far as Trenton, many good stretches of roadway have been opened by the trolley companies that have heretofore been practically impassable for

automobilists. Greater speed is also allowable along trolley lines in many instances. For these reasons it will prove interesting for the road-car parties to take advantage of the new roads for visiting places of interest and making side trips along the way, even when keeping to the direct pikes during the greater part of the run.

Going by way of New Jersey, take the Market Street Ferry to Market Street, Camden, turn left on Delaware Avenue to Cooper Street, and turn right on Cooper Street to Twelfth, where Market Street joins Cooper. Continue out Market Street to forks of road. Take left fork to Cramer's Hill, and thence to Palmyra. Just beyond Palmyra is Riverton, nine miles from Philadelphia, with its attractive country club house, and its boating clubs on the Delaware. Then come Riverside and Delanco, thirteen miles, and Beverly, fifteen and a half miles from Philadelphia. By taking Burlington Avenue at Delanco, there is a good pike road direct to Beverly. Edgewater Park is less than a mile from Beverly, and about three miles beyond Edgewater Park we reach Burlington, nineteen miles from Philadelphia. There are beautiful views of the Delaware River along many points of this run; and the majority of the towns show, by their club houses and their numerous pleasure boats, the interest of pleasure seekers in this beautiful river.

At Burlington many places of interest may be visited—the birthplace of Captain James Lawrence, the



LINDEN HALL OF BORDENTOWN.

summer home of General E. Burd Grubb, formerly Minister to Spain; the historic Gummere mansion, the General Grant cottage, the famous St. Mary's Episcopal Church, the home of James Fenimore Cooper, and famous trees and landmarks of Green Bank.

There are various manufacturing interests at Florence, the next place of importance, about five miles beyond Burlington. Then Kinkora is passed, and White Hill, with many beautiful old country seats along the river at each little town. Near White Hill is the farm where Mrs. Charles Stewart Parnell, the mother of the famous Irish parliamentarian, lived for several years. The place is now occupied as a colored home, but the house in which Mrs. Parnell was born has not been changed. It is a well-preserved landmark, greatly prized by the residents of the vicinity. Mrs. Parnell was a daughter of Commodore Stewart, the American naval hero.

#### **HOMES OF EX-KING AND PRINCE.**

At Bordentown, about thirty miles from Philadelphia, there are many famous landmarks, in the way of ancient country seats and Revolutionary inns, the popular Military Academy, and, most prominent of all, the noted Bonaparte Park, once the home of Joseph Bonaparte, the ex-king of Spain. The opening to the famous underground passage still fronts the river, although the Bonaparte mansion, from

which it originally led, has been replaced by a modern mansion built by a later owner. The original home of Bonaparte was destroyed by fire, and the same fate has overtaken the "Lake House," as the home of his daughter Zenaide was known, because of its situation on a beautiful lake within the park limits. The Lake House was built by Joseph Bonaparte for his daughter, the Princess Zenaide, who married her cousin, Charles Lucien, Prince de Canino and Musignano, son of Lucien Bonaparte. Prince Charles, with Princess Zenaide, joined the Count's family in America, where he gained a high reputation as an ornithologist; which was increased by his subsequent labors after his return to Italy, in 1828. In the Lake House Prince Charles had his famous cabinet of birds, insects, etc. During the preparation of "American Ornithology; or, The Natural History of the Birds of the United States," by Alexander Wilson and Prince Charles Lucien Bonaparte, many famous naturalists visited the Lake House in Bonaparte Park, and for a time it was as noted as the imposing palace of the ex-king in the center of the park.

Quaint old Linden Hall, of Bordentown, which was constructed on the plan of an Italian villa, is still standing, although it is now divided into several distinct dwelling houses. This was the home of Francis Lucien Charles Murat, the son of the brave and unfortunate Joachim Murat, the king of the two



Sicilies, and Caroline Bonaparte. Linden Hall has long been famous for the lavish hospitality of Prince Murat, or "Prince Reckless," as he was known in Bordentown, and his beautiful, dashing young wife, Caroline Fraser, daughter of Major Fraser, of Charleston, South Carolina. After an exciting early youth in Europe, "Prince Reckless" flared like



HOPKINSON HOMESTEAD ON THE TRENTON ROAD.

a sky-rocket on the decorous town, and his subsequent career on the stage of New Jersey furnished more food for gossip in his day than the uneventful lives of many hundreds of old Bordentown residents now sleeping in the Christ Church graveyard.

As many of the ancient homesteads—Linden Hall, the Hopkinson Homestead, Bonaparte Park, and the



famous old Crosswicks Creek, of Bordentown—are on the road to Trenton, and must be passed on the way, it will take very little extra time to visit these places of peculiar interest. Trenton is reached about nine miles beyond Bordentown, and just beyond, at McKonkey's Ferry, the ancient house may be visited where Washington had his headquarters after his famous "Crossing of the Delaware." The historic sites and sights of Trenton are so numerous, and so thronged with interest that they should be left until there is more time to do them justice, when a special trip to Trenton and Princeton will be well worth a full day's journey.

Passing on through Trenton, Hamilton Square, Mercerville and Dutch Neck, we come to Plainsboro, about twenty miles from State and Hamilton Streets, Trenton. There are many places of historic interest in this vicinity. The little village of Kingston, at the intersection of the Delaware and Raritan Canal with the New York and Philadelphia Turnpike, is well worth a side trip. Before the construction of railroads in New Jersey this was the great thoroughfare between New York and the South. It is stated by historians that forty-nine stages, loaded with about four hundred passengers, have halted here at the same time in front of Withington's inn. Directly opposite this inn stood, in olden times, Vantilburgh's tavern, long known as the favorite stopping place of Washington, and the governors of New Jersey, in

passing from the eastern towns to the State capital. It was in this village that Washington, with the American troops, eluded the British, on the day of the Battle of Princeton, by filing off to the left at the church, down the narrow road leading to Rocky hill, while the enemy, in pursuit, supposing he had gone to New Brunswick to destroy their winter stores, kept on the main road.

#### OLD COPPER MINES OF NEW BRUNSWICK.

Dayton and Milltown are passed before reaching New Brunswick, which is situated on the western bank of the Raritan. William Patterson, Governor of New Jersey, who was one of the most talented men whose names appear in the annals of the State, was a resident of New Brunswick. He graduated at Princeton in 1763. He was a member of the convention which framed the Constitution of the United States. He was a Senator from New Jersey in the first Congress; was Governor of New Jersey in 1790, and was afterwards a judge of the United States Supreme Court. When the British had possession of New Brunswick, the headquarters of their commander, General Howe, was at the mansion on Bernard Street, known as the Nelson homestead, the residence of Abraham S. Nelson. Valuable copper mines were discovered in New Brunswick as early as 1748, when several lumps of virgin copper, from five to thirty pounds' weight, were ploughed up in a field



MODERN MANSION IN CENTER OF BONAPARTE PARK.

belonging to Philip French, Esq. The land was soon leased by speculators, with a view to searching for copper ore. A company was formed, and about the year 1751 a shaft was commenced in the low ground, three hundred yards from the river. The spot selected had been marked by a neighbor, who, passing it in the dark, had observed a flame rising from the ground. At about fifteen feet the miners struck a vein of blue stone about two feet thick, between loose walls of red sandstone covered with a sheet of pure copper, somewhat thicker than gold leaf; the stone was filled with grains of virgin copper, much like copper filings, with occasional lumps of copper

weighing several pounds. Sheets of copper of the thickness of two pennies, and three feet square, have been taken from between the rocks within four feet of the surface, in several parts of the New Brunswick hills. These old copper mines now prove as interesting to sightseers as the historic homesteads of the place.

Bound Brook—beyond New Brunswick—was settled over a century and a half ago. It derived its name from the brook running east of the place. Originally the village was about a mile in length, and the upper part of it was called Middlebrook. In the winter of 1778-79 a portion of the Revolutionary Army was barracked in this vicinity. The headquarters of Washington were at Middlebrook. Plainfield, a few miles beyond, is also beautifully situated on a brook known as Green Brook. The land is fertile, and the surroundings beautiful, as the mountain about a mile north of the town screens the valley from the violence of the north and northwest winds. From the summit of this mountain a fine prospect is presented over a space of thirty miles.

#### **ALONG THE RARITAN RIVER AND ORANGE MOUNTAINS.**

Dunellen lies between Bound Brook and Plainfield. The run in this vicinity is especially charming. The route lies along the Raritan River for some distance, and as it continues to Plainfield and beyond it runs parallel with the Orange Mountains for the

greater part of the way and past Dewey Park. In fact, throughout the run to Elizabeth, past the towns and villages of Fanwood, Westfield, Garwood, Cranford, Roselle and El Mora, the beautiful Orange Mountains on one hand and glimpses of shining waterways on the other, are the chief scenic attractions. Beautiful, staid old Elizabeth, with wide, shady streets and charming old homesteads, also glories in a magnificent background of mountains.

Waverly is passed beyond Elizabeth, and Newark, the next town of importance, is also beautifully situated on the west side of the Passaic River, about three miles from its entrance into Newark Bay. The town possessed rather unique fame during the days of its early settlement. The fine old orchards of its surrounding farm lands were probably even more luxuriantly fruitful then than they are to-day, for Newark was very early celebrated for its cider. As early as 1682 Governor Carteret wrote to the proprietors in England: "At Newark are made great quantities of cider, exceeding any we can have from New England, Rhode Island or Long Island," which is the first mention we find of this article in any of the old records.

During the years 1745, 1746 and 1747 a great excitement existed in the vicinity of Newark, arising out of contentions between the settlers and the English proprietors concerning the title to the lands. The settlers held under their Indian title, and refused

to recognize any other. In 1745 and 1746 there were two great riots in Newark, in each of which the jail was broken open by large mobs, and the prisoners held by suits in favor of the English proprietors were set at liberty. The ancient jail of the town, and the fertile fields of its suburbs, with their thrifty orchards, are still characteristic features of the famous old town.



FAMOUS "LAKE HOUSE," DESTROYED BY FIRE.

At Jersey City take the ferry at foot of Montgomery Street for Cortlandt Street, New York. As the Jersey roads are uniformly good in this upper section, other towns may be visited on the return trip from Jersey City to Trenton; while the route below Trenton may be made on the Pennsylvania side of the Delaware, by way of Tullytown, Morrisville and Bristol Pike.





STOPPING FOR WATER.

## Over Bristol Pike to Torresdale.

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### DISTANCE FROM PHILADELPHIA.

Fifteen miles direct. About thirty-five miles to cover return and side trips.

### ROUTE.

Out Broad Street, Rising Sun Lane, Fifth Street, Erie Avenue, Second Street, Nicetown Lane, Powder Mill Lane, Orthodox Street, Frankford Avenue and Bristol Pike.

### ROADS.

Good. Mainly macadamized streets and smooth pike.

### WHAT TO SEE.

Commodore Decatur Homestead at Frankford.

Ancient taverns on Bristol Pike.

Washington House of stage-coach days at Holmesburg.

Edwin Forrest Home.

Pennypack Creek and noted bridges and mills.

General Wayne Hotel near Torresdale.

Historic country seats on the Delaware.

Mammoth filter beds at Torresdale.

Remains of Revolutionary "Bake House."

Old shad fishing industry along the Delaware.

New State hatcheries.

Country Club grounds and old cemeteries on return.

Colonial inns of Frankford.



TOWER OF FISHER MANSION, REMOVED BY FILTER PLANT.

## Over Bristol Pike to Torresdale.

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Filter Plant an Objective Point, with Old Inns, Historic Homesteads and Scenery as Additional Attractions.

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There is probably no more interesting run within fifteen miles of the heart of the city than Torresdale. Continuous good roads make it desirable for a short afternoon run. For a longer outing there are various side trips of interest in the vicinity of Holmesburg and along the Poquessing Creek.

The greater part of the trip is over good pike road. The shortest route to Bristol Pike is to go north on Broad Street to Rising Sun Lane, turn right to Fifth Street, right to Erie Avenue, turn left to Second Street, turn left to Nicetown Lane, continue out Nicetown Lane to Powder Mill Lane and turn left to Orthodox Street, turn right to Frankford Avenue, and turn left to Bristol Pike. On Powder Mill Lane, just beyond Nicetown Lane, the old Commodore Decatur mansion is passed, and the site of the old powder mill owned by Captain Decatur, father of the commodore, previous to the Revolution.

The Decatur mansion has long been noted as the home of the naval hero who did much towards carrying the glory of our maritime prowess to the far corners of the earth. According to the historians who have recounted innumerable exploits of this brilliant naval commander, the chief fame of Stephen Deca-

tur rests largely on the outcome of an expedition into the Mediterranean in 1804, when he exhibited the most devoted bravery. He also slew, after a spirited personal fight, the Turkish commander, who had murdered his brother, Lieutenant James Decatur. In 1806 the citizens of Philadelphia gave a splendid banquet to the hero of Tripoli, "the pride and honor of the nation's navy," and on December 10th, 1812, the Council of Philadelphia voted him a sword. One of his pet names at that time was "the Bayard of the sea." At the same time resolutions were adopted eulogistic of his gallant work in capturing the British frigate *Macedonian*.

Decatur gained much fame by his magnificent operations against the Algerians in 1815. He made a satisfactory bargain with the Dey of Algiers by blowing up the Algerine fleet, and then secured a treaty which provided that thenceforward no tribute was to be paid by the United States, all Americans were to be released from captivity, and no more were to be enslaved.

Bristol Pike is especially interesting at the season when the absence of summer foliage affords many pretty vistas ahead, and gives glimpses both to the right and left of fine residences surrounded by handsome lawns and fine old trees. It is noted for being a well-kept, nicely-shaded road for summer travel, but many of the handsome residences and historic landmarks are hidden by the summer shade. The old

pike itself is historic, it being the first road legally laid out in the Province of Pennsylvania, being authorized in 1686.

That the old Bristol Pike was a well-traveled highway in "ye goode olde days" is proven by the many old inns still standing all along the route, and by the weather-worn milestones which are passed. The tourist has a choice of many old-time hostelries in which refreshment may be found and supper ordered, in the same old rooms in which Washington and Lafayette dined. The old Green Tree Tavern is one of the first to be passed. It stands on the left, at the southwest corner of Bristol Pike and old Delaware Avenue, which is now known as Rhawn Street. Aaron Vandyke, who owned the Woodfield farm, which became the Fox farm, opposite the Forrest Home, sold the lot on which the Green Tree Hotel was built to Humphrey Watterman, in 1799. This inn was the favorite stopping place for the old Conestoga wagons.

Just beyond the Green Tree, at the right of the pike, is a still older inn, the original tavern of Washingtonville, known as the Washington House. It was erected in 1796. At that time steamboats were vying with stages. The Washington House was a favorite resort for the city people, especially during the summer. It was reached by steamboat, and there being no wharf, the passengers were transferred to the shore by small boats. It was also a prominent





THE COMMODORE DECATUR HOMESTEAD.

stopping place for stage coaches and private travelers between New York and Philadelphia. It was the first regular breakfasting and changing place on the route, and of considerable bustle and importance in the neighborhood. Lafayette was given a reception here in 1824. The proprietors of such hotels in those times were generally prominent citizens. Washington is said to have stopped here on fox hunting trips. The creek near the old log house at the bridge is said to have been a place for watering his horse, and he is reported to have spent a night at the old log house on one of his marches.

### REVIVING OLD TIMES.

On the 4th of May, in 1878, the tally-ho clubs of New York and Philadelphia revived old times by driving over the old route and stopping at the old inns all along the pike. The last stage was from the Washington House to the heart of Philadelphia. The bugle blew as of yore, and many fine turnouts were around the ancient inn. Now the automobile clubs of Philadelphia and New York delight in following the example of the tally-ho clubs in taking the time-honored route and stopping at the historic inns of Bristol Pike.

Holmesburg is twelve miles from the heart of the city, and the distance may easily be made in an hour, although the lawful speed limit is less than this the greater part of the way. There is little travel on Bristol Pike during the autumn and winter seasons, and as the scattered villages are at some distance apart, and the trolleys pass swiftly along the route, an excess of speed limit is allowable, although still within the city proper, and it is possible to make the entire distance of fifteen miles to Torresdale within the hour if desirable. It is much more satisfactory, however, to allow double the actual running time required to visit historic landmarks, and make several side trips both to the right and left of the pike, for famous old mills on the many small creeks of the vicinity flowing into the Delaware.

## The Automobile Tourist.

Beyond Holmesburg—which was known as Washington, or Washingtonville, previous to 1801—one begins to catch occasional glimpses of the Delaware River. On the right of the pike, above Cottam Street, locally known as Township Line, is the Edwin Forrest Home. This was originally the great actor's country seat, and was bequeathed by him as a home for his fellow players. Ample grounds surround the Forrest Home, which was known as Spring Brook, from a crystal spring which traverses the grounds. Standing well back from the pike, with a fine lawn and beautiful trees in front, is the large yellow three-storied mansion, surmounted by an observatory.

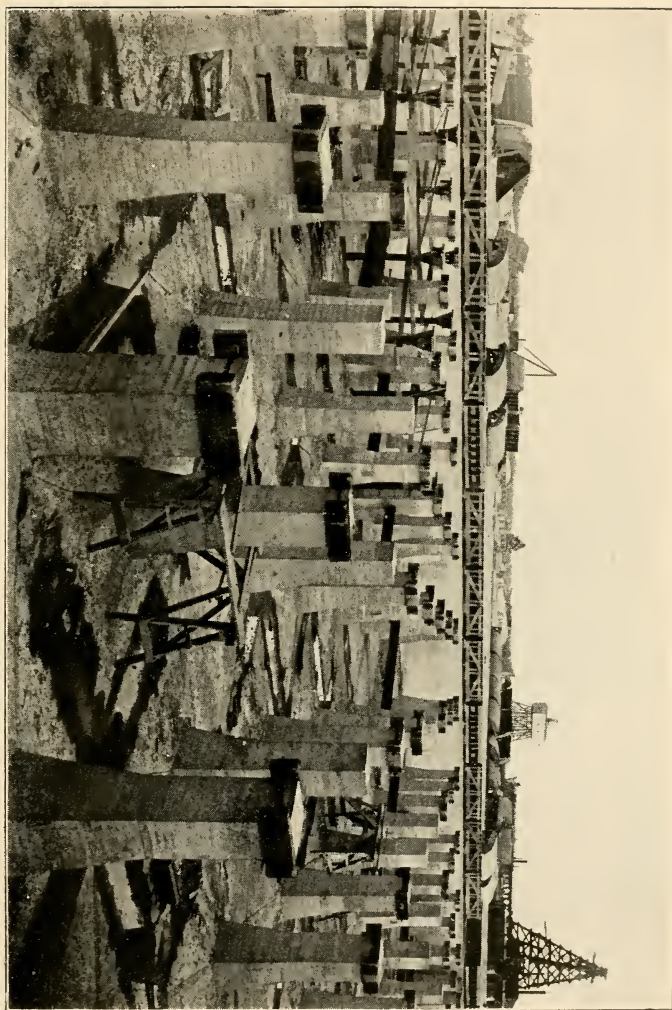
The Pennypack Creek is crossed just beyond Holmesburg, the bridge having been built early in the last century. General Wayne Hotel is passed on the left just before reaching Torresdale.

### A VIEW OF THE FILTER BEDS.

On approaching Torresdale the Delaware River is only a short distance from the pike. Turn to the right on any of the many good roads leading down to the river, and in view of the immense filtering beds.

The great area of the filter plant at Torresdale has made this one of special interest among the many plants of the new water system. From the time work was commenced on this big operation curious visitors and sightseers have flocked to Torresdale at all seasons of the year, and the interest increases as they

A SECTION OF THE UNFINISHED FILTER PLANT.



are nearing completion, with various portions of the big plant showing the finished operation. As the work is completed the filter beds or chambers, extending along the level of the surrounding ground, are being covered with grass, either by sodding or seeding, as the case may require.

The filter beds are built partly in the ground and partly above it, the portion seen above the level being five or six feet in height, according to the conditions existing at each station. This method saves considerable excavation in building the beds, and there is no danger of freezing. It gives, also, a slightly increased elevation to the beds, which is in many instances desirable as giving a greater level in the handling of the water.

At Torresdale the area covered by these beds amounts to sixty-five acres, there being sixty-five beds, each of these three-fourths of an acre, with the remaining fourth taken up in the arrangement. Such a group of beds, when fully covered with sod, looks like a raised embankment, and except for its great width, suggests defensive fortifications. Few strangers who view it would know, without being told, that this raised surface has below it the beds in which the processes of water filtering are going on.

Each bed is covered by a vaulting arch roof, made, like the bottom and sides, of concrete, and in the center of each roof is a ventilator and manhole, by means of which the bed may be entered whenever it

is desirable to clean it. These manholes come up to the surface, of course, through the layers of earth and sod, above the chamber. When being cleansed or examined the beds are lighted by electricity. The sodding of the top of the beds is a part of the filter contract. Any further adornment in the way of flowers or landscape gardening which may be decided upon must be undertaken by the city itself; and it is prophesied that the filter beds of Torresdale will receive special attention in ornamental landscape gardening when the new Torresdale Boulevard is finished.

#### REVOLUTIONARY "BAKE HOUSE."

Aside from the interest in the big filter beds, Torresdale is filled with Revolutionary memories and traditions, and many of the most interesting of the historic structures are still standing. From Colonial days the river front in this vicinity has been famous for its country seats. Notable among the recent country seats owned by Philadelphians are those of Edwin H. Fidler, ex-Mayor of Philadelphia, and Thomas Dolan. "The Bake House" seems an odd name for the handsome country seat of George W. Morgan, until it is understood that it stood on the site of an interesting Revolutionary relic; that it commemorated the old Bake House of Torresdale, where bread was baked when Washington's army was striving to prevent the entrance of the British into Phila-



delphia. The ancient ovens were removed before the enlargement of the building for George W. Morgan. Later the historic house was entirely destroyed by fire, and a large granite building was erected on its site by James Fisher, Esq., which still retained the name of "The Bake House."



COUNTRY SEAT OF EDWIN FORREST. NOW A HOME FOR ACTORS.

Previous to the Revolution the elder Evan Thomas had established a bakery for ship bread at this spot. When George W. Morgan owned the land it extended from "Eleven-Mile Lane," so called from its distance from the old measuring point at Second and Market Streets, to what is now known as Convent Lane. At the time of the remodeling of the Bake House it was

said in the vicinity, "From this point for three miles up the Delaware is one of the finest suburbs in this or in any other land. The magnificent country seats are directly on the broad river, and no public road intervenes."

### WHERE SHAD ARE FISHED.

The place adjoining the Bake House bears the name of "La Carolina," derived from William Hood Stewart's plantation in Cuba. A little further up the river is a spot that will make this run of special interest at the time of the early shad fishing. This industry is still conducted on a large scale on the island opposite, at the junction of the Delaware and Rancocas. It used to be known as Rancocas Island, but it was afterward called Hawk Island.

On the return trip other noted hostelries of Revolutionary days may be visited by continuing all the way down the Bristol Pike and entering Frankford Avenue beyond Bridge Street. The Turner's C. C. Club is passed, on the left, coming down the pike. Just below this, on the left, a quaint little building is noticed, with Hebrew characters above the doorway, standing in the midst of a Hebrew burying ground. On the right is the Cedar Hill and the North Cedar Hill Cemeteries, so named from the abundance of cedar trees which formerly grew here.

After reaching Frankford Avenue a number of old hotels are passed that were popular resorts in Colo-

nial days. Notable among them are the Jolly Post and the Seven Stars. The Jolly Post was especially famous previous to the Revolution, when relays of horses were kept here for the stages between Philadelphia and New York. It was a popular place for the gathering of patriots during the Revolution. Turn right on Frankford Avenue to Orthodox Street, and return from here by the same short route recommended for the outgoing run.



DOORWAY OF EDWIN FORREST HOME.





"IVY GREEN," WHERE ORIGINATED THE CHELTENHAM ACADEMY.

## Hatboro and Hartsville.

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### DISTANCE FROM PHILADELPHIA.

Sixteen miles to Hatboro and nineteen to Hartsville by direct York Road route. Few miles extra required for Germantown route. From forty to forty-five miles will cover return and side trips.

### ROUTE.

To Germantown Avenue and Mill Street by way of Broad and Cayuga. Out Mill Street—or Church Lane—to Limekiln Pike, Willow Grove Turnpike, and Old Church Road, to Old York Road. Continue out York Road from its intersection with Church Road, at Cheltenham or Old Shoemakertown. Return by way of Willow Grove, Weldon, Greenwood Summit and Limekiln Pike.

### ROADS.

Good pike and macadam.

### WHAT TO SEE.

Shoemaker Homesteads of Cheltenham.

“Dorothy’s Garden” and old mill race.

“Lyndenhurst,” the Wanamaker country seat.

Landmarks of Jenkintown.

Scenic attractions of the Langhorne Valley.

Huntingdon Valley Country Club.

Revolutionary reminders at Abington—ancient Mooretown.

The Elkins “Folly Farm.”

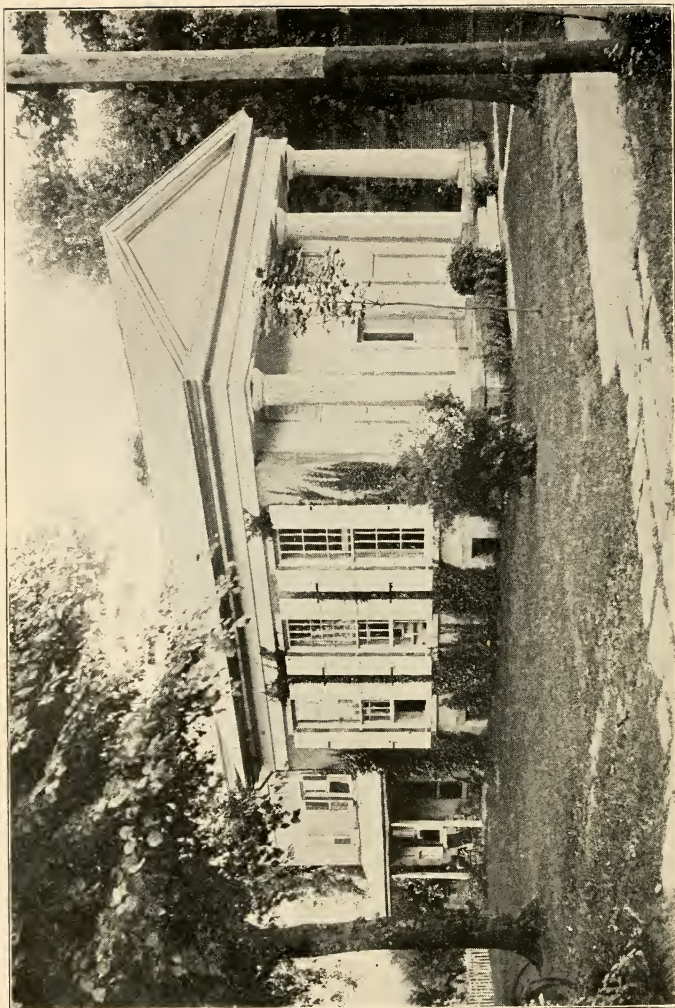
The charming view from Horseheaven Hill and Willow Grove attractions.

Famous Hatboro Bridge and ancient Academy, mill and homesteads.

Monument of Crooked Billet and “Lacy” battleground.

Landmarks of Hartsville.





LIBRARY OF HATBORO.

## Hatboro and Hartsville.

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With Many Points of Interest Further up the Old York Road,  
for Those Who Desire a Longer Run.

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Half the charm in short auto trips for an afternoon run lies in a change of route for each point of interest. After getting into the habit of taking a certain good pike road for the various towns lying within its reach, it is natural to avoid the unknown though probably more alluring routes that lead to the same destination, for fear of encountering difficulties.

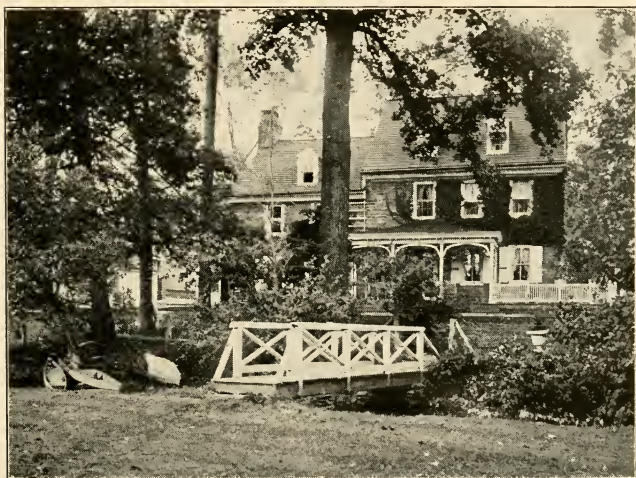
Such places as Willow Grove, Hatboro, Hartsville, Bushington, Centreville, and the many other attractive places on the line of Old York Road, are usually reached by this thoroughfare alone, long after the average automobilist has become familiar with its numerous landmarks and is eager for new roads to conquer. There are two routes to Willow Grove and the more distant points, by way of Germantown, that will give pleasing variety. One of the best runs to and through Germantown is north on Broad Street to Cayuga; turn right on Cayuga Street to take the short turn under the railroad at Wayne Junction to Wayne Avenue; turn right on Seymour Street to Greene, then turn left and run out Greene Street to Upsal; from Upsal Street take right fork of road through Pelham, bearing to the right; turn to the

right on Carpenter Street to Germantown Avenue, and turn left to Mount Airy Avenue; turn to the right on Mount Airy Avenue direct to Greenwood Summit, Glenside, Weldon and Willow Grove.

For a more roundabout route that will also lead over good roads and through picturesque views, turn to the right at Germantown Avenue and Cayuga Street, and run out Germantown Avenue to Mill Street, or Church Lane, as it is now called. (This new "Church Lane" is entirely distinct from the old Church Road several miles beyond, which leads from the Whitemarsh Valley to Second Street Pike.) Turn to the right from Germantown Avenue to Church Lane, and out Church Lane direct to Linekilt Pike, which will lead through Pittville, five miles, direct to Greenwood Summit, ten miles from Broad and Market Streets.

Crossing the Limekilt Pike at Greenwood Summit is the Germantown and Willow Grove Turnpike. Turn to the right on this pike to Old Church Road; turn to the right on Old Church Road to Old York Road. Church Road cuts into York Road at Ogontz, near Cheltenham, or Shoemakertown, as it was originally known. After passing over the ancient bridge, by the famous old fording place and "sheep's-washing-place," on the Tacony Creek, and the historic Cheltenham grist mill, two famous old Shoemaker mansions are passed. The one on the right is now known as the Fox estate. When it was purchased

for a country seat by Mr. George Fox many improvements were added to the old mansion, but it was allowed to retain the appearance and features of a colonial homestead. Between thirty and forty years ago this old Shoemaker mansion was known as "Ivy Green," and in it was started a preparatory school for boys, which has since become the Cheltenham



SHOEMAKER HOMESTEAD AND MILL RACE.

Military Academy, now situated at "Norwood," on the summit of the Cheltenham Hills, about three-fourths of a mile west of the Old York Road, at the corner of Washington Lane and Cheltenham Road. When it was found that "Ivy Green" was not well adapted to the purposes of such a school, the managers deter-

mined to secure another famous country seat, with extensive grounds, fine old shade trees, historic associations, and room for enlargement. "Norwood," the country seat of Mr. Maurice L. Hallowell, was all that could be desired, and was settled upon as the permanent home of Cheltenham Academy.

#### FAMOUS OLD MILL RACE.

Directly opposite "Ivy Green" the other Shoemaker homestead stands, on the left of York Road. The lawn leading down to the mill was the famous "Dorothy's garden" of a century and a half ago, when Dorothy Shoemaker lived in the original or lower portion of the old homestead and owned a share in the historic mill. The old mill race still runs through the grounds and adds a picturesque feature to the lawn. This property remained in the Shoemaker family until 1847—about one hundred years after the mill was built—when it was purchased by Charles Bosler, who bought the entire property, including the mill. It afterwards came into the possession of his son, Joseph Bosler. It is said that at one time the Abington Meeting held its sessions in this historic house. Beyond the Bosler property is a cottage in which lived a cousin of General Grant. "Juliana's Cave," of legendary fame, was situated in the rocky portion of the Bosler property.

Beyond these fine old Shoemaker properties there is a glimpse of a red-tiled lodge, and an expanse of the



beautiful grounds of John Wanamaker's handsome country seat, known as "Lydenhurst." Its greatest charm lies in its picturesque hills and lakes, deer park and woodland in the rear of the mansion, and out of view from Old York Road.

There are several mills in this vicinity, besides the Shoemaker or Bosler mill, which received their water power from the Tacony Creek in the long ago. About half a mile below was the old Toby Leech grist mill and fork mill, and a little below that was the Hammond mill for the manufacture of edge tools; while above the Shoemaker mill, a little below Jenkintown Station, was Mather's mill; and beyond, about half a mile above Jenkintown Station, was Rice's grist mill, one of the most ancient mills of this section.

On reaching Jenkintown the handsome residence of Mr. George Kelly is seen on the right of York Road. Jenkintown was so named from Stephen and William Jenkins, who were among the early settlers in this part of the country. Many handsome country seats may be visited in this place, as well as the old hall, which still bears the name of "Jenkins' Town Lyceum." About half a century ago the lyceum was held at Dr. Shoemaker's house, afterwards occupied by Dr. Paxon. The meetings were next held in a house which stood on the site of Dr. Randle's home. This meeting place was a large square room in which a portion was set apart for the use of the Abington



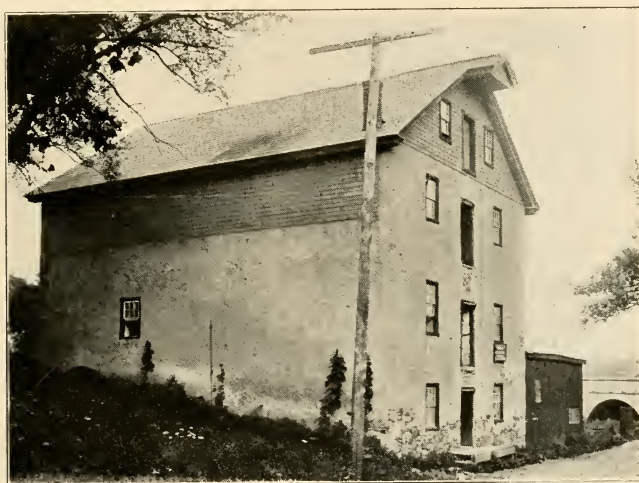
library. The old "Jenkins' Town Lyceum" was built in 1859, as a permanent place for the society and library.

#### IN THE LANGHORNE VALLEY.

Beyond Jenkintown the automobilist catches beautiful views of the Langhorne Valley, especially when passing over the railroad at Noble Station. To the right, just beyond this station, are the grounds of the Huntingdon Valley Golf Club. Abington is soon reached, the Mooretown of former days, named from Mary Moore, who kept the old "Square and Compass" Inn. Here is the old burying ground with its stone wall, behind which it is said the soldiers hid, when fleeing up the old York Road after the battle of Germantown. In this ancient graveyard there are many old tombs dating back two hundred years, and here lie several who served in the Revolution, and later in councils of state.

Between Abington and Willow Grove, York Road sweeps through a picturesque succession of rolling hills, with fertile farm lands and fine old homesteads on every side, with here and there a modern building operation offering every allurement to attract the suburban builder. The famous "Folly Farm" is on the right of the road, so named by William L. Elkins and his friends because of the great expense of its many buildings, and its prize horses, cattle and sheep, as well as its experimental farming.

As Willow Grove comes into view, if it be toward night in summer, and the park is aglow with electric lights, it seems like a fairy land that outrivals with its wonders all the stories and traditions of the road just traveled. If it is in winter, there is even better opportunities to study the points of interest surrounding, during the absence of park attractions and sum-



ANCIENT GRIST MILL OF HATBORO.

mer foliage. Off to the right can be seen the high eminence called Horseheaven. It will pay the traveler to climb this hill, on a clear winter's day, for the view of historic Valley Forge and ancient Germantown, while the faint distant lines of Trenton, with Whitmarsh in the foreground, bring up Revolution-

ary memories. The Jersey hills stretch their blue lines for many a mile, while Buckingham Mountain divides his high honors with them. The hills on the Delaware, Schuylkill and Neshaminy, and Edge Hill, Camp Hill, Church Hill and Huckleberry Hill claim attention, while Frankford, Chestnut Hill, Barren Hill, Flourtown, Jenkintown and Hatboro must not be forgotten as under the eye of the beholder.

#### **QUAINT OLD HORSEHEAVEN.**

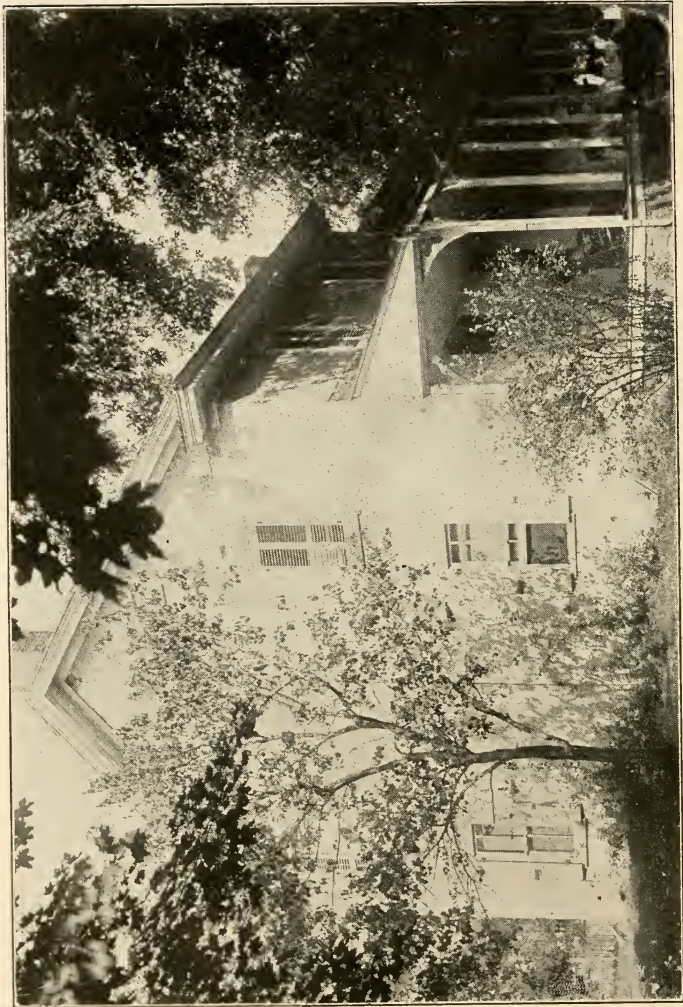
Horseheaven was so named by reason of the many poor, worn horses turned out here to die when they reached Willow Grove in the old coaching days. This was the first point for changing horses in those days, and many a steed was ready for Horseheaven after the mires and hills of Old York Road. Two good taverns graced the town; one, the Red Lion, which was built at the junction of Old York Road and Governor's Road, about 1732, was considered the best hostelry between Rising Sun and Coryell's Ferry. The Red Lion, in Revolutionary days, was managed by mine host Butler, who was decidedly opposed to anything smacking of the British. These pronounced sentiments got him into trouble, and he was taken prisoner by the British lighthorsemen and carried to Philadelphia in 1777.

Willow Grove in those days went by the name of Round Meadow, for here was another of those bogs and mires that made the way of the traveler a dan-

gerous one. Hence the road wound circuitously around the meadow, wherever solid ground could be found, and the name became applied to it. The stream which ran through Round Meadow and its adjoining swamp was known as Round Meadow Run, which propelled the old Benjamin Morgan's grist mill, built by Thomas Parry in 1731.

In 1684 Penn bought of the Indian chief, Metamcont, the lands on the Pennypack, including this section. Nicholas More's tract, obtained from Penn, ran across Round Meadow. When Old York Road ran through this swamp a bridge was thrown over Round Meadow Run. A son of James Dubree, after the Revolution, built a dam above the bridge and had a race to drive a scythe factory. The Cheltenham and Willow Grove Turnpike Company was chartered in 1803, although the plank road and turnpike was not finished until 1857. It commenced on the York Road, a few yards above Round Meadow bridge, crossing the Moreland and Abington line nearly at right angles. Much stone was required to make a solid road about Round Meadow bridge, and rails used to be stood on end to warn travelers of miry points before the pike was finished.

In the long ago Round Meadow and Horseheaven were quite as famous as a resort as the Willow Grove Park of to-day. Naturalists and geologists loved the spot. The peat and indigenous cranberries attracted attention, as well as the many beautiful wild flowers.



WASHINGTON'S HEADQUARTERS ON THE NESHAMINY NEAR HARTSVILLE.



The rare "star-nosed mole" frequented the spot, and muskrats built their "neat and highly ingenious cabins" in this swamp, while snipe and woodcock and blackbirds claimed a right to their ancestral grounds long after man tried to dispossess them. The botanist can still find a large variety of trees and shrubs on this hill. The laurel in June is whitened over with its snowy flowers. The mountain spikenard still luxuriates amidst the crevices of the rocks. Here is the mountain mint, or dittamy, of which the people made tea in ancient days, and the spicy wintergreen, or teaberry, also flourishes. The squirrel, rabbit, opossum, robin, jay and crow still own this hill as in the old days, in spite of human intruders with their title deeds. In 1840 and 1841 Ferdinand Hassler, the Superintendent of the United States Coast Survey, camped here with his assistants. The signal station communicated with similar ones at Mount Holly and Woodbury, N. J., Langhorne, Girard College, and one or two in Delaware County.

#### THE ROAD TO HATBORO.

Continuing out Old York Road another hill is encountered just before reaching Hatboro. Although the grading of the pike has leveled much of the original hill, its summit still affords a fine view of Hatboro, and Lacy's battleground, the "Crooked Billet monument," the Neshaminy Hills, the Pennypack Valley and the pictur-



esque scenery of Huckleberry Hill. Previous to 1720 Sampson Davis, a native of Wales, owned land here, and "built a cabin where the Water Cure stands." The hill took its name from him. In 1777, on August 23d, Washington and his army, with baggage and artillery train, crossed Sampson's Hill.



THE FAMOUS LOLLER ACADEMY.

They had broken camp near Cross Roads—the present village of Hartsville—six miles above this point, where for two weeks they had awaited tidings as to the expected landing of the British. They marched toward Philadelphia, whence they proceeded and met the enemy on the Brandywine.

On entering Hatboro, the famous Loller Academy, now one of the public schools of the town, is passed on the left of the roadway, just before reaching the ancient Hatboro bridge over York Road, with the old mill on the left. Hatborough was the original spelling. The name of this "lower end borough" comes down from colonial times, so called from the fact that in one of its first houses, built in 1705, lived John Dawson, who followed the occupation of making hats. The ancient village was also called The Billet, or Crooked Billet, in the early days, from a tavern which bore that name or symbol, said to be of English importation. The old Dawson house afterward became a tavern in the center of the town, and a part of it is incorporated in the dwelling built by Oliver Watson. Colonel John Lacy had his headquarters at Hatboro in 1778. The two most ancient hostelries of the place have long been known simply as the "Upper and Lower Hotels." Byberry Avenue is the finest avenue of residences in Hatboro.

The Union Library is one of the oldest in the country. It is said that at the date of its origin there could not have been more than eight or nine public libraries in the thirteen colonies. It was established in 1755. The "Crooked Billet Monument," erected in memory of the Hatboro soldiers, stands on the outskirts of the town, while Washington's headquarters, on the Neshaminy, further up Old York Road, the old Cross Roads Hotel, and other points of interest in the

vicinity of Hartsville, keep up the interest in things historic until Bushington and Centreville are reached.

By way of Old York Road, Willow Grove is about thirteen miles from Philadelphia; Hatboro, sixteen miles; Hartsville, nineteen miles; Bushington, twenty-three miles, and Centreville, twenty-seven miles. By the less traveled Germantown routes the trip is lengthened by a few miles. There is equally good traveling in these days over any of the three routes mentioned. At the foot of the hill leading into Hatboro a turn to the left leads to the Doylestown Pike. Just after passing Wood's hotel, in Hatboro, a turn to the right is the Byberry Road, leading to the Sorrel Horse Hotel, on old Second Street Pike. This will give a change of route for return, if desirable, or it may be found equally interesting to return from Hatboro to Greenwood Summit by way of York Road to Willow Grove, thence through Weldon and Glenside to the Summit; or if this route was taken on the outgoing trip, return by way of Limekiln Pike, as described at the beginning of the run.



THE OLD HATBORO BRIDGE.

## Bustleton and Crescentville.

### DISTANCE FROM PHILADELPHIA.

About fifteen miles by way of Second Street Pike. Thirty-five miles will include return by way of Crescentville and short side trips.

### ROUTE.

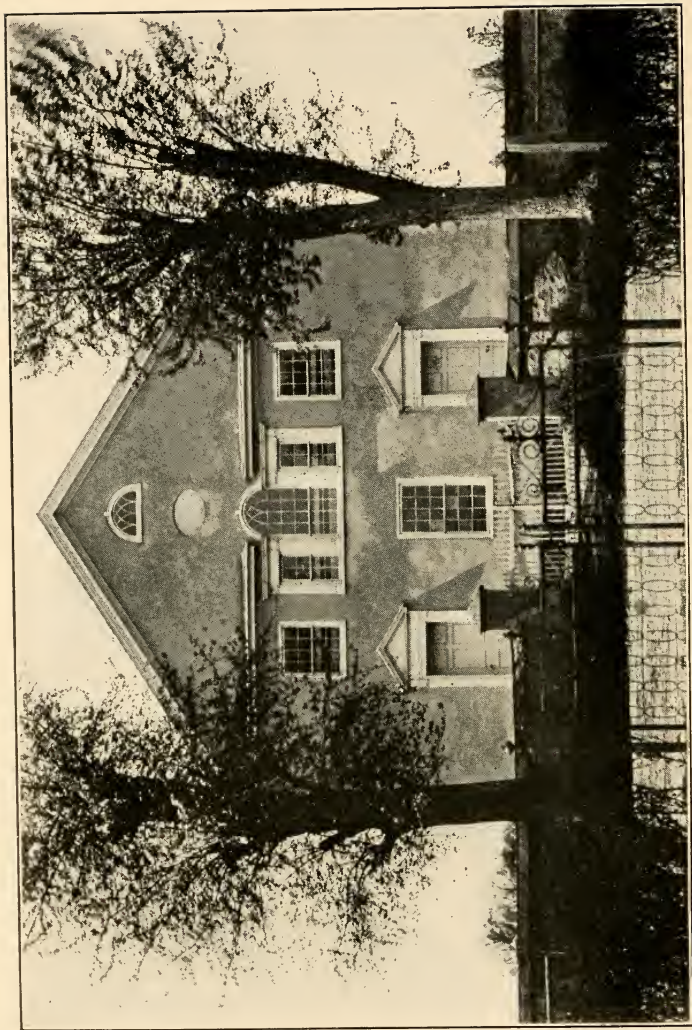
To Second Street Pike by way of Broad Street, Rising Sun Lane and Fifth Street; out the pike through Olney and Fox Chase; bearing to the right above Fox Chase to the Bustleton Pike. Return by way of Bustleton Pike and Second Street Pike to "Old Soldier Road," and bear to the right for Crescentville; thence by way of Tabor Road, Green Lane and Old York Road.

### ROADS.

Mainly good macadam and smooth pikes.

### WHAT TO SEE.

The Burk country seat at Olney.  
Winding waterways and sunny meadows along the Tacony.  
Landmarks of Second Street and Bustleton Pikes.  
Old Pennypack Church and its interesting burial-ground.  
Mills and ruins dating back more than two centuries.  
Charming old Bustleton Station.  
The "Bee Hive" of "Porcupine" fame.  
The picturesque old Welsh Road.  
St. Luke's Episcopal Church and its famous memorial tablets.  
Excellent examples of colonial architecture in the ancient town.  
Old mills and unfinished monument of Crescentville.  
Historic Griffiths homestead.



ANCIENT PENNYPACK CHURCH AT BUSILETON.



## Bustleton and Crescentville.

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Picturesque Old Settlements That May Be Visited within the  
Limits of a Thirty-five Mile Run.

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A trip to Bustleton, which is claimed to be seventeen miles from Broad and Market Streets, might seem sufficient for an afternoon run if time is to be allowed to visit the ancient landmarks of the picturesque town, get an early supper at one of its famous old hotels, and return by the shortest route by way of Second Street Pike. The seventeen-mile route, however, is by railroad; the trip may be greatly shortened by taking the direct run over the pike, and may be kept within thirty-five miles, allowing for going and coming, and including three or four extra miles for visiting places of note in Bustleton and vicinity. By allowing a few hours extra for the trip, and starting in the middle of the forenoon, dining at one of the Bustleton inns, and returning by a route that will add additional attractions to the trip, a visit to Crescentville may be included in the outing, by covering very little extra mileage, simply making a slight detour on the way home. It should not be attempted, however, to include both these quaint old settlements in a short afternoon journey, as the time for sightseeing would be too limited to do them justice.



**THE SHORTEST WAY THERE.**

The wisest plan will be to go by the shortest route and return by way of Crescentville; then if there are delays for side trips on the way, or Bustleton proves too attractive for a hurried visit, Crescentville may be left for another run. The most direct route to Second Street Pike is north on Broad Street to Rising Sun Lane, turn right on the lane to Fifth Street, and take the left fork on pike direct to drove yards, Feltonville and Olney. At Olney, on the right of the pike, is noticed the handsome "Burk country seat," and just beyond Olney the road crosses Tacony Creek. The picturesque glimpses of winding waterways and sunny meadows of this vicinity of the Tacony lead to the thriving little suburb of Lawn-dale; and just beyond is old Church Road, leading to the Trinity Oxford Church, on the right of the pike. Pass on out Second Street Pike, through Fox Chase, and beyond, bearing to the right, to the famous old Bustleton Pike, which forms the main street of Bustleton. On reaching Bustleton there will be no difficulty in securing a list of the most interesting landmarks, and the most direct route for visiting them, as the residents of the place take special pride in its history. The visitor will be assured that here originated many celebrated institutions, and that Bustleton, one hundred years ago, was distinguished for the number of its men famous in science, art, religion, statesmanship and manufacture.



OLD HOTEL AND VILLAGE STREET OF BUSTLETON.

Among the earliest institutions was the ancient library, containing about two thousand volumes of the best standard works on all subjects. Mr. Enoch C. Edwards, the librarian, had the library in the second story of his store, where the post office was afterwards located. The Pennypack Church—distinguished as being the second oldest Baptist Church in America—is still standing. It was built in the seventeenth century, and until nearly the middle of the eighteenth century was the only church building within four or five miles. Byberry Meeting, All Saints and Oxford Church were the nearest. Brown University is said to have originated here. In addition to the other academies and schools located in Bustleton, Dr. Samuel Jones, pastor of Pennypack Church, a graduate of the Pennsylvania University, had a school or college for preparing young men for the ministry. Also, while he was pastor of the ancient Pennypack Church, he was active in starting the Union College, of Rhode Island (now Brown University), and was offered the first presidency of that institution. John Comly was partly educated under his instruction. John Watts, a resident of Bustleton, was distinguished as one of Pennsylvania's surveyors. He assisted in running the Mason and Dixon Line, and for two or three generations people of the same name had been surveyors and schoolmasters of that neighborhood. The village was also distinguished for having one of the oldest and best calico

printing establishments in the State at least, and some claim the oldest in the country. It was located on the Penypack Creek, adjoining the village. From one to two hundred men were employed, and there were four or five five-horse teams to transport the goods to and from the city. And the oldest of grist mills was also established here, as the ancient Verree's Mills were built upon the site of the still older Gwins' Mill, which was claimed to be the oldest mill near Philadelphia—older than the mill in Holmesburg, which was built in 1690.

#### THE ORIGIN OF THE NAME.

There are many traditions as to how Bustleton came to bear its odd name. The village is said to have grown up around an ancient tavern known by the name of Busseltown—a name of English derivation. The town of Bristol, in England, had a suburb called Brislington, which was afterward known as Busselton, and it is claimed that when the two neighboring settlements were started in Pennsylvania, they were given the names of Bristol and Busselton, after the English towns. These are probably the most plausible traditions, as Bustleton was spelled Busselton in many of the old records. The early residents, however, claim other reasons for the naming of the town. Perhaps the oldest tradition is to the effect that a farmer who had occasion to pass through the place in the early morning invariably saw a woman



THE "BEE-HIVE" BUILDING AT BUSTLETON.

working so busily at a house—which is now possibly the depot—that she became known as “Bustling Bess,” and that the village was named Bustleton in her honor. Two other traditions state that the name came from the fact that the early settlement itself was bustling, especially on one occasion during the Revolutionary War, when many soldiers passed through the place on their way to Hatboro—then known as Crooked Billet—giving the town a bustling appearance; and on another occasion, when an early attempt was made to divide the place into building lots, and great energy was displayed by those who were promoting the scheme, which stirred the town. A still more probable version is to the effect that a man named Cyrus Bustil, one of the earliest resi-



dents, of Indian descent, gave his name to the town. Not only was the old town and its early inhabitants known to be "bustling," but even its buildings seem to have been after the "busy bee" order; and one of the most ancient is still known as the "Bee Hive." This old building is still standing next to the depot. It is said to have received its name from the fact that in the early days many people lived in it at one time.

**AN UNMUZZLED PORCUPINE.**

It was in the Bee Hive that the famous "Porcupine" was published, in 1799. William Cobbett, a noted English writer on political subjects, who went to Bustleton to avoid the yellow fever in Philadelphia, published the paper, which was of a satirical nature. Cobbett told his friend, Henry Pepper, that he called his paper "The Porcupine" because he meant to shoot his quills wherever he could catch game. Cobbett had an eventful career. He came to this country in 1794, and lived for a time in Colonel McLane's house in Wilmington. During this period he taught French and published a French grammar. He was a soldier in the British Army, and in the East Indies only received six pence a day, but he was of a studious disposition and procured books and studied them at night. He returned to England in 1818, and afterward became a member of the House of Commons.

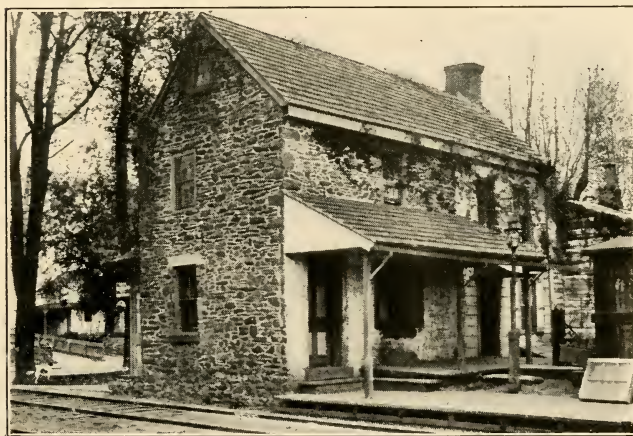


The majority of historic places of the town are found along the Main Street—or Bustleton Pike—with its fine old shade trees; but the automobilist should not fail to take a side trip out the old Welsh Road. This ancient thoroughfare joins the pike just beyond the Union Hotel. It obtained its name from the Welsh, who used to come down this road in companies—banded together for protection from the Indians—with their grain to the mills of Bustleton and Holmesburg. On the old Welsh Road is the St. Luke's Episcopal Church, with its famous memorial tablets, and passing on down the road we come to some fine old houses, particularly the John Farnum house—which afterward came into the possession of the Masland's, and which is an excellent example of colonial architecture. This property, with its famous old trees—prominent among them being a splendid magnolia tree—runs down to the old Newton road, which resembles an English lane leading down to the original St. Luke's School. This school has recently been removed from Bustleton to Wayne, Pa. It was started by Mrs. Jane Crawford, of Ury House, Fox Chase, who conducted an excellent school for boys on her beautiful place for about twenty years. In 1884 Mr. Charles H. Strout, one of her teachers, assumed charge of the institution, and removed it to the Willian property at Bustleton. The old Marshall homestead should also be visited. Edward Marshall was one of the three men who walked the famous

“Indian Walk” of 1737. He was born in Bustleton in 1710, and was twenty-seven years old at the time of the walk.

#### QUAINT OLD GRUBBTOWN MILLS.

For the shortest route to Crescentville return by way of Bustleton Pike and Second Street Pike to what is known as “the Old Soldier Road,” near Lawndale, where one may note the Wentz Reservoir and the “Young Farm,” with its fine old mansion and roomy, old-fashioned barns. Crescentville is soon reached by taking the road branching to the right, and here are found many historic mills that have stood from the time when old Crescentville was known as Grubbtown. Many of the old mills are



OLD HOMESTEAD RAILROAD DEPOT AT BUSTLETON.

now deserted, and the ancient homesteads have taken on a look of dilapidation; yet this little settlement on the Tacony is one of peculiar interest to the historian, and is one that has for years attracted artists in search of the picturesque. The most noted of its old homesteads is known as the "Griffiths mansion," which stands on the hillside sloping down to the Tacony Creek, and which still retains an air of stately magnificence. It is not generally known just when the old house was built, and there has been repeated controversy on the subject, but it is certain that it was known as the Griffiths homestead as early as 1794, when Thomas Griffiths owned a plantation of one hundred acres here, through which, in 1794, Green Lane was opened to Grubbtown. The home life of the Griffiths of the long ago was closely associated with the interests of the Logan family of historic Stenton.

The old homestead is closely associated with the memory of Hannah Griffiths, the famous Quaker poetess, and Thomas Griffiths, who not only distinguished himself in connection with the early history of Philadelphia, in various ways, but was especially prominent as Mayor of the city. From the time that Anthony Morris was elected Mayor of Philadelphia, in 1704, to the rule of Shoemaker, Gibson, Fisher and Rhoads, from 1770 to 1775, Thomas Griffiths was not only the most popular Mayor, and the one most

frequently elected, but the only one who was elected for three separate terms. He served as Mayor during 1729, 1730 and 1731. Then, after one year's rule by Hasell, during 1732, Griffiths was again elected for 1733 and 1734. Then three different Mayors held the position for short terms of power, and Griffiths was again elected for the position in 1738.

#### AN UNFINISHED MONUMENT.

Near the Griffiths homestead is a quaint, unfinished monument, standing just outside of the Crescentville schoolyard. The monument was erected in memory of the volunteers of Crescentville who left their farms and mills and went out for active service in the Civil War. The residents of the little settlement still tell with pride that from this village and vicinity more volunteers went to fight for the Union than from any other place of double its population. It seemed fitting that a monument should be erected proclaiming this fact for the sake of the children of the soldiers. As an appropriate place for such a monument a site was chosen on the slope of the hill leading down into the valley of the Tacony, where the numerous mills were in active operation and giving employment to hundreds at the time of the war, and just outside of the grounds of the public school, where the enthusiastic boys and girls of the place, whose relatives were numbered among the volunteers, could have a feeling of possession in the glis-

tening monument erected to the memory of their bravery. There is no lettering upon it, as funds were exhausted before its completion. Its upper surfaces are smooth, and a great rough granite boulder serves as a base of the shaft. Unfinished as it is, it is dear to the residents of Crescentville as a monument to the bravery of their volunteers and the "good old times" just before the war when the great mills of the place, then known as Grubbtown, were in active operation, and the little village was in the height of its prosperity.

From Crescentville return by way of Tabor Road and Green Lane to Branchtown, where Green Lane enters York Road; down York Road to Logan, and down Broad Street.



UNFINISHED MONUMENT AT CRESCENTVILLE.

# The Old Mills of Cheltenham.

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## DISTANCE FROM PHILADELPHIA.

About ten miles by way of York Road to Shoemaker Mills, and out Church Road to Toby Leech Mills. Twenty-five miles will cover side trips and return by way of Second Street Pike.

## ROUTE.

Out Broad Street to Logan and York Road. Out York Road to Church Road at Cheltenham. Out Church Road to Toby Leech Mills; to Second Street Pike by way of Old Church Road, and down the Pike to the city by way of Rising Sun Lane and Broad Street.

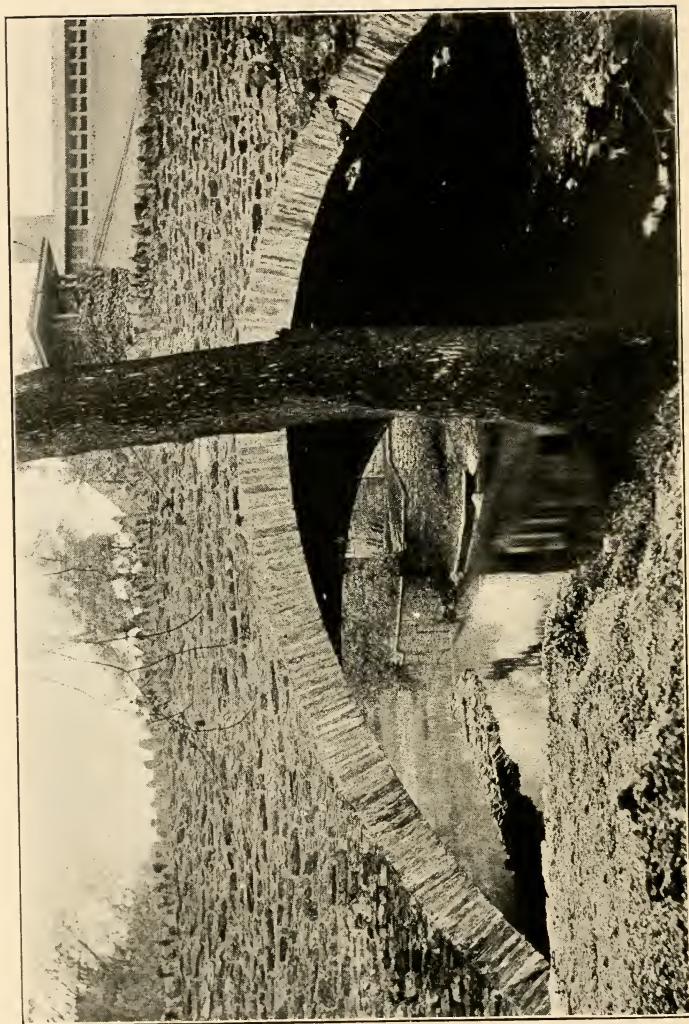
## ROADS.

Uniformly good.

## WHAT TO SEE.

De Benneville burial-ground at Green Lane and York Road.  
Silver Pine Farm and the old Branchtown Hotel.  
The Charles Wharton or Russel Smith Homestead.  
Quaint stone monuments marking Revolutionary graves.  
Picturesque Fairy Rock and home of J. S. Levering Wharton.  
"Outalauna"—the country seat of Joseph Wharton.  
Site of Benjamin Lay's Cave.  
Fine specimen of old Dutch architecture.  
"County Line Tavern," "The Oaks" and the Lucretia Mott Homestead.  
Modern country seats along York Road.  
Ancient bridge and mill of Shoemakertown.  
Famous Toby Leech Mills and Homestead.





HISTORIC BRIDGE WHERE YORK ROAD CROSSES TACONY CREEK AT SHOEMAKERTOWN.

## The Old Mills of Cheltenham.

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Structures Famous from the Time Cheltenham and Ogontz  
Were Included in Ancient Shoemakertown.

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A novel automobile run, covering a line of travel over two of the oldest roads in the country, will make an afternoon trip of more than usual interest. Old York Road was laid out in 1711, and still older Church Road in 1704. The run may cover a distance of about ten miles to the famous Toby Leech Mills, or may be continued several miles further by the side trips, and into the Whitemarsh Valley, returning by Church Road and Second Street Pike.

As the historic features of Old York Road have been made familiar through the Fox Chase trip to Green Lane at Branchtown, another route may be taken by way of variety from Philadelphia to this point. Broad Street is now cut through to Branchtown, and will soon be in fine condition.

Or one can leave Broad Street at Logan Station and make the short run from Logan to Branchtown on York Road. Automobilists from Germantown will find Mill Street a charming roadway, because of its historic landmarks, as well as its good, hard road-bed. This old roadway is good from Main Street to York Road, which it enters opposite Silver Pine Farm, just above Green Lane and the De Benneville

graveyard. The famous Godfrey homestead, where Thomas Godfrey, the inventor of the quadrant, lived, is on the right; while nearly opposite is the site of the famous Spencer Roberts homestead.

The old mill ruins, just below the Godfrey house, indicate that this was a place of industry in olden times.

#### FAMOUS OLD CEMETERY.

The De Benneville graveyard, extending on Green Lane and York Road, is one of the oldest private burying grounds in the vicinity of Philadelphia. It was originally a portion of Silver Pine farm, which for nearly a century remained in the De Benneville family. George De Benneville, M.D., the first of the family to settle in this country, was the first resident physician to settle on Old York Road. In 1758 Dr. De Benneville purchased from Joseph Spencer twenty acres of land with a dwelling, on the north side of the Luken plantation.

A little further up Old York Road—the second property below Oak Lane—is another of the early homes of the De Benneville family, a picturesque, old-time dwelling, sheltered by two handsome old sycamore trees. This is known as the “Bonneval Cottage,” as the ancestors of the family spelled their name De Bonneval, when for many centuries they occupied prominent positions in France. While the upper homestead has been known by the ancestral

name, the lower homestead has long been known as Silver Pine Farm, from the number of beautiful silver pine trees planted on the lawn.

In the ancient De Benneville graveyard were buried General Agnew and Lieutenant-Colonel Bird, two British officers killed in the battle of Germantown. During the recent cutting through of North Broad Street a portion of the old graveyard, including these graves, was destroyed. Elaborate ceremonies were held when the historic graves were removed to another portion of the burying ground. The grave of Elisha Kent Kane, the noted Arctic explorer, is said to be here, also, but this is incorrect. The Kane family homestead lies further to the east on Green Lane.

Across the road from Silver Pine Farm, on the corner of Mill Street, is the old Branchtown Hotel, which was built by Joseph Spencer in 1790, and which was a popular resort for sleighing parties a hundred years ago. Beyond this historic hostelry, also on the left of York Road, is the home of Charles Wharton, built upon a solid rock which protrudes above the surface of the soil. This was once the property of the artist, Russel Smith. Two curious monuments to Revolutionary heroes are found on the place, which are unmatched in any cemetery. Instead of the conventional marble slab, they look more like the trunks of dead trees. One marks the graves of four soldiers of the Revolution, killed by a Hes-

sian, who surprised them as they sat around a spring. Russel Smith—being familiar with the story of their death at this spot—searched for and found their bodies buried in one grave, and had the tall, rough brown stone set up to mark their last resting place. At that time, when the artist took the property in charge, it was a wild, uncultivated piece of land, covered with scrub oak and pine.

#### PICTURESQUE "FAIRY ROCK."

"Fairy Rock," of many traditions, adjoins the Russel Smith property. On the top of the rock stands the home of J. S. Lovering Wharton, with its wooded background. It is one of the most picturesque spots on Old York Road. In the grading for the pike historic Rock Run Creek, which crosses York Road at this point, has been transformed into many little lakes, which add to the beauty of the surrounding properties. "Fairy Rock" juts out to the roadway, and its old-time appearance has been but little altered in the grading of recent years. Many were the legends told of it in the old days when a trip from New York to Philadelphia was a journey of some time, and the travelers gathered at night in the inns to recount their adventures.

A third Wharton property adjoins "Fairy Rock." This is known as "Outalauna," the handsome country seat of Joseph Wharton. It stands some distance back from the road, and like the other two is on the

left of the pike. Rock Run is crossed at the entrance of the grounds by a substantial bridge, forming a picturesque lake on the slope of the lawn near the road. On this property was situated the cave of Benjamin Lay, one of the most striking characters that ever resided on Old York Road. He was known as the hermit, and was the first public declaimer against slavery, and that, too, at a time when his own neighbors held slaves. He was born in Colchester, England, in 1677. In 1718 he entered mercantile business in Barbadoes, where the cruelties of the slave trade were constantly before him. His sympathies were moved toward the slaves, and he strongly endeavored to make the traffic odious. He gave the slaves advice and food, and opened his house in town for their instruction. A clamor rose against this, and hostility was provoked, and he finally came to Philadelphia, arriving here in 1731. Pennsylvania slavery was milder than that of the West Indies, but the emigrant again worked zealously against it, and met opposition. He was disappointed in this reception in Philadelphia—the City of Brotherly Love—and he determined to live a life of seclusion. He built a cave-like cottage in the hill slope at Branchtown. There, with his wife—who was also zealous in the cause of slavery—he adopted the most rigid habits of temperance, self-denial and frugality. It is said of him that he would not eat food, nor wear garments, nor use articles procured at the expense of animal



life, or in the remotest degree the product of the labor of slaves.

In the hills above Branchtown the soil is rocky to a great depth, with many open spaces in the rocks beneath the soil; and it is now claimed that the old superstitions concerning the spinning of the fairy had good foundation, as the spinning wheel in the rocky cave-home of Benjamin Lay, at some distance back from York Road, might readily be heard on the adjoining property, seeming to come from the "Fairy Rock," then overhanging the ancient thoroughfare.

One of the finest specimens of old Dutch architecture to be seen anywhere in the vicinity of Philadelphia is found on the left of Old York Road, on ascending the hill above "Outalauna." It is the beautiful home of Mrs. William Morris Davis. In the rear a walled-in terrace gives the finishing touch to one of the quaintest and most charming homes along the road. The original house, which was in front of this, was burned down; and the little old well-house, which can still be seen in the lower corner of the grounds near the road, marks the site of the oldest house on the Old York Road. This was the log hut of Griffith Miles, one of the original surveyors of the road. It was removed by Mr. Davis in 1856. Opposite the toll house stood the house built by Benjamin Armitage in 1724, for a public house.

At the corner of County Line and York Road the

large yellow house on the right is the old County Line Tavern, built by Joseph Rorer at the beginning of the last century. The handsome property of the late Charles Sharpless, known as "The Oaks," begins at this point on the right. Thomas Mott, son of Lucretia Mott, built it; and just across the road is the modest homestead known as "Roadside," where



OLD SHOEMAKER MILL, NOW CHELTENHAM FLOUR MILLS.

Lucretia Mott, the philanthropic Quakeress and famous preacher, died.

The fine estate of R. J. Dobbins, who built many of the Centennial buildings, is just above the Sharpless property on the right. On the left of York Road, opposite Mr. Dobbins' place, are the magnificent estates of John B. Stetson, Henry Roelofs, his son-in-law, and Mr. Fray, his partner.

**BEAUTIFUL "IDRO."**

Stetson's beautiful country seat bears the attractive name of "Idro," a Russian word meaning cool and pleasant. The architecture is of the time of Francis I., and with its extensive lawns, shrubbery and beautiful drives, it seems as though a veritable chateau of sunny France has been set down in our midst. The home of Mr. Roelofs, adjoining, is known as "Rhyllon." St. Paul's Church is on the right of the roadway. It is one of the loveliest pieces of church architecture to be found in the suburbs of Philadelphia. Covered with ivy, with beautiful chimes that ring softly through the air at every quarter hour, it seems to belong to some ancient demesne of rural England rather than to modern America.

The little town of Ogontz, once known as Shoemakerstown, is one of the oldest settlements on York Road. There was an ancient ford where the Tacony Creek crosses York Road at this point. The old bridge which was afterwards built across the creek bears the date of 1798. The famous Cheltenham Mill, which is still standing on the left of the road, was built prior to 1747, and there is still treasured in the Shoemaker family the quaint articles of agreement between Dorothy—widow of Isaac Shoemaker—and Richard Mather, dated November 6th, 1746. The mill in this document is styled a "Corn-Grist Mill," and further "Ye s'd mill, and for other conveniences abovt ye s'd mill (ye race and dam excepted)

is to begin at Toxony Crick, opposite ye s'd Dorothy's garden, at ye place of s'd crick commonly called and known by the name of ye Sheep's-Washing-Place, and from thence to extend down ye east side of ye s'd crick to the fording place of s'd crick in ye York Road." This quaint document gives in a few words a vivid picture of old Shoemakertown of more than a century and a half ago, when the ancient Shoemaker mansions, Dorothy's garden, the old corn-grist mill, the fording place and the sheep's-washing-place were famous points of interest on Old York Road.

#### **THE TOBY LEECH MANSION.**

Before crossing the bridge over the Tacony Creek turn to the right on Old Church Road, to visit the most interesting section of Cheltenham, where the Toby Leech mansion, the old oven of sea biscuit fame, the ancient Toby Leech grist mill, and the historic Penn house, are clustered in the little settlement beyond Elkins Park. These historic mansions—although one is now sadly demolished—were considered wonderful achievements in architecture in their day. They still stand within a few hundred yards of each other, about a mile east of York Road. The Toby Leech homestead is on the right of the road, while a little further on the Penn house stands on the left. The latter stands on high ground, on the hill-side sloping down to the Tacony Creek, while the former is down in the hollow directly on the bank of

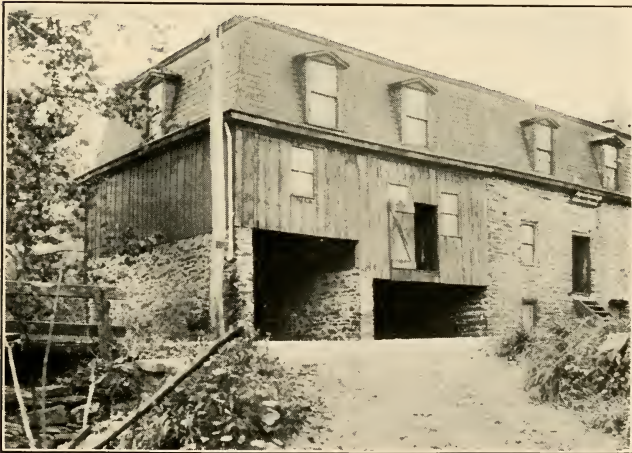
the creek that in Colonial days turned the great wheel of the Toby Leech grist mill.

Both of the old homesteads are closely associated with the days before the Revolution. Early in the eighteenth century Toby or Tobias Leech was considered a great man in this part of the country. He not only owned the largest grist mill in the vicinity, but conducted an extensive tannery, and carried on the manufacture of sea biscuit in an immense oven built for that purpose, whence they were hauled to the city and sold to shippers. In November, 1711, Toby Leech was one of the twelve jurors in laying out the Old York Road from the present Center Bridge, on the Delaware River, through Ogontz, to the intersection of Fourth and Vine Streets, Philadelphia.

He was one of the County Commissioners in 1718. He held this office until nearly the time of his death, November 13th, 1726, when he was 74 years of age. He and his wife came from Cheltenham, in Gloucestershire, England, in 1682. The "Toby Leech homestead" was built soon after their arrival, and although there has been some dispute concerning the exact date of its erection, it is known that it must be at least two hundred years old, as it was standing when the Old Church Road was laid out in 1704. The name of Cheltenham was given to this section of York Road and Church Road in honor of Toby Leech's home in Cheltenham, England.

Church Road was so called because it leads from

the famous old Trinity Oxford Episcopal Church, near Second Street Pike, to St. Thomas' Church, Whitemarsh. The "Ministers of the English Society for the Propagation of the Gospel in Foreign Parts" (as the ancient society was quaintly termed) used to travel this road in the days when the population was scattered and when the parochial work was toilsome. The old roadway is good traveling all the way out to St. Thomas' Church in the Whitemarsh. From here the run may be taken out Church Road, past the Trinity Oxford Church to Second Street Pike, returning to the city by way of this good pike road and Rising Sun Lane to Broad Street.



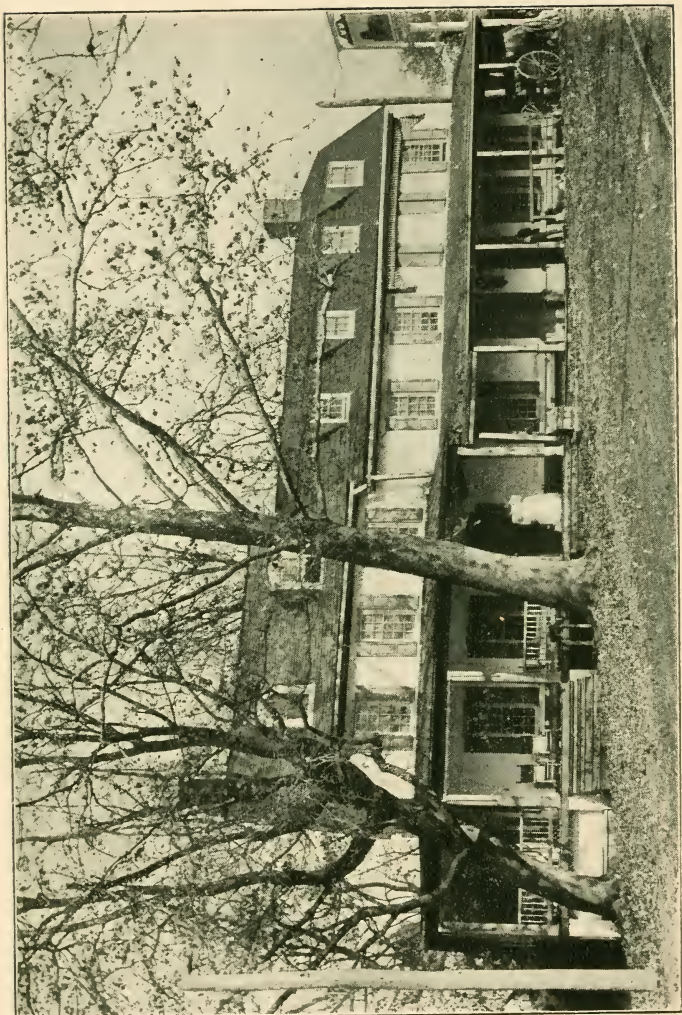
TOBY LEECH GRIST MILL OF SEA-BISCUIT FAME.





OLD ROCK RUN FORMS A PICTURESQUE LAKE AND  
WATERFALL AT "OUTALAUNA."





RED LION INN ON THE BRISTOL PIKE.

## Philadelphia to Lakewood.

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### DISTANCE FROM PHILADELPHIA.

By way of Trenton and Long Branch about one hundred and ten miles. Two hundred and thirty miles will cover return and side trips.

### ROUTE.

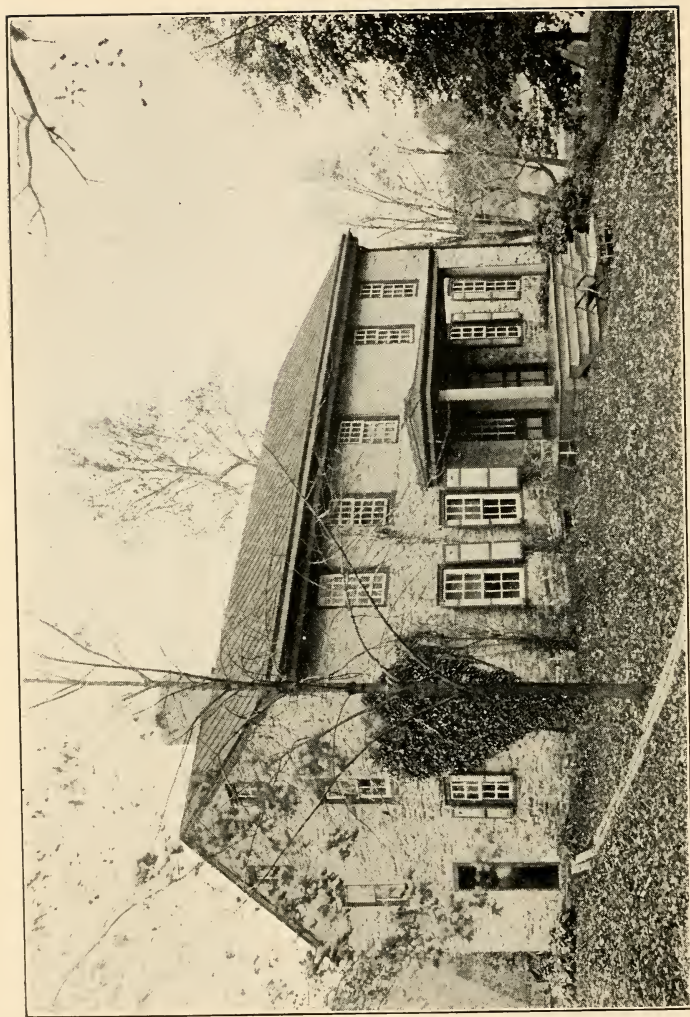
To Bristol Pike by way of Broad Street, Rising Sun Lane, Powder Mill Lane and Frankford; out Bristol Pike to Holmesburg, Torresdale, Bristol and Tullytown, to Trenton. Across New Jersey from Trenton to Long Branch, and down to Lakewood by way of Asbury Park, Belmar, Spring Lake and Manasquan.

### ROADS.

Excellent over the long stretches of Bristol and Trenton Pikes. Much better than over the shorter route through Jersey by way of Camden and the river drive.

### WHAT TO SEE.

- Red Lion Inn on Bristol Pike.
- The Colonel Morrell Estate.
- Andalusia—the country seat of the Biddle family.
- The Industrial School at Eddington.
- Ancient store and tavern at Bridgewater.
- Site of Baldwin Ferry on the Neshaminy.
- Historic landmarks at Bristol.
- Memorials of the Battle of Trenton.
- Interesting towns and villages along Trenton Pike to Long Branch.
- Famous watering places along the Jersey Coast.
- Beautiful country seats at Lakewood.



HISTORIC HA'PENNY HOTEL ON BRISTOL PIKE AT BRIDGEWATER.



## Philadelphia to Lakewood.

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A Long Trip over Good Pike Roads, through Numerous Historic Towns and Stretches of Open Country.

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There are few runs covering a distance of a hundred miles or more from Philadelphia more attractive for the automobilist than a trip to Lakewood. There are many points of historic and modern interest throughout the entire journey, and almost continuous good roads. There is a choice of routes throughout the trip during the summer season, when the run from Philadelphia to Lakewood may be made on the Jersey side of the Delaware River, by way of Camden and the River Drive, with return by way of Mount Holly and Burlington, crossing by the Burlington ferry to Bristol, and running down Bristol Pike.

But during the winter season and the early spring it is best for the automobilist to avoid the ferries—especially Burlington ferry—and make both the going and the return trip by way of Bristol Pike to Trenton. From Trenton directly across New Jersey to Long Branch there is a fine gravel pike, with few speed restrictions, where a good spin can be made. From Long Branch there is a good road to Asbury Park, which is about eighty-three miles from Philadelphia by this route, and there are good roads from Asbury Park through Belmar, Spring Lake, Sea



Girt, Manasquan and Point Pleasant to Lakewood, twenty-seven miles beyond. This may seem an unnecessarily long journey, by a round-about route, but the possibility of making good time, and the points of interest, more than compensate.

Follow the Torresdale trip by way of Bristol Pike beyond Pennypack Creek, above Holmesburg, to Poquessing Creek, which divides Philadelphia from Bucks County. Just beyond Poquessing Creek is the historic inn of Colonial and Revolutionary fame, known as "The Red Lion." This is doubtless the oldest hostelry in ancient Bensalem—the township laid out before 1695 by the Surveyor-General, Captain Thomas Holme. The name of Bensalem was also given to the little settlement surrounding the inn. It has been noted as a peculiar name, being a Hebrew compound, signifying "Son of Peace, or House of Order and Consolation." In the deeds of 1708 the place is called the "Manor of Bensalem." In 1781 Washington's army in their march to Yorktown to attack Cornwallis encamped at the Red Lion Inn over night, and the delegates from Massachusetts to the First Continental Congress dined at the Red Lion, August 29th, 1774.

The famous hostelry stands at the junction of the Bristol Pike and the Red Lion Road. The upper end of the building is of brick of very hard texture, said to have come from England. The lower and more modern part is of stone.

## COLONEL MORRELL'S ESTATE.

To the left of Red Lion Inn can be seen the fine estate of Colonel Morrell, on the old township lines of Moreland, Byberry and Delaware. These three townships join on the Colonel Morrell property. Continuing up Bristol Pike, the little village of Maude is passed, and Andalusia, named from the beautiful country seat of the Biddle family on the Delaware River above Torresdale. Below Eddington is found an institution for the education of Indian and colored children. On reaching Eddington an industrial school for boys may be seen on the left. It was founded through the munificence of Mary Catherine Drexel. The Bristol Pike crosses the Neshaminy Creek at Bridgewater. On the left of the pike at this place there are several points of interest. Directly on the roadway is the little old-time "general store," which has for more than half a century been in the Sipler family. Back of the store is an ancient buttonwood tree, of huge dimensions, which marks the historic Baldwin Ferry, which was established here in 1697. The famous Ha'penny Hotel of Colonial days stands on the creek back of the little Sipler store.

The ancient town of Bristol is soon reached by continuing up the pike. It was the first chartered borough in Pennsylvania, its Colonial settlement commencing in 1681. The site of Bristol is a part of a tract granted under warrant of Sir Edmund Andros,

Provincial Governor of New York, to Samuel Clift, in 1681. The land lay on the Delaware River and Mill Creek. In 1682 Samuel Clift deeded the tract to Joseph English, and in 1695 a part of it was conveyed to Anthony Burton and Thomas Brock, who, one year later, received the remaining half, by deed from Peter White. In 1696 Burton and Brock



BRISTOL PIKE CROSSES NESHAMINY CREEK AT BRIDGEWATER.

divided their property, and stakes began to arise and streets and building lots invaded the Indian camping ground.

The fruitful country soon tempted settlers, and lands in this vicinity were settled before the laying out of Philadelphia, and it was strongly expected that

the most important town of the State would rise at Bristol.

#### THE BRISTOL BATHS.

The famous bath at Bristol, noted for its chalybeate springs, gained celebrity about 1722, when many came to this point as a summer resort, and noted Europeans are said to have visited the springs for health, as the waters were used as a medicine as well as a bath. In 1773 the first stage coaches of Bristol were started, running from Philadelphia to New York in two days. The fare was four dollars, the same as at the present day, but there was quite a difference in running time—between two days and two hours.

In the winter of 1776 General Cadwallader had about three thousand troops at Bristol, and in the following April about fifteen hundred were divided among the inhabitants for entertainment. About half a mile above Bristol there was a camp containing a part of what was styled "John Adams' Standing Army." The residence of Samuel Adams, at the corner of Otter and Mill Streets, was at one time a guardhouse. Gondolas and barges were at Bristol for the use of the Government in the Revolution. The Friends' Meeting House became a hospital.

After the short side trips necessary to visit these points of interest in Bristol turn to the right at Closson's Hotel to the river. Turn to the left on River Road and run direct to Tullytown and Trenton. Just

beyond Tullytown, Pennsbury Manor is passed—the beautiful country seat of William Penn. Although the original mansion has been destroyed, various memorials remain of the philanthropic Penn and his home life in this beautiful country place, where—to use his own words—he wished to make his children “husbandmen and housewives.”

Penn introduced many new seeds while living here, and it is claimed that he was the means of bringing clover and other grass seed to Bucks County.

#### HISTORIC TRENTON.

At Trenton, which is thirty-two miles from Philadelphia, numerous points of historic interest may be visited, which are familiar to all because of their connection with the battle of Trenton—the turning point in the American Revolution. At the “lower bridge” turn left on Warren Street to State Street, for the shortest route to Long Branch and Asbury Park. Turn left on State Street and follow trolley tracks to bend; then direct to pike for Hamilton Square, which is thirty-eight miles from Philadelphia. Then Newtown will be passed on the pike, and Hightstown, forty-seven miles from Philadelphia; Manalapan, Freehold, sixty-one miles; Colt’s Neck, Eatontown, seventy-two miles; then Long Branch is reached at a distance of seventy-seven miles, and Asbury Park, eighty-three miles from Philadelphia by this route.

Many towns and villages passed beyond Tren-

ton are of historic interest, but the first of special importance is Freehold, nearly thirty miles from Trenton, and about sixty-one from Philadelphia. This is the seat of justice for Monmouth County. The early village of Freehold dates its origin from the period when the county courts were held here in 1735, and in



BATTLE MONUMENT AT TRENTON.



olden times was known by the appellation of "Monmouth Courthouse." This village will ever be memorable in American history, and its numerous ancient landmarks will be carefully treasured, on account of one of the most sanguinary battles of the Revolution being fought in its vicinity—the Battle of Monmouth, June 28th, 1778.

On passing Colt's Neck—about five miles from Freehold—a pause should be made to visit an interesting landmark, known as the Captain Huddy mansion. Colt's Neck was originally known as Call's Neck, from a resident of that name, and from the fact that it is situated on a neck of land formed by two branches of Swimming River. Standing in the central part of the village, a few rods back from the main road, is the old Huddy Homestead.

Captain Huddy distinguished himself on various occasions in the Revolution, and became an object of terror to the tories. His defense of the old homestead, assisted only by a mulatto servant girl, against sixty refugees, is well known history, also his command of a block house at Tom's River, which was attacked by a party of refugees from New York and taken only after a gallant resistance, and other important events in which he figured creditably during the struggle for independence.

About a mile north of Colt's Neck one of the original caves of the early settlers has long been an object of curiosity. It was a good type of the early caves,

divided into several rooms, and built in a clay bank beside a brook. The mouth was finally broken in, which destroyed it as an object of curiosity, making it impossible to enter it except when the water is low.

Eatontown was named from a family of early settlers by the name of Eaton. There is a tradition still clinging to the place that about the year 1670 the Indians sold out this section of country to Lewis Morris for a barrel of cider, and emigrated to Crosswicks and Cranberry. One of them, called Indian Will, remained, and dwelt in a wigwam between Tinton Falls and Swimming River. His tribe were in consequence exasperated, and at various times sent messengers to kill him in single combat; but he always came off conqueror. On a certain occasion, while partaking of a breakfast of suppawn and milk at Mr. Eaton's, with a silver spoon, he casually remarked that he knew where there were plenty of such. The family promised if he would bring them they would give him a red coat and a cocked hat. In a short time he was arrayed in that dress, and it is said that the Eatons suddenly became wealthy. About eighty years afterwards, in pulling down an old mansion of the place, in which a maiden member of the Eaton family had long resided, a quantity of cob dollars, supposed by the superstitious to have been Kidd's money, were found concealed in the cellar wall.

Five miles beyond Eatontown, Long Branch is reached, with Asbury Park about six miles beyond.

Both of these resorts are too well known to require description. Nearly the entire route from Trenton to Long Branch is over fine gravel pike, and the desirable side trips mentioned are also good traveling

From Asbury Park to Lakewood is about twenty-seven miles. Asbury Park being about eighty-three miles from Philadelphia by this route, will make the



ASBURY PARK FROM WESLEY LAKE.

run direct from Philadelphia to Lakewood about one hundred and ten miles. Take the macadamized road south from Asbury Park to Belmar, Spring Lake and Sea Girt—twelve miles from Asbury Park; Manasquan and Point Pleasant, seventeen miles. In Point Pleasant turn right at post office to Lakewood, twenty-seven miles.

## An Outing to Ancient Chester.

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### DISTANCE FROM PHILADELPHIA.

Fifteen and a half miles by way of Penrose Ferry and Essington. Sixteen miles by Chester Pike. Thirty-five miles allowed for return and side trips.

### ROUTE.

Out Moyamensing Avenue to Penrose Ferry Bridge; out the Island Road through Essington, and along the Darby Creek, Crum Creek and Eddystone to Chester. A choice of pikes for return.

### ROADS.

Good on Chester Pike and by way of Swarthmore. Poor on some parts of the Essington route; but the extra attractions of this route are worth careful driving.

### WHAT TO SEE.

Landmarks of Penrose Ferry.  
Historic sites on Island Road.  
The Outing Club Houses of Essington.  
Corinthian Yacht Club.  
First Lazaretto buildings.  
Picturesque spots on famous creeks.  
Attractions of ancient Chester.



STONE MARKING THE LANDING PLACE OF WILLIAM PENN.

## An Outing to Ancient Chester.

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With Pleasant Side Trips to the Yacht Club at Essington and the Old Lazaretto.

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An attractive automobile trip for a short day—or less, depending on the time at the disposal of the tourist—is from Philadelphia to Chester. There are pretty stretches of rolling country and river scenery to please the eye. There is also a wealth of historic spots to visit, and several modern places of great interest.

There are objects of interest all along the way from Philadelphia to Chester, by way of Penrose Ferry and Essington—a distance of about fifteen miles from the lower part of Philadelphia, with a longer trip for return, by taking the Folsom route, or going from Chester to Swarthmore, from Swarthmore to Folsom, and thence to Philadelphia by way of Darby.

The most direct route when going by way of Essington, in order to visit the famous yacht clubs, is a run down Broad Street to Moyamensing Avenue, and continue by way of Penrose Ferry Bridge. This spot will be found of special interest, as it was one of the oldest ferries in the vicinity of Philadelphia, dating back to 1742. It is said that the ferry resulted from the establishment of a pesthouse or hospital on Fisher's Island. Samuel Penrose was appointed



ferry-keeper in 1776, and his name has clung to it ever since. For twenty-five years after the Penrose Ferry Bridge Company was incorporated, in 1853, there was repeated trouble with the bridges. The first bridge built collapsed. Another was built in 1860; a span of this fell into the river some years later. A third bridge was built in 1878, and there has been little difficulty since then in keeping a satisfactory drawbridge at this point. It will not be wise to spend too much time on the attractions of the Island Road or the notorious Bow Creek—although its unsavory summer fame may be largely dissipated in the autumn and winter—if one desires to fully explore the Essington attractions.

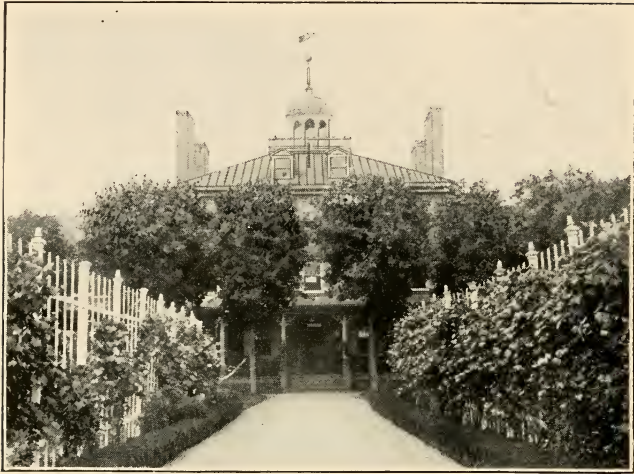
#### **SIGHTS AT ESSINGTON.**

Here are the Corinthian Yacht Club, the Philadelphia Yacht Club and the Orchard, the summer athletic club, the summer home of the Schuylkill Navy Club. The Orchard Club occupies the most interesting of the club buildings, and their situation is of special historic value. They occupy the famous Lazaretto buildings, whose outward appearance has been altered as little as possible in the remodeling for club purposes. The club members glory in the fame of the place, and are ever ready to tell inquisitive visitors how the Lazaretto came to be established in this particular place. They will inform you that in 1799 the managers of the Marine and City Hospital,

who had a short time before taken the place of the old Board of Health, purchased a piece of ground on Tinicum Island, in the Delaware.

The Lazaretto grounds were surrounded by Delaware River, Darby Creek and Plumb Hook Creek. According to the original plan the steward's house was to be fifty feet square and fifty feet high. The Lazaretto buildings were to be on the right and left of this, and were each sixty feet long by twenty-two feet wide. These were for the sick and convalescent. On the same line, at convenient distances, were apartments for the resident physicians, quarantine master, and other houses. Afterward there were many other buildings constructed, including a temporary lodging house for emigrants who were not sick. This accounts for the many buildings still standing upon the grounds where Dr. Michael Lieb was appointed the first Lazaretto physician, over a hundred years ago. Adjoining this the United States Government established an inspection station, which occupied about nine acres of ground, also a building for the storage of goods and warehouses for property brought in vessels which had to be detained. Little Tinicum Island is in front of the Lazaretto, and the channel between is a good place for anchorage.

After inspecting the various buildings still standing of the ancient warehouses and the Lazaretto, and doing justice to the attractions of the vari-



THE LAZARETTO AT ESSINGTON.

ous yacht clubs, there will be very little time for other pauses along Darby Creek, Crum Creek and Eddystone, if the party is to "do" historic Chester before the midday meal. Chester is rich in quaint old inns and other historic points. The rock which marks the landing spot of William Penn is one of the attractions.

#### **LANDMARKS OF THE OLDER SECTION OF THE TOWN.**

Market Street is especially thronged with interesting landmarks. Beginning near the river, this old thoroughfare will provide a succession of historic interests for more than half its length, with a few side trips here and there, leading to ancient sites and

buildings a square or two beyond Market. It may be well to have a list of the most important places—from a historic standpoint—then with occasional inquiry among the residents of this section many attractions may be brought to notice that might otherwise be overlooked. Among the most famous landmarks are the stone monument near the river, at Penn Street, bearing the inscription: “ This stone marks the spot where William Penn landed, October 28-29, 1682 ”; the sites of the old court house of 1685, and the later court house of 1724; the old prison erected in 1695; a succesison of ancient inns, including the Johnson Tavern, Hope Anchor Inn of David Cowpland fame, and Richard Barry’s tavern—afterward the Columbia House—built in 1735; the Lafayette House, on which originally stood James Sanderland’s house, built prior to 1700; the David Cowpland homestead, afterwards the Stacy house; the Morgan, or Dr. Terrill, house; the Coubourn, or Flickwir, house; the prothonotary’s office; the Thomas Barber house; the Logan house, of Jasper Yates fame, of 1700; David Lloyd’s first house prior to 1703; the Ashbridge house, built in 1725; the Anderson mansion, erected in 1803; the site of the Graham house, built by John Hoskins in 1688, the oldest house in Chester; the home of Jonas Sanderlands, built in 1723; the ancient homestead of Jacob Howell; the Market Street log house; the Friends’ Meeting House, dating from 1736.

On Third Street, just beyond Market, may be found one of the most ancient and most interesting burying grounds of the country—a tract of ground which was donated to the Swedish Church by Armgardt Pappegoya early in the history of the settlement, and which contains numerous quaint old tombstones and curious epitaphs.

#### FAMOUS INNS OF CHESTER.

Down at the foot of Market Street, near the river, is the old Steamboat Hotel—a good type of the roomy hospitality of the ancient porch-encircled inn. Both the first and second stories show the broad porches. As this staunch old building—standing since Revolutionary days—is the first encountered on entering Chester from the boat landing, it gives a good impression of the many old inns for which the city of Chester is justly famous. When the ill-fated British frigate *Augusta* passed up the river, in 1777, she opened fire on the town, and a cannon ball is said to have passed directly through the upper story of this old Steamboat Hotel.

At the northeast corner of Market and Second Streets is a famous tavern that in former days was known as the “Blue Ball Inn,” because of its peculiar sign. It is said to have been erected about the middle of the eighteenth century, although some of the local historians claim a greater age for it.

The famous Black Bear Inn is an old hipped-roof

house at the northeast corner of Third and Penn Streets. It was erected early in the eighteenth century. Still further up Market Street, in the heart of the town, is the historic Washington House, standing opposite the equally famous old Town Hall of Chester. A tablet has been placed upon the Washington House, by the Delaware County Chapter, Daughters



CHESTER'S FAMOUS BLACK BEAR INN.

of the American Revolution, briefly stating the most interesting points of its history. This ancient inn has encountered a fate similar to that of the old Town Hall, by being so closely surrounded by business houses that its old-fashioned substantial outlines are scarcely discernible in passing up Market Street.



The stanch stone walls of "ye old Towne Hall" are much the same to-day as during Revolutionary days; the quaint projecting eaves have also been retained, but the tower has been altered and enlarged to accommodate the "town clock."

It was in 1724 that the present town hall (formerly the court house of Chester, and afterwards of Delaware County) was built. After the Revolutionary War had closed, strong efforts were made to remove the county buildings to a more central locality. In 1784 an act of Assembly was procured to remove the county seat to "Turk's Head," since the buildings for that purpose were being erected when the act was repealed.

In 1847 the Assembly enacted a law providing for the removal of the seat of justice, should the people of the county, at the October election, decide for such a change; and in 1851 the courts and county offices were removed to Media, the present county seat.

In the afternoon the extra run by the roundabout way of Chester to Swarthmore, from Swarthmore to Folsom, from Folsom to Darby, and from Darby to Philadelphia, will provide a good road for a speedy home run, as there will not be time to do justice to the many famous landmarks along this route, after the thorough review of Chester's attractions, but the change of scenery will be one of the pleasant features of the outing.

## Quaint Upland and Marcus Hook.

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### DISTANCE FROM PHILADELPHIA.

About twenty miles by way of Chester and Upland to Marcus Hook. From forty to forty-five miles will cover return and side trips.

### ROUTE.

From Philadelphia to Chester Pike by way of Walnut Street, Woodland Avenue and Darby. Out Chester Pike to Chester, with a short side trip to Upland, and taking the river road to "the Hook," by way of Linwood; return by way of Essington, Penrose Ferry, Moyamensing Avenue, and Broad Street.

### ROADS.

Uniformly good throughout the entire trip.

### WHAT TO SEE.

Fine farms and country seats between Darby and Chester. Attractive boroughs of Collingdale, Sharon Hill and Glenolden.

The Mulford vaccine and anti-toxine works at Glenolden.

The White Horse Tavern—Old Kuerin—at Norwood.

Old hotel and worsted mills at Crum Lynne.

The Pennsylvania Military College on approaching Chester.

Relics of ancient Upland.

Mill ruins and Pusey Homestead of the Upland of to-day.

Quaint old Marcus Hook.

The Phillips homestead, or "The Lamplugh Place."

Immense oil tanks of the United States Pipe Line Company.



DR. WESTON IN HIS FAMOUS ROSE GARDEN AT UPLAND.

## Quaint Upland and Marcus Hook.

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To a Primitive Settlement on the Delaware, Once the Resort of  
Pirates That Thronged the Atlantic Coast.

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By way of Chester Pike—which is claimed to be the best road out of Philadelphia toward the South—it is possible to reach some of the most interesting of the early settlements on the Atlantic Coast. The pike is best reached by way of Walnut Street and Woodland Avenue to Darby. Scenic contrasts will make this outing one of special pleasure. Before reaching the quaint, quiet old settlement of Upland, with its deserted mills and the ancient Pusey homestead, and sleepy old Marcus Hook on the Delaware, with its remnants of shipping industries, reminding one of a unique corner in Holland, it is necessary to pass through thriving suburban settlements and past beautiful modern country seats. The contrast will render this a trip of delightful memories long after it has been enjoyed, although it will include but little over forty miles—allowing thirty-two for the trip to Chester and return, and probably less than ten for all desirable side trips in old Chester, Upland and Marcus Hook.

The country between Darby and Chester is essentially suburban. At a little distance from the pike one may visit some of the finest farms in Pennsylvania, for Delaware county stands high in agricultural

pursuits, but the country along the pike is largely taken up by suburban settlements and country seats. Leaving Darby—about eight miles from Philadelphia—the route is down Chester Pike, past the boroughs of Collingdale, Sharon Hill, Glenolden and Norwood, about nine and one-half miles from Philadelphia. There are few sections displaying a greater number of notable country residences within the short distance of one and a half miles. At Sharon Hill the residences show extensive grounds that are beautifully kept, the most noteworthy places being the Folwell, the Conrad, the Hoey, the McGlynn and the Clothier estates. At Sharon Hill is also found the boarding school for girls established by John Jackson.

#### ATTRACTIVE BOROUGHS ALONG THE PIKE.

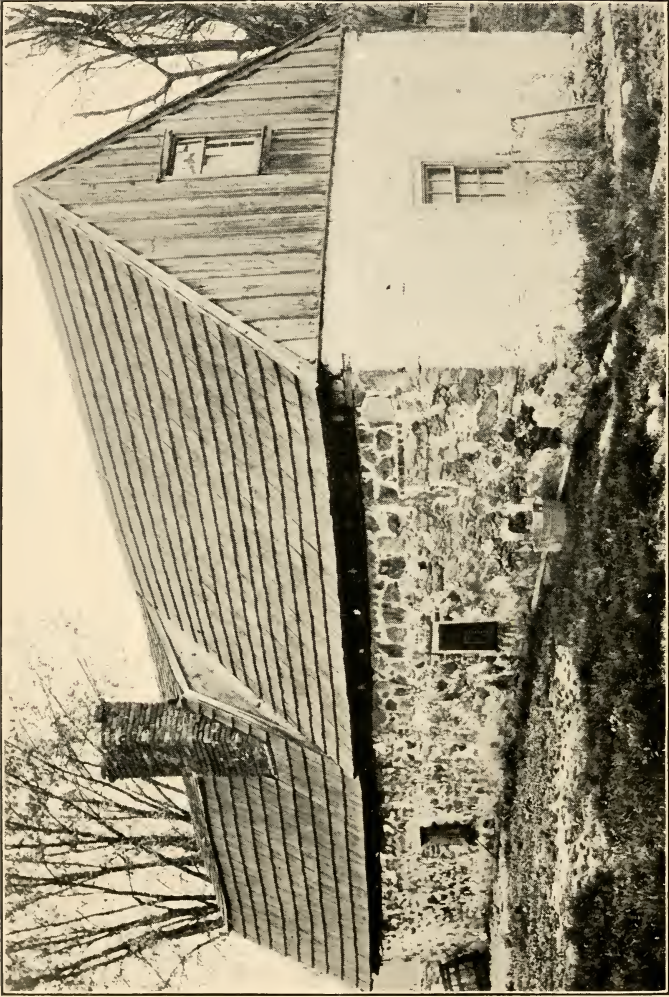
At Glenolden, the prosperous little borough adjoining Sharon Hill, there is the historic store belonging to the Morris estate; and the Mulford vaccine and anti-toxin works will also be well worth a visit. At Norwood is an ancient tavern formerly known as Kuerin, but now called the White Horse, with its old sign still swinging as in stage-coach days. It is said to have been built in 1729. Norwood received its name from the novel of that name by Henry Ward Beecher, published about the time the town was planned.

Just beyond Norwood, the trolley line running

from Essington to Moore's is passed, and off to the left one catches a glimpse of the Schooner Ledge rear range-light. Moore's and Norwood are only half a mile apart, and there has been talk of consolidating them; the residents claim that when visitors arrive they can get off the back of the train at Norwood and the front at Moore's. Passing through the little settlement of Prospect Park, there is a fine spin down grade, over Ridley Creek, and into the pretty suburban town of Ridley Park, where one begins to get a charming view of the Delaware—Essington and the Yacht Club flags being in view in the distance.

When Ridley Creek is crossed, the home of the attractively-situated Bungalow Club is observed, perched on a hill among the trees. The building is of wood, covered with brown shingles, and is artistic in appearance. Beyond Ridley Park, on the hill at Crum Lynne—about fourteen miles from Philadelphia—one finds a famous old hotel, and large worsted mills. The residents take special pride in the ancient buttonwood trees of unusual dimensions, and the fine old "Shafer Place." On reaching Eddystone, a short distance from Chester, turn along Seville Street, and catch a glimpse in the distance of the large dome on the top of the Pennsylvania Military College building. On turning down Ninth Street, and passing the Methodist church, the Crum Creek is crossed over a fine iron bridge. Near by is a curious-looking pond, famous for its bass. It is an





THE OLD PUSEY HOMESTEAD AT UPLAND.

old quarry of large size and filled with water, and is a favorite fishing ground of the residents of the neighborhood. On entering Chester—sixteen miles from Philadelphia—by Morton Street, the buildings of the Robert Wetherill Machine Works are passed after turning along Seventh Street, and one gets a rear view of the Pennsylvania Military College, which was incorporated as such in 1862, although it dates its beginnings back to 1821.

Chester is crowded with historic landmarks, and it is difficult for the automobilist to decide which, among the many, are worthy of special study. It will be well to leave the ancient town for a more leisurely visit if Upland and Marcus Hook are to receive special attention on this trip. Early in the seventeenth century, long before Philadelphia had its beginning, Chester was known as Upland. As early as 1633 the contentions between the Swedes and the Dutch who had settled along this portion of the Delaware, brought the place into prominence, nearly half a century before the name was changed to Chester.

#### **UPLAND OF LONG AGO.**

In 1655 an order was issued by the Dutch, who were then in power, for the Swedes to be gathered together in one settlement at Upland, Passyunk, Finland, Kingsessing, or where they please, but the project was at length abandoned. On the 23d of September, 1676, Capt. John Collier was appointed

“Commander in Delaware River and Bay,” and on the same day justices of the peace were commissioned for the jurisdictions of New Castle and Upland for one year, or till further order. The records of Upland Court from this time to the arrival of Governor Markham, in 1681, are in the possession of the State Historical Society. The place continued to be called Upland until the arrival of Penn, who, having completed his arrangements in England, sailed from Deal on the 30th of August, 1682, and arrived at New Castle on the 27th of October. According to the old historians the fancy of the artist has portrayed the landing of Penn at Upland; but neither the hour, the day nor the manner of his landing is certainly known.

He landed at Upland, but the place was to bear that familiar name no more. Without reflection Penn determined that the name of this place should be changed. Turning round to his friend Pearson, one of his own society, who had accompanied him in the ship *Welcome*, he said:

“Providence has brought us here safe. Thou hast been the companion of my perils. What wilt thou that I should call this place?”

Pearson said, “Chester,” in remembrance of the city from whence he came.

William Penn replied that it should be called Chester, and that when he divided the land into counties one of them should be called by the same

name. Thus from a mere whim the name of the oldest town, the name of the whole settled part of the province, the name that would naturally have a place in the affections of a large majority of the inhabitants of the new province, was effaced to gratify the caprice or vanity of a friend.

#### THE UPLAND OF TO-DAY.

The little section of Chester still known by the ancient name of Upland includes two famous landmarks—the ruins of the old Chester mills, and the historic Pusey homestead. This place was known as early as 1682 as “The Chester Mills.” Caleb Pusey emigrated with his wife and daughter in 1682, and it is said that there was probably no one among the early immigrants to Pennsylvania better qualified to contend with the difficulties incident to the first settlement of a new country. His place of residence was at “the Chester Mills.” In the establishment of these mills, and in the conducting of them many years afterwards, he was the active partner and master spirit.

It required more than ordinary energy to contend with the repeated misfortune attendant on the first erection of this early improvement. Mill after mill was swept away by the flood, but the indomitable energy of Pusey was not overcome, and at length his efforts were crowned with success. But his whole time was not occupied with his private concerns and

his milling industries. We find him interested in civil affairs, "taking his turn" as a township officer, and serving as a juror; in laying out roads and negotiating with the Indians; in performing the duties of sheriff, and acting as a justice of the County Court; as a member of the Provincial Assembly, and at length of the Executive Council. To religious matters he was equally attentive. His name constantly appears in the minutes of the Society of Friends, among those who were most active in settling difficulties and in promoting deeds of benevolence.

The Caleb Pusey house has long been a treasured landmark of this vicinity. The quaint little one-story stone structure, surrounded by a stone wall, is in a good state of preservation, and the ruins of the old mills near by may also be visited. Before leaving Chester for Marcus Hook, it will be well to visit the Crozer Theological Seminary, and the home of its president, Rev. Dr. Henry G. Weston, where the most famous private rose garden of this section of the State may be found, cultivated under the supervision of the genial doctor.

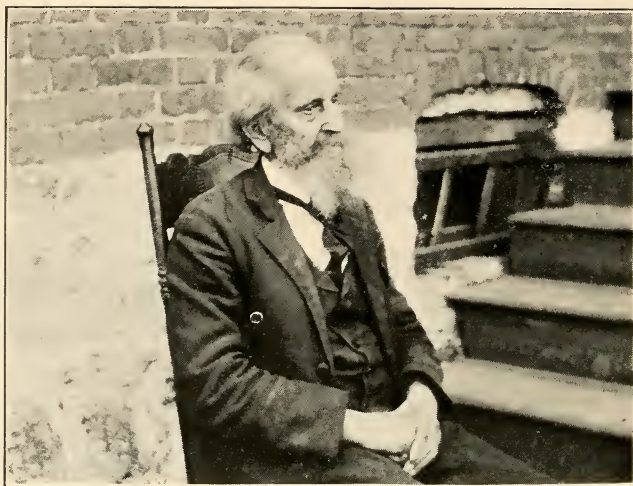
For the run to Marcus Hook the best route is to follow the trolley line by way of Linwood. The route lies through a pretty farming section, passing now and then a cluster of houses by courtesy called a village. At Linwood the road turns and runs toward the river, where another turn is made, and for a short distance the run is along the Delaware River.

The view here is superb, and well worth the trip. It is like a quaint corner in Holland. In fact, the scenery is decidedly un-American. Not even the modern industries that have been introduced at Marcus Hook during recent years, and indicated by the immense oil tanks of the United States Pipe Line Company, have been able to awaken the old part of the sleepy, quiet little town. The streets are overgrown with grass, running in a hospitable way right up to the doors of the houses, and are informally mixed up; and in front of all lies the Delaware, with its shipping, its stately, tall-masted ships and its important, bustling little tugs. It is as if one had been dropped down into some sleepy corner of the Old World.

#### **ROMANCE AND PIRATES.**

Marcus Hook, quaint and quiet as it is to-day, has many interesting memories to dream over. It was given in its early days by Queen Christina of Sweden to Captain John Besk, his wife and heirs, for service rendered her by the doughty captain, and if we could get back of the prosaic fact no doubt a romance would be found as thrilling as any penned. It was in 1682 visited by Lord Baldwin, and toward the close of the seventeenth century it was a favorite resort of the pirates that thronged the Atlantic Coast. Indeed, so numerous were their visits, and so noisy were their brawls, that the name of Discord Lane was given to one of their most popular haunts, a name which still clings to it.





JAMES PHILLIPS, LONG THE OLDEST RESIDENT OF MARCUS HOOK.



A QUAIN OLD-TIME KITCHEN OF THE PUSEY HOMESTEAD.

The automobilist will enjoy a run along the river road at "The Hook," and among the many shorter roadways of the old village where many historic homesteads may be visited. Among the most notable is the old "Phillips Homestead," as it is now known, although it was formerly known as "The Lamplugh Place." This historic place on the river is a mecca for history students. Its aged owner, Mr. James Phillips, who reached his ninety-eighth year in January, 1905, has long been known as the oldest citizen of Delaware County. His roomy brick house, with frame addition at the back, is one of the oldest houses of Marcus Hook. It has been the home of Mr. Phillips since he married the daughter of the household, Miss Eliza Lamplugh, in 1834. This old homestead is said to have played an important part in the Revolution, as it helped to quarter the provincial troops.

About March 29th, 1776, upon the application of Colonel Wayne, an order was drawn by the committee of safety in favor of the Chester County Committee for £500 to purchase arms on account of Congress. There were one hundred tents ordered also, as this house and the few others in the neighborhood were insufficient to quarter the vigilant patriots.

After returning to Chester from Marcus Hook, the home run from Chester to Philadelphia may be made by way of Essington, Penrose Ferry Road, Moyamensing Avenue and Broad Street.



SHADOWS AND SUNSHINE OF THE COUNTRY LANE.

## Bartram's Gardens and Darby.

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### DISTANCE FROM PHILADELPHIA.

Twenty-five miles will cover return and side trips to these near-by places of interest.

### ROUTE.

Out Woodland Avenue and Fifty-fourth Street to Bartram's Gardens. Out to Sixty-ninth Street, and through Paschalville to Darby; and out the old Baltimore Pike, through Fernwood and East Lansdowne to Lansdowne. Return by way of Pine Street and the United States Naval Home.

### ROADS.

Good. Paved and macadam streets, and smooth pike.

### WHAT TO SEE.

Famous Bartram House, with rambling old barns and slave quarters.

Old cider press and stone watering-trough of Bartram's Gardens.

The big bald cypress and "trees of heaven."

Beautiful shrubbery and curious growths from distant climes started long ago in this earliest of botanical gardens.

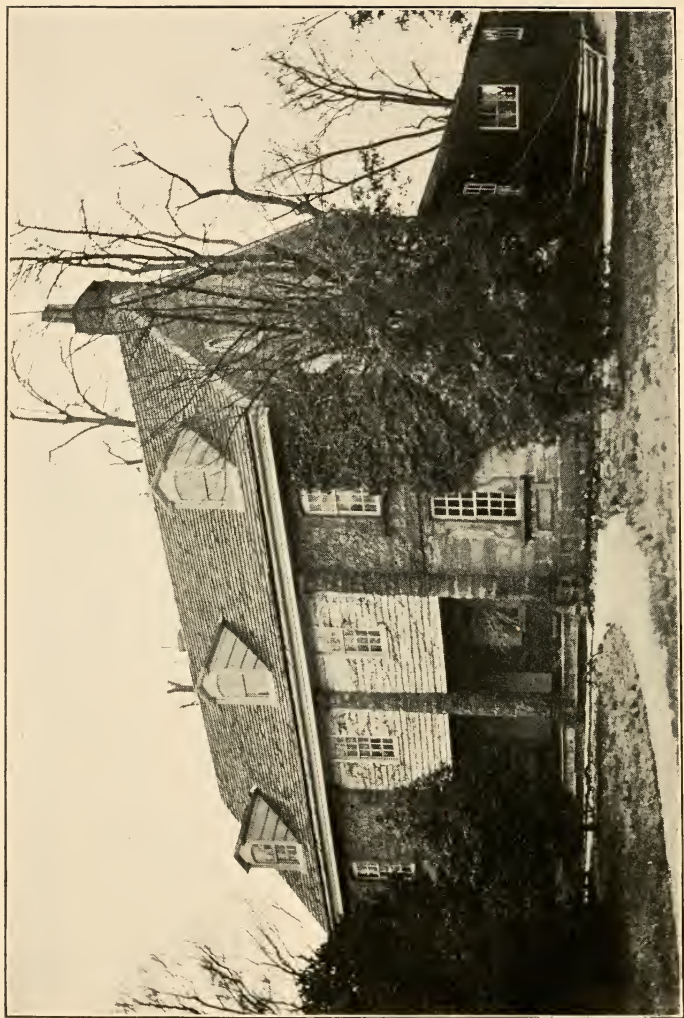
Famous Kingsessing Church at Sixty-ninth Street and Woodland Avenue.

Old Blue Bell Tavern of Island Road (Seventy-third Street).

Mills and landmarks of Darby, Upper Darby and old Darby Creek.

The country seats of Lansdowne.

United States Naval Home and Arsenal.



HISTORIC BARTRAM HOUSE.



## Bartram's Gardens and Darby.

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A Short Trip of Special Scenic and Historic Interest, Less Than Ten Miles from Philadelphia.

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It frequently occurs, in planning an auto outing for recreation, that the shortest trips require the longest time for full enjoyment. Less than a ten-mile run would seem scarcely worth outlining for the enthusiast who values his road car for its speed making, and yet when taken in the right direction it is one that will afford an afternoon or even an entire day's outing of exceptional interest. The right direction in this instance is out Walnut Street to Forty-first Street; turn left on Forty-first Street to Chester Avenue; turn right to Forty-ninth Street; turn left on Forty-ninth Street and follow trolley tracks around depot to Woodland Avenue; turn right on Woodland Avenue direct to Darby, eight miles from Broad and Walnut Streets. At foot of grade in Darby the road to the left is Chester Pike, and the right fork is a good macadam road to Lansdowne, one and a half miles beyond Darby.

The mere outline of the run, with the best roads to be traversed, will give very little idea of the many points of interest to be enjoyed within this limited mileage. Historic woodlands, the old Kingsessing Church, Bartram's Gardens, the ancient Blue Bell Tavern, and other noteworthy landmarks, will be



passed that will demand a leisurely visit, and will repay a careful study. If it is desirable to pass the University of Pennsylvania, pass out Thirty-fourth Street to Woodland Avenue. The stately buildings are noticed at the junction of these streets. The library, a large red brick structure, in point of architecture and appointments, ranks among the best libraries in the country. The dormitories and the botanical gardens are full of interest to the visitor. Beyond the University buildings the Blockley Almshouse is passed, and then historic Woodlands. The old mansion, once famous abroad, as well as at home, for the beauty of the house and its furnishings and its extensive grounds, now stands in the midst of Woodlands Cemetery. The ground was purchased by Andrew Hamilton in 1735, and originally contained about three hundred acres. It was described as a large piece of ground in Blockley Township, west of the Schuylkill, near and south of Market Street, and extending down to the Nanganesy (or Mill) Creek. It contained many fine trees, and was called The Woodlands. Shortly after it went into the possession of the Hamilton family a mansion was built there, which the second Andrew Hamilton occupied, and his son William after him. It was not nearly so handsome in style and appearance as the mansion which succeeded it, and which is said to have been erected about the time of the Revolution. This still displays evidences of its former magnificence, al-

though it is now falling into a state of dilapidation. The building embraces three different orders of architecture, but the Doric prevails. The north trace is ornamented in front with six Ionic pilasters, and on each side is a pavilion. The south front has a magnificent portico, twenty-four feet in height, supported by six stately Tuscan columns. The original Andrew Hamilton was a man prominent in public affairs in the early days of Philadelphia. He superintended the erection of the State House, it is said, from his own architectural plans. His house and grounds were among the finest of Philadelphia, and many noted people were entertained under the hospitable roof of The Woodlands.

#### **BARTRAM'S GARDENS.**

Continue out Woodland Avenue to Fifty-fourth Street, and turn to the left on Fifty-fourth Street to Bartram's Gardens, one of the most beautiful, historic and interesting spots in the vicinity of Philadelphia. A view of City Hall and the statue of Penn may be seen on approaching the entrance to the Gardens, and one of the most interesting features of the park, noticed soon after entering, is the fact that all the famous old trees are labeled with both the common and botanical names. There are several handsome trees, in some respects resembling our common walnut trees, which are known by the curious name of Trees of Heaven. These are said to

have come from the Holy Land. Trees of this variety are well known in Italy, and they are said to be good for malaria. Famous specimens of box bush of unusual dimensions dot the garden. The most noted tree within the grounds is the gigantic Bald Cypress, which for more than a century towered above its noble companions—a veritable Goliath



"WOODLANDS," OF HAMILTON FAME.

among trees. It is said that John Bartram brought this specimen from Florida, in 1749, as a twig jammed in one of his saddle bags. It has since grown to a height of nearly two hundred feet, with a circumference at the base of thirty feet. Time has laid its withering hand upon its towering crown, and the big bald cypress is dead, though it still stands unmo-

lested, with its big trunk surrounded by a protecting fence. From the back of the house several paths lead down to the Schuylkill through a tangle of tall grass and clumps of shrubbery. A magnificent old horse chestnut stands in a superb state of preservation, claimed to be over a hundred feet high—an unusual height for horse chestnut trees in this part of the country. Famous old birch trees are curiously marked by time and by visitors who delight to leave dates and initials upon the white bark.

John Bartram, the botanist, was born March 23d, 1699, at Darby, in Chester (now Delaware) County. His grandfather, John Bartram, with his family, came over from England with the original settlers of Pennsylvania, about 1682-83. The family was French originally, but settled in Derbyshire, England, before coming to America. William Bartram, father of John, the botanist, was married to Elizabeth, daughter of James Hunt, at Darby Meeting, in March, 1696. John Bartram is described as rather above middle height. His manners were remarkably modest and gentle. He was a great philanthropist and a noted abolitionist. He made many trips in pursuit of his favorite science—botany—a number of which were decidedly dangerous in those days, on account of the Indians. He explored the banks of Lakes Ontario and Cayuga, the banks and sources of the Delaware, Susquehanna, Allegheny and Schuylkill Rivers. He also traveled many thousand miles

through Virginia, the Carolinas and East and West Florida, taking a trip along the St. John's River, Florida, at the advanced age of seventy.

It was in 1728 that John Bartram bought the property on the Schuylkill, afterwards known as the Botanical Gardens. It then consisted of four hundred acres, but only thirty acres are now owned by the city. The famous Bartram mansion is well worth careful study, both of the interior and exterior, and the quaint old cider press at the foot of the garden, on the bank of the Schuylkill, should be visited. The city now owns this interesting place, which is widely famous as the first botanical garden in this country.

#### **AN OLD CHURCH.**

Return to Woodland Avenue from Bartram's Gardens, and continue out the avenue to Sixty-ninth Street. On the left, at Sixty-ninth, is noticed one of the oldest churches in the country—St. James, Kingsessing. The land was conveyed to Henry Muhlenberg in 1762 for a Lutheran Church, and the building was completed in that year—a work that required extraordinary zeal on the part of the people. It is said that even the women and children assisted in completing the building, by carrying the smaller stones used for filling in between the larger ones in the construction of the walls. For a long time the services were conducted by missionaries in their own language, but later it became necessary to

lay this custom aside, and the liturgy of the Protestant Episcopal Church was adopted, together with the English language. In 1844 St. James was brought into union with the convention of the Protestant Episcopal Church. A Sunday School building was erected, and also a school house.

Passing through Paschalville, Cobb's Creek is crossed just beyond, and we are in Delaware County. At Island Road (Seventy-third Street) stands the Blue Bell Tavern, with its hanging sign displaying a blue bell. This old hostelry is of decided historical interest. It is a large three-story building, and the oldest part, which was erected in 1744, is now only a wing. The date can be seen high up on one corner. What is now the main building was constructed in 1801, and the date is visible on each side of the roof. It was here, on the evening of November 18th, 1777, that an American picket of thirty men were surprised by some of Cornwallis's army, then on the march to Chester. The Americans resisted and killed one officer and two soldiers. They lost several men, who were wounded and captured.

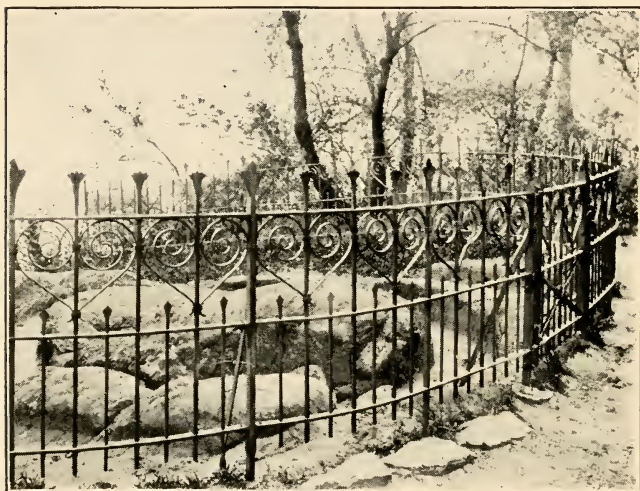
#### **DARBY.**

Both Darby and Upper Darby constituted but one township up to 1786. Under Penn's government the settlement of Darby commenced in 1682, and progressed for a time more rapidly than any other settlement in the county. It was first recognized as a



municipal district in 1683, when Thomas Worth was appointed constable by the court. The ancient district of Calcon Hook was annexed to Darby in 1686.

The mills at Darby were erected about the year 1695 or 1696. In a deed executed in 1697, they are mentioned as three water grist mills and fulling mill. It is not known that a fulling mill of an earlier



OLD CIDER PRESS IN BARTRAM'S GARDENS.

date had been established in Pennsylvania. For some time after the flour mill at Darby was first established the bolting was not done at the mill, but some distance from it, and probably on the opposite side of the creek. It appears to have been a separate business, and was carried on by parties not concerned in the mill.

Make the return trip by way of Woodland Avenue—which was formerly known as the Darby Road, and is said to be one of the oldest roads in Philadelphia County—as far as the Island Road. It will pay to take a little side trip out this short roadway leading to Tinicum Island. This is said to have been one of the fortified points during the Revolution. News of the embarkation of a large British force at New York very reasonably suggested the idea that the attack on the capital of Pennsylvania would be by way of the river Delaware; and doubtless that was the plan of General Howe when he sailed. Every effort was accordingly made for the defense of the river. The modification of the works at Billingsport, recommended by De Coudray, was ordered by Congress to be carried out; while Fort Mifflin and the earthwork at Red Bank were strengthened and improved, and other points were fortified, one of them near the mouth of the Darby Creek, on the Island of Tinicum.

On returning to Woodland Avenue from Island Road another interesting change of route may be made by returning by way of Pine Street instead of the Walnut Street route. Among the interesting places thus passed are the United States Naval Home and Arsenal. The former was used during Revolutionary days by Lord Howe's officers, and some of the most distinguished men in American naval history have been quartered there.



MAMMOTH BALD CYPRESS TREE AT BARTRAM'S GARDENS.





OLD SWEDES CHURCH, ON THE BANKS OF THE CHRISTIANA.

## Along the Delaware to Wilmington.

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### DISTANCE FROM PHILADELPHIA.

From twenty-eight to thirty-five miles according to route. From seventy-five to eighty miles for covering side trips and return.

### ROUTE.

By way of Darby, Chester, Linwood and Practical Farmer to Wilmington, with picturesque side trips along the Delaware River. Return direct by shortest route over Wilmington and Chester Pikes.

### ROADS.

Smooth; hard road-bed along both pikes and river road.

### WHAT TO SEE.

Crozer Hospital and Home for Incurables.

Camping grounds of Lamokin woods and picturesque suburban Chester.

Thurlow house and the country seats on Highland Avenue.

Historic Trainer and Linwood Mills.

Beautiful summer residences at Claymont.

Landmarks of Grubb's Landing and charming views along the Delaware.

Gordon Heights and Shellpot Park.

Historic inns, homesteads and public buildings of Wilmington.

"Christiana's Memorial Stone" and Old Swedes' Church.

The rock on which the Swedes landed on Christiana Creek.





THIS STONE IS A PORTION  
OF THE ROCKS ON WHICH LANDED  
THE FIRST SWEDISH COLONISTS  
IN AMERICA, 29 MARCH, 1638.  
ON THIS SPOT STOOD  
FORT CHRISTIANA.

HERE THE SWEDES HAD THE FIRST  
CIVIL COURTS, AND IN THE CHAPEL OF  
THE FORT CELEBRATED THEIR FIRST  
CHRISTIAN WORSHIP IN  
THE NEW WORLD.

ERECTED BY  
THE DELAWARE SOCIETY  
OF COLONIAL DAMES  
OF AMERICA,  
23 MARCH, 1903.

MEMORIAL STONE COMMEMORATING THE LANDING OF THE SWEDES  
AT CHRISTIANA (NOW WILMINGTON) IN 1638.

## Along the Delaware to Wilmington.

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A Trip Along the Beautiful Delaware River to One of the Most  
Historic Towns of the Diamond State.

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The run from Philadelphia to Wilmington may be made within a distance of about twenty-eight miles by way of Darby, eight miles; Chester, sixteen miles; riding out Seventh Street, in Chester, to Lamokin Street, turning left to Second Street, and then turning right direct to Linwood, nineteen miles; Practical Farmer, twenty-two miles, and Wilmington, twenty-eight miles. For a short spin over good roads this will be satisfactory and will allow extra time for visiting the landmarks of Wilmington, which are famous throughout the country; but for a trip of special delight, with the charm of picturesque views, quaint old towns, thriving suburban settlements and glimpses of the Delaware River all along the route, try a longer and more leisurely journey, that will make the distance nearly thirty-five miles from Front and Walnut Streets, Philadelphia, to Fourth and Market Streets, Wilmington.

The latter route will lead over that of the former for many miles, but it is the short side trips through shady woods, and along the smooth road on the river front—frequently reached at some distance from the main pike that will give special charm to the entire journey.

By running out Seventh Street in Chester—which is reached most directly by the Darby route out Woodland Avenue—passing the Opera House and crossing Chester Creek, we reach the big stone buildings of the Home for Incurables and the Homœopathic Hospital, which were built by Lewis Crozer. Just beyond we reach Lamokin, which is now a part of Chester, and the large camping grounds known as Lamokin woods. On reaching Thurlow, or South Chester, one of the charming suburban sections of the town, we note the picturesque old Thurlow house on a nearby hill. This fine old homestead, after which the place was named, is a large brown structure with a tower. On Highland Avenue, one of the prettiest thoroughfares, there are many beautiful residences, among them being that of Judge Thomas J. Claghorn, of Delaware County. There are beautiful views all along this section of the route. To the left the Delaware River is visible, while to the right a beautiful rolling country spreads a panorama of charming rural scenery before one, between the roadway and the river lie the tracks of the Pennsylvania Railroad. The old village of Trainer is next reached, with its historic mills, and its three fine old homesteads, all belonging in the past to three different members of the Trainer family—the family that gave the name to the place. The Linwood mills are then passed, the little village of Linwood, and a beautiful stretch of meadow land before the Delaware

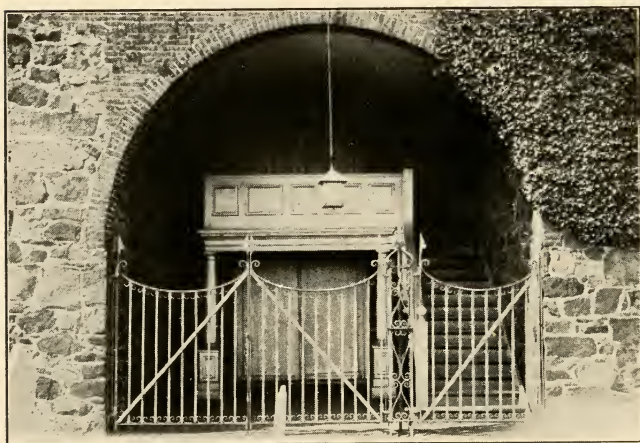
State line is crossed. A sign post by the roadway marks the spot.

### COUNTRY SEATS BEYOND DELAWARE STATE LINE.

The first point of interest passed in Delaware is Claymont. Many wealthy Philadelphians have summer residences here. The handsome "Brown Place," the country seat of J. Edward Addicks, and "Hillside," belonging to H. L. Evans, with its park-like grounds and winding driveways, prove particularly attractive. We can continue straight along the pike from this point and shorten the journey somewhat, but it will be much more interesting to follow the trolley road which plunges into deep woods beyond Claymont. The ride through the woods is especially attractive in summer; for a quarter of a mile or more it is shaded and cool, with beautiful views down the forest aisles, and as the road sweeps out of the woods and through the fields beyond, a magnificent view of the Delaware River is enjoyed. The roadway is but slightly above the river's bank at this point, and before the traveler stretches a magnificent sweep of water, dotted with lazy sailboats, busy tugs, stately, tall-masted vessels and important, fussy steamers. This on the left of the road, while on the right, and sloping upward from the river, are many handsome country seats.

After leaving the woods and the fields, through which the roadway provides good traveling for the

automobilist, we reach Grubb's Landing, a small settlement directly on the river. An attractive stone house on a nearby hill is a sort of hotel or club, and the Prosperity Club can be seen on the right, nearer the river. The little village of Hollyoak next attracts attention, and we note the picturesque "Bond Place," the famous "Hollyoak Farm," belonging to



OUTSIDE ENTRANCE TO CHURCH GALLERY AT OLD SWEDES.

Mr. Rutter, and other fine country places with attractive lawns and lily ponds. Near Hollyoak the roadway crosses a bridge forty feet above a miniature railroad—a little narrow-gauge affair, built to haul the product of a nearby quarry to a wharf on the river. It is owned by the firm who built the extension to the



Delaware Breakwater, the stone from this quarry, which is near Bellevue, being used for the purpose.

### A SUCCESSION OF BEAUTIFUL SCENIC VIEWS.

On approaching Bellevue, the beautiful country home of Chief Justice Charles B. Lore, of Delaware, appears on the left, and the handsome castle-like home of Louis Du Pont is also visible on the left. The roadway now makes a gradual but quite perceptible ascent, and though it trends away from the river, the scenery really becomes more beautiful than ever. In about a mile the top of this long hill is reached, and here the view is superb. On one side is the river, which can be seen for a distance of nearly twelve miles. Chester is visible from this point on clear days, and also Philadelphia City Hall. The river is a mile and a half wide here, yet the elevation of the roadway is such that on clear, bright days one can easily get glimpses far inland in New Jersey. Looking back over the road we have ascended, it appears to lie in picturesque waves, ascending and descending. There has been a long climb to the summit of the hill view, with easy grade and good traveling for autos all the way.

Gordon Heights, the next place passed, is well named, as it stands on a very high elevation, with a succession of views of the Delaware far below and fine meadows reaching out and extending to the bluff. Here the road turns to the right, and again plunges



into the woods and continues in a westwardly direction until it again strikes the pike, and then proceeds south towards Wilmington. On the left is the Weir homestead, whereon is a spring with reputed wonderful medicinal qualities. To judge by hearsay, this spring outvies all the patent medicines ever advertised.

Beyond the Mineral Springs we reach Shellpot Park, a favorite pleasure resort with the people of Wilmington and Chester. Connected with Shellpot Park by a bridge is Malin's Grove.

On entering Wilmington from this point we proceed through the historic Ninth Ward, known as Brandywine Village, the scene of many interesting events connected with the early history of the country. The far-famed Brandywine Creek is crossed, and we proceed up Market Street, past the homes of prominent Delawareans, till we reach the New Castle County Court House at Tenth and Market Streets—the business section of the city. After appeasing hunger, and resting at one of the historic inns for which Wilmington is justly famous, short runs should be taken to various parts of the old town to visit its noted landmarks.

#### **MONUMENT TO FIRST SWEDES IN NEW WORLD.**

Close to the shore of Christiana Creek, just below the boat landing, and surrounded by factories, ship-yards and foundries, stands a piece of rough stone

surrounded by an iron fence. This monument was erected by the Delaware Society of the Colonial Dames of America, March 29th, 1903, to commemorate the landing of the Swedes at Christiana, now Wilmington, and to mark the place where stood Christinaham, the first permanent settlement by the Swedes in the New World.



BUILDING OF HISTORICAL SOCIETY OF DELAWARE.

The settlement was conducted by Peter Minuit, who had been director-general of the Dutch West India Company and Governor of New Amsterdam.

The ships having on board the first Swedish colony for America sailed from Gottenburg and arrived in the Delaware River in 1638. Proceeding up the

river they selected the point of land lying between the Christiana Creek and the Brandywine Creek. Here they built a fort, and commenced the settlement which is now Wilmington.

Reorus Torkillius, their first clergyman, came with the expedition in 1638, and officiated in the little chapel within the fort until his death in 1646.

#### **"OLD SWEDES" AND OTHER CHURCHES.**

In May, 1698, the corner-stone was laid for their new church, and in 1699 the building was completed. To-day the famous Old Swedes Church stands as the most ancient, and, indeed, almost the only real monument to show that there was a Swedish settlement on the banks of the Christiana. But very few, if any, of their old dwelling houses remain, and their posterity, a mixed race, cannot be distinguished from their fellow-citizens.

For nearly a hundred years the old church and the quaint little Swedish settlement stood by itself, along the banks of the Christiana Creek, and perhaps half a mile away from the thriving city of Wilmington; but now the land improvement has extended all around the famous old landmarks. Wilmington lies between two rivers, the one adapted to navigation and commerce and the other to manufacturing. In many respects Wilmington is a direct counterpart of Philadelphia. The streets are laid out at right angles to each other, and those running from river to river are

crossed by those named numerically. In fact, there is a striking resemblance between Wilmington and Philadelphia in a great many ways.

Many old buildings of interest stand in Wilmington. Among the oldest are the First Presbyterian Church, the City Hall and the old Friends' Meeting House. The first house for divine worship built in Wilmington was erected by the Society of Friends in 1738. About ten years afterward the Society had become so large that they built another meeting house. This building stood until 1817, when it was taken down, the Society having built, two years preceding, the large building on West Street, which it now uses.

In 1827 the Society divided, and those who left built for themselves a new meeting house at the corner of Tatnall and Ninth Streets. It is built of frame, and is still in good condition.

The second church edifice built in Wilmington is that of the Presbyterian Meeting House, on Market Street, near Tenth. The ground on which it stands was purchased of Timothy Stidham. This quaint, old-fashioned building was erected in 1740, the date of which is still to be seen in the northeast wall. Later the Presbyterians built two other churches, and the original meeting house is now used as the headquarters of the Delaware Historical Society.

The first public business was transacted by the burgesses in the public taverns until after 1774,

when they took up headquarters in the Court House which adjoined the market place, a structure very similar to the Old Court House at Second and Market Streets in Philadelphia.

In 1798 the City Hall was built. The old-fashioned building still stands on Market Street, well back from the line of the other and more modern buildings.

Interesting side trips may be taken from Wilmington to Brandywine Springs, Stanton, etc. Then for a direct trip home follow the pikes, without the frequent turns into woods roads and river drives recommended for the morning run.



ROCK ON WHICH THE SWEDISH COLONISTS LANDED IN 1638, NOW  
A MECCA FOR HISTORY STUDENTS.

# The Ringing Rocks of Pottstown.

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## DISTANCE FROM PHILADELPHIA.

Forty-five miles from Philadelphia. One hundred miles allowed for return and side trips.

## ROUTE.

Going, through Germantown and Chestnut Hill and over the Reading and Perkiomen Turnpike. Returning by way of the Reading Pike to Plymouth Meeting; thence over to Ambler and down the Bethlehem Pike, through Fort Washington to Chestnut Hill.

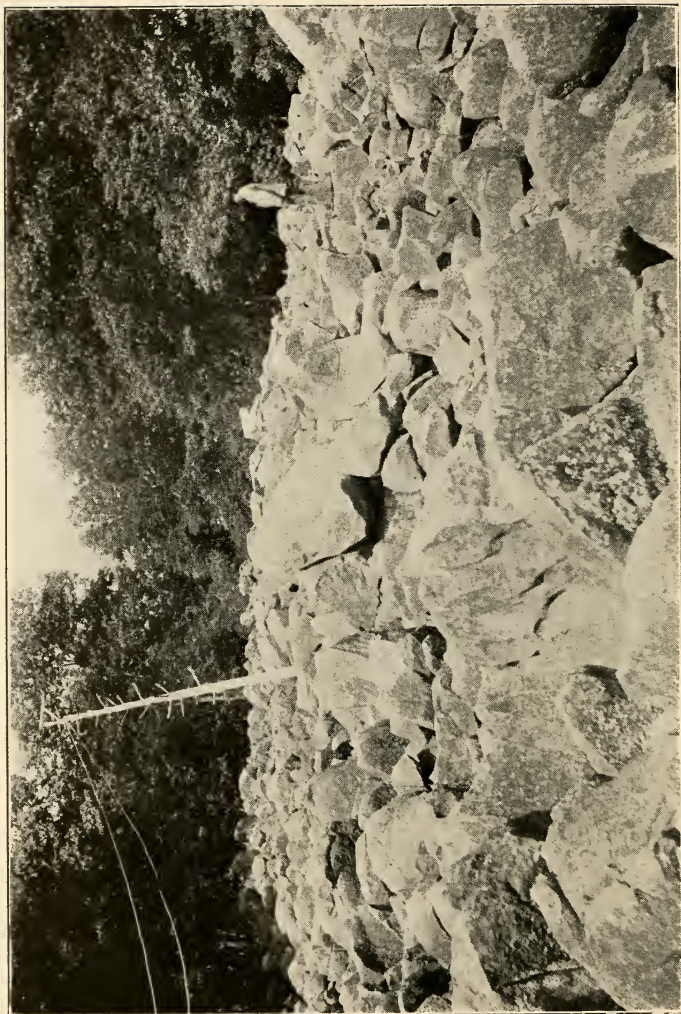
## ROADS.

Smooth hard pike, with few stony places requiring careful driving in vicinity of Pottstown.

## WHAT TO SEE.

Landmarks along the "old Indian trail" of Germantown.  
Monument marking Lafayette encampment at Barren Hill.  
Ancient church and hostelry at Barren Hill.  
Abandoned quarries of Marble Hall.  
Historic Plymouth Meeting House.  
Home of Thomas Hovenden at Plymouth Meeting.  
Landmarks of Norristown and vicinity.  
Inns and homesteads of old Pottstown.  
The famous Ringing Rocks of Pottstown.





THE FAMOUS RINGING ROCKS NEAR POTSTOWN.

## The Ringing Rocks of Pottstown.

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Visits to Abandoned Marble Quarries and Along Picturesque Waterways to an Acre of Famous Musical Boulders.

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Direct from the heart of the city to Pottstown and Ringing Rocks is a distance of about forty-five miles. There are many attractive side trips, with good roads, to interesting points, that will make the excursion well worth an all-day trip to Ringing Rocks and return, when automobiling for pleasure. One may take a choice of several good roads from down town through Germantown, Mount Airy and Chestnut Hill to City Line, which is a popular meeting place when several autos are to join in the run. The best road to Germantown is out Broad Street to Cayuga, then turn left on Cayuga Street to Germantown Avenue.

If it is desirable to view the many historic houses, and the sites teeming with incidents of the early settlement of the city found on both sides of Germantown Avenue from Wayne Junction to Mount Airy, it will be well to follow this ancient thoroughfare, which was originally an Indian trail. It is well paved, but the Belgian blocks make rough riding. A smoother road is to take Wayne Avenue at Wayne Junction, by going a block further on Cayuga. At Cheltenham Avenue and Wayne, turn to the right one block to Greene Street, and follow the smooth macadam road to Pelham by way of Greene and Upsal

Streets. Bear to the left in Pelham, following the smooth road on McCallum Street; from this point there are good roads at every turn leading to the Wisahickon Inn and the Horse Show grounds. Turn to the right here on Willow Grove Avenue to Seminole Avenue, and thence to Germantown Avenue by way of Highland Avenue, and follow the Germantown Avenue trolley to City Line.

From this point there is a fine, smooth pike to Barren Hill, one mile from City Line. A short turn to the left will take one to the heights of Barren Hill, to the monument marking the spot where Lafayette encamped during the Revolution, to the ancient Barren Hill Church, and other historic points of this famous settlement, including the old hostelry of Colonial days, kept by Conrad Beau, in 1779. Returning to the pike one continues to Plymouth Meeting, two miles beyond Barren Hill, passing the famous marble quarries of Marble Hall on the way.

#### **OLD MARBLE QUARRIES OF MARBLE HALL.**

The little old-time settlement of Marble Hall is more interesting than any other place of its size on the entire trip. The old Hitner homesteads are well worth a visit, and both the white and the blue marble quarries are eloquent reminders of the industry so successfully carried on here half a century ago. The "white marble" quarry, the first one encountered on the left of the pike, after leaving Barren Hill, has

## Pottstown's Ringing Rocks. 209

long been one of the most famous in the great marble belt. It was from this quarry that the capstone of pure white marble was secured for the Washington Monument.

The great depth to which this marble has been quarried is a constant wonder in these days, especially when it is noticed that the marble still protruding near the surface is remarkably fine and white. It is asserted on good authority that this long quarry—now nearly filled with water—is between two and three hundred feet deep, and that the marble continued to improve throughout this unusual depth, when the springs encountered in the quarrying flooded until pumps were useless, and it was necessary to abandon the quarry. The “blue marble



RUINS OF OLD MARBLE WORKS NEAR BLUE MARBLE QUARRY.

quarry," a little further up the pike, has also been dug to a great depth, and is especially picturesque in its surroundings.

These are only two of many abandoned marble quarries in this portion of Montgomery County. Thirty or forty years ago marble was the most important building stone furnished by Montgomery County. Hitner's, Potts's, Henderson's and Derr's quarries were the principal ones in the county, and they furnished not only Montgomery, but also Philadelphia County, with marble for building purposes.

#### **AN IMMENSE LIMESTONE BELT.**

The great limestone belt of Montgomery County, which for nearly a century has furnished immense quantities of marble and lime, commences in Abington Township, about a mile and a half north of Abington. At this point it is narrow, but it widens as it extends westward, entering the northern corner of Cheltenham Township, and becoming a broad belt of limestone as it extends through Whitemarsh, Plymouth and Upper Merion Townships, and the Chester Valley, into Lancaster County, as far as the source of Big Beaver River. The total length of this immense limestone belt is fifty-eight miles, and the average width is two and a half miles, and at no other section are deeper quarries of fine marble found than at old Marble Hall.



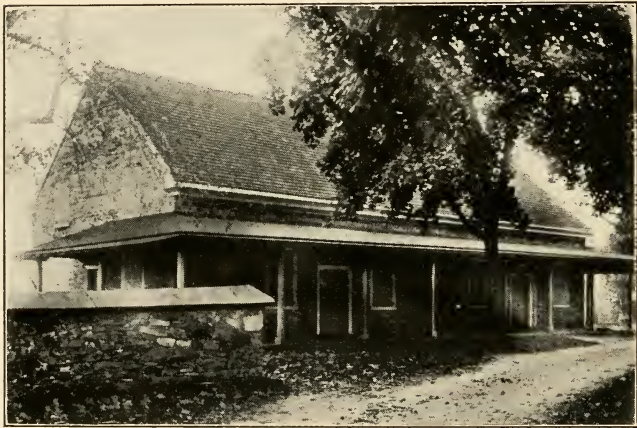
The Hitner homesteads, still standing in this little settlement, are of special interest. The one known as the Daniel Hitner Mansion, was famous for its extensive marble porch, which seemed a wonderful affair to the villagers when built in the long ago. The entire floor and foundation of front and side porches consist of big slabs of finely-veined marble—beautiful even in the decay and dilapidation of the old mansion. The still older Hitner homestead—standing on the pike near the roadway leading back to the blue marble quarry—is said to have been built in 1785; and in its rear are the ruins of the old marble works. Fine samples are noticed in the surrounding soil, or white, blue and mottled marble, which attract many geologists to the place.

Just beyond Marble Hall is quaint old Plymouth Meeting. The name is applied both to the old Friends' Meeting House and to the little settlement surrounding it.

At Plymouth Meeting there are several fine side trips over good roads. Turn to the right on Butler Pike for Broad Axe and Ambler, or to the left for Conshohocken, with its Revolutionary mills and landmarks. Or if side trips are not desirable at this point continue on out the smooth Reading Pike through Plymouth Meeting, to Hickorytown, one mile beyond, past the ancient Friends' Meeting House, and the home of the artist, Thomas Hovenden (famous for his celebrated pictures, "Breaking Home Ties,"



“Founding the State,” “Bringing Home the Bride,” etc.), and thence on to Hickorytown, a place noted for military traveling over a century ago. Two rather steep hills are climbed between Plymouth Meeting and Hickorytown. The one known as Sandy Hill would have been a drawback to automobiling by this route a few years ago,



HISTORIC PLYMOUTH MEETING-HOUSE.

but there is now a fine hard roadbed here, and on for four miles further straight ahead to Norristown.

At Norristown, out De Kalb Street, is a favorite road for many side trips. In former times this was a part of New State Road opened in 1830 and extending through Bucks, Montgomery and Chester Counties, and a portion of Maryland, from New Hope on

## Pottstown's Ringing Rocks. 213

the Delaware to Port Deposit on the Susquehanna. To continue the route direct from Norristown to Ringing Rocks, proceed out Main Street, Norristown, from De Kalb Street, and on out the straight, smooth road leading direct to Jeffersonville, three miles beyond, thence to Eagleville, two and one-quarter miles from Jeffersonville, and on to Collegeville, three and three-quarter miles. At Collegeville the main road crosses over Perkiomen Creek by the historic bridge built in 1799, and at the right, above the bridge, stands the famous Perkiomen Bridge Hotel. The smooth pike road continues through Collegeville to Trappe, one mile beyond, where the oldest Lutheran Church in America is noticed on the right, and the ancient Trappe Hotel on the left.

### CAREFUL DRIVING NEEDED.

The road continues good to Limerick Square, three and one-half miles from Trappe. From Limerick Square there is four miles to Sanatoga, and four more to Pottstown, of stony road, hard on the tires—not the loose stone of fresh macadam roads, but sharp ridges of big stones embedded in the roadbed. But it is best to continue on the stony pike road, and avoid mishap by careful driving; any attempt to find smoother traveling by promising turns off from the main roadbed will result in failure.

At Hanover Street, Pottstown, turn to the right and follow the trolley line to Ringing Rocks, a dis-

tance of nearly four miles. This is also a rough road compared with the smooth pike road between City Line and Sanatoga, but one is well repaid for the short four miles of rough-riding by a visit to the famous Ringing Rocks. They consist of a curious bed of trap rock, exceedingly hard and compact, which produce rich musical tones on being struck with a hammer. They are piled one on another and cover over an acre and a half of ground. The largest rock is said to weigh from twenty to twenty-five tons, and some of the crevices are visible to a depth of twenty-five feet. A number of impressions can be seen on them, among which are three closely resembling a human foot, from three to six inches in depth; and there are also impressions resembling the tracks of horses, elephants and cannon balls. The sounds emitted by these rocks are various, depending on their size and shape; some, when struck, resembling the ringing of anvils, others of church bells, with all the intermediate tones. In fact, it is claimed that there is not a note in music that has not here a corresponding key. As Aristotle has stated that in every block of marble there is a statue, but it takes a sculptor to find it, so it might be said of these rocks, in every one there is some note in music, but it might require the aid of a musician to verify it.

The German inhabitants of the neighborhood, from an early period, have given this hill the name of Klingeberg, signifying Ringing Hill. The exten-

## Pottstown's Ringing Rocks. 215

sive hill on which the acre and a half of ringing rocks are situated is now known as Stone Hill. On the western end of this hill, about two miles from Pottstown, a fine view is obtained of the surrounding country. The hills of the Schuylkill can be traced in Chester and Berks Counties for thirty or forty miles.



OLDEST LUTHERAN CHURCH IN AMERICA AT TRAPPE.

On the return trip, follow the same route to Plymouth Meeting, and on reaching Butler Pike turn to the left for Ambler and take the fine roadway of Bethlehem Pike from Ambler, through Fort Washington and Flourtown to Chestnut Hill.



AN ALLURING STRETCH OF COUNTRY ROADWAY.

# Experiences of a Run to Easton.

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## DISTANCE FROM PHILADELPHIA.

About sixty miles direct by way of Willow Grove, Doylestown and Durham Furnace. Seventy-five miles by way of Bethlehem Pike and Allentown. A delightful trip that may be made to cover two hundred and twenty-five miles, including side trips and return.

## ROUTE.

Through Germantown and Chestnut Hill to Bethlehem Pike. Along the pike to Fort Washington, Ambler, Lansdale, Souder-ton, Telford Junction, Sellersville, Quakertown and Allentown. From Allentown to Easton by way of Bethlehem and Farmersville, with side trips in vicinity to Easton. Return by way of Raubsville, Riegelsville, Durham Furnace, Kintnersville, Ottsville, Pipersville, Plumsteadville, Doylestown, Willow Grove and Old York Road.

## ROADS.

Good, with the exception of a few rough hill roads in vicinity of Easton. None that are really difficult.

## WHAT TO SEE.

Site of old fort and earthworks at Fort Washington.

Charming views of the Whitemarsh Valley and ancient Spring House Inn.

Quaint old Gwynedd and landmarks of Sunnyside Pike.

Agricultural works at Lansdale and modern industries of near-by villages.

Telford Junction and the pleasure parks of Branch Creek.

Interesting old Quakertown and picturesque Rocky Ridge.

Views of Lehigh Mountains, on approaching Allentown.

Famous Moravian settlements between Allentown and Easton.

Lafayette College, and the Paxinosa and other noted inns in the Weygadt Mountain.

Numerous attractions of the Durham Hills, on slope of Musconetong Mountain.

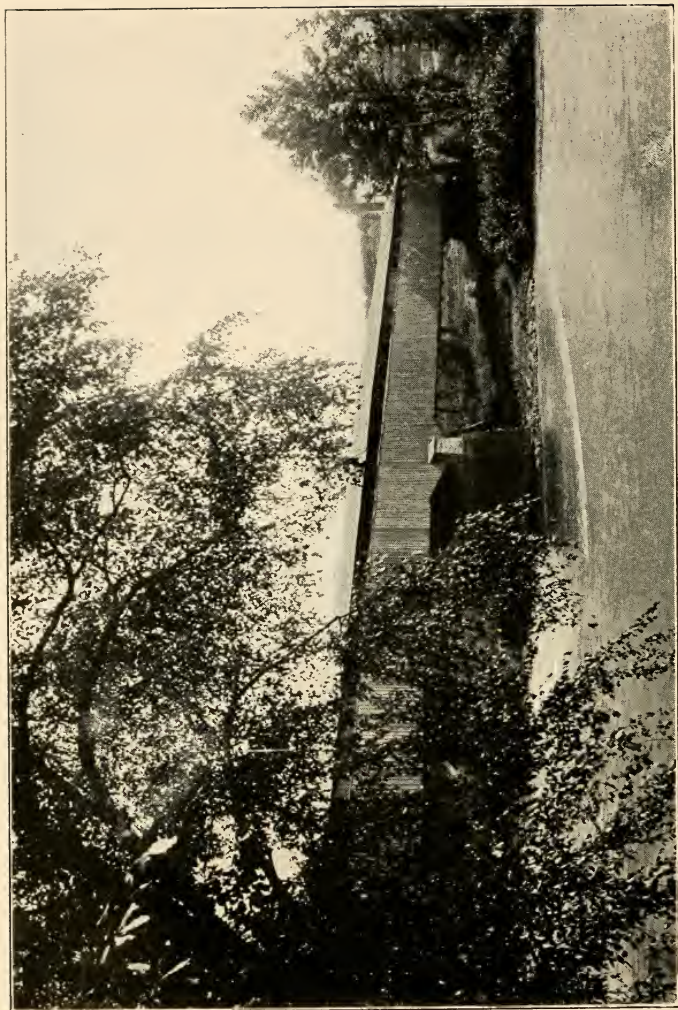
Old paper mills and modern industries in the Lehigh Valley.

One of the earliest furnaces erected in United States, at the mouth of Durham Creek.

Ancient industries of Riegelsville and Kintnersville.

The old Governor Keith mansion at Graeme Park.





TYPICAL COVERED BRIDGE ACROSS THE LEHIGH ABOVE EASTON.

## Experiences of a Run to Easton.

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A Tour of Varied Interests, in Which Plenty of Time Should  
Be Allowed for Leisurely Enjoyment.

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For constant variety in scenic beauty, historic attractions and modern interests, there are few auto trips within the same mileage limit to compare with a run from Philadelphia to Easton. By the most direct routes, that offer the maximum of varied attractions, the run may be made within the limit of seventy-five miles, by way of Germantown, the Bethlehem Pike, Quakertown, Allentown and Bethlehem, with a sixty-mile journey direct, by way of Raubsville, Riegelsville, Doylestown, and down the Old York Road for the return trip. But many alluring side trips may nearly double this mileage, when one has the time and the inclination for a longer journey.

While the average automobilist with a speedy road car may desire to make the journey for the mere sake of the "run" (as there are many long stretches on the way where one is not bothered with speed restrictions), they will find it an ideal winter run. Those who wish to take the journey for leisurely enjoyment will find it a more desirable summer trip, and they may be interested in the experience of the writer in making it a tour of special pleasuring, allowing three full days for it, and including frequent side trips, carefully arranged in advance, that would make the

actual number of miles traveled about 225, or 75 miles per day.

Allowing ten hours for each day's journeying, this gave ample opportunity for visiting historic places, studying novel manufacturing interests along the way, inspecting anything new in farming implements and experimental crops, studying the quaint manners and customs of Pennsylvania-Dutchland and securing numerous photographs, while keeping within the low average of seven and one-half miles per hour, in which only a small proportion of each hour was devoted to actual traveling. Frequently the side shows proved so interesting that an hour or more was spent at a single stopping place, making it necessary to travel from fifteen to thirty miles during the next hour to keep up the average.

#### **HISTORIC SPRING HOUSE.**

It was decided to go by way of Lansdale and Allentown, a distance of sixty miles, allowing fifteen miles for side trips, and making Allentown the first night's stopping place. The Bethlehem Pike proved such a tempting speedway that few stops were made between Chestnut Hill and Spring House, although time was allowed for a slight detour to visit Washington's headquarters at Fort Washington, to climb the hill to the site of the old fort, where a flagstaff now marks the grassgrown earthworks, and to enjoy the magnificent view of the Whitemarsh Valley.

Passing through Ambler, Spring House is soon reached, and an interesting stop was made at the little village because of its historic connections. This was a place of renown as early as 1698, and the old Spring House Inn was a famous stopping place in stage coach days. The first stage line from Philadelphia to Bethlehem stopped here, and all travel between Philadelphia and Allentown passed the ancient hostelry.

The Sunnyside Pike is reached just above Spring House, branching off from the Bethlehem Pike, and this more roundabout way was taken in order to visit Gwynedd, one of the oldest settlements in this part of the country. The little village is situated at the intersection of the Sunnyside Turnpike and the State Road. The two landmarks of special interest are the old Friends' meeting house, which was the third house of worship erected in the country, and the famous William Penn Inn. The name Gwynedd, we were told, is a corruption of the Welsh word "Gwineth," signifying North Wales, and also the name of a river in the northern part of Wales. The village was also called "Gwinedith" in the early records of the place, and during later years the place was known throughout this section as "Acuff's Tavern."

North Wales, Lansdale, South Hatfield and New Hatfield were passed in quick succession, with only one stop of any length, when the interesting plant of



HISTORIC DURHAM FURNACE.



FRESH CHARMS AT EVERY TURN.



the agricultural works at Lansdale, and the numerous manufacturing interests of the place were visited. Their up-to-date machinery, novel outputs and modern methods contrasted pleasantly with the historic interests of other stopping places. Souderton—just beyond New Hatfield—also displays the commercial thrift that marks the enterprising towns of this vicinity. Franconia Square and Franconiaville are old-time landmarks, founded by the opening of hotels and mechanical industries, the origin of which is now scarcely known by the oldest inhabitants of the place, and these old towns proved well worth side trips.

Telford Junction was passed about one and a half miles above Souderton. The village of Telford stands on ground bought in 1737, by Conrad Deterer from Humphrey Murray. The greater part lies in Montgomery County, and quite early it became an important junction of public roads, what is known as the County Line Road being opened in 1752.

#### **EASY GRADES TO CLIMB.**

After passing Sellersville—three and a half miles above Telford Junction—the hills began to appear, but hill climbing did not prove objectionable over the easy grades and the good roadbed, and the constant variety in scenery made this one of the most pleasurable sections of the run. We passed the sparkling waters of Branch Creek, which provides the boating for the picnic and camp meeting grounds popularly



known as Menlo Park and Perkasio Park. The fine scenery continues throughout the run of seven and a half miles from Perkasio to historic Quakertown, with its many interesting landmarks.

Quakertown being about forty-four miles from the heart of Philadelphia, and only thirty-five miles from our starting place below Chestnut Hill, we found that we had covered more than two-thirds the distance during the morning hours, and there was only a little over sixteen miles to be traversed between Quakertown and Allentown. The side trips of the morning increased the actual distance traveled to about forty-five miles, leaving only thirty for the afternoon to keep within the seventy-five-mile average. This was very satisfactory, as it was desirable to visit the varied interests of Allentown during the afternoon, before putting up for the night, in order that we might make an early start the next morning, without neglecting the usual sight-seeing of the place.

The little town of Rocky Ridge, just beyond Quakertown, was picturesque with its hills and huge boulders, but it called for more careful driving than any other part of the journey. Coopersburg, Center Valley and Lenark presented a succession of inspiring views, that compensated for the inconveniences of travel, as we approached the Lehigh Mountains on entering Allentown.

The early morning run from Allentown to Easton could have been made in less than an hour, by the

direct route through Bethlehem and Farmersville, a distance of a little less than seventeen miles. We made it in a thirty-mile run, requiring nearly five hours' time. The side trips to points of interest at Rittersville, West Bethlehem, Bethlehem, Oakland Park, Butztown, Nazareth and Farmersville, especially the quaint Moravians, and their famous settlement of both historic and modern interest, caused the delay, which was conceded the most delightful of the entire trip.

#### MAGNIFICENT VIEWS.

At Easton we found it an easy climb up College Hill to Lafayette College, and thence up the Weygadt Mountain. We were tempted to spend the second day in making side trips to the numerous places of interest about Easton and visit the Paxinosa and other noted inns in the Weygadt Mountain, and make the trip from Easton to Philadelphia—somewhat less than sixty miles by direct route and allowing only fifteen miles for side trips—for the third day. But fearing this would not allow sufficient time for “doing” the many interesting towns that were to be included on the home trip, we traveled another fifteen miles in the afternoon, making our stopping place for the second night in the outskirts of Kintnersville.

Through the Durham Hills, the easy grade along the foot of the Pennsylvania slope of the Muscone-

tong Mountain, and on through the broad smooth drive where country roadway, trolley and canal run side by side in the neighborhood of Kintnersville, there was a succession of magnificent views, unequaled in any part of the Lehigh Valley. The famous paper mills of Raubsville and Riegelsville were visited, and a little further on, at the town called Durham Furnace, there was a stop to view the ancient furnace at the mouth of the Durham Creek, which is said to be one of the earliest furnaces erected in the United States, the first blast having been begun in 1728.

After spending the night at Kintnersville, a quick run was made in the morning to Pipersville, with brief stops at the towns of Ferndale, Revere, Harrow, Ottsville and Tohickon Park. At Pipersville we struck the ancient highway to the "Governor's residence" of Dwyer's Mills, with good traveling through Plumsteadville, Danboro and Dyerstown. It was at the request of Governor Keith that this road was laid out from Willow Grove to his residence in 1722. The following year, 1723, John Dyer, who had built a mill in the woods at Plumstead, petitioned the court that the road might be continued to his settlement. This was long known as Dyer's Mill Road, and is what is to-day the Main Street of Doylestown.

After spending some time at the Doylestown courthouse, with its noted museum of relics and quaint household and farming implements of early Pennsyl-



CANAL VIEW NEAR RAUBSVILLE.



ROADWAY ALONG THE CANAL AT KINTNERSVILLE.

vania, it was planned to dine at "The Turk," which in the old days was a popular road house. It was found that this famous building, which is between Doylestown and Edison, is now occupied as a residence. It was the geographical center of the county, and when the subject of removing the courthouse from Newtown was agitated, many efforts were made to have it located at this point.

"The sign of the Grand Turk" was occupied by an enterprising proprietor early in the nineteenth century, Septimus Hough, who, in 1808, laid off a town and offered a lot of ground for the new county seat, but it was of no avail; his Doylestown competitors won. The afternoon was spent in visiting historic points at Warrington, Neshaminy Creek, the old mills and the Friends' meeting house at Horsham, and the famous Graeme Park, the home of Governor Keith, which was reached by leaving the pike and passing about a mile down County Line.

The final home run was made by way of the smooth traveling and familiar landmarks of Old York Road.



VIEW ALONG THE CANAL TO EASTON.

# Old Burlington.

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## DISTANCE FROM PHILADELPHIA.

From nineteen to twenty-six miles according to route on Jersey side; and about twenty-two miles by way of Bristol Pike to Burlington Ferry at Bristol. Fifty miles for side trips and return.

## ROUTE.

By the shortest route on Jersey side of the Delaware (leaving the longer Mount Holly route for another trip), take ferry at Market Street, Philadelphia; pass out Market Street, Camden, to "forks of road," and take left fork to Cramer Hill, Palmyra, Riverton, Delanco, Beverly, Edgewater Park and Burlington. For return, cross the Burlington Ferry to Bristol, and down the Bristol Pike to Frankford and Philadelphia.

## ROADS.

Mainly fine smooth pikes and well-packed country roadways.

## WHAT TO SEE.

Historic landmarks and thriving commercial interests of Jersey towns and villages.

Famous trees and homesteads, and St. Mary's School, on the Green Bank of Burlington.

Ancient sycamore tree of unusual dimensions on the "Grubb Estate."

The vine-covered Grant cottage.

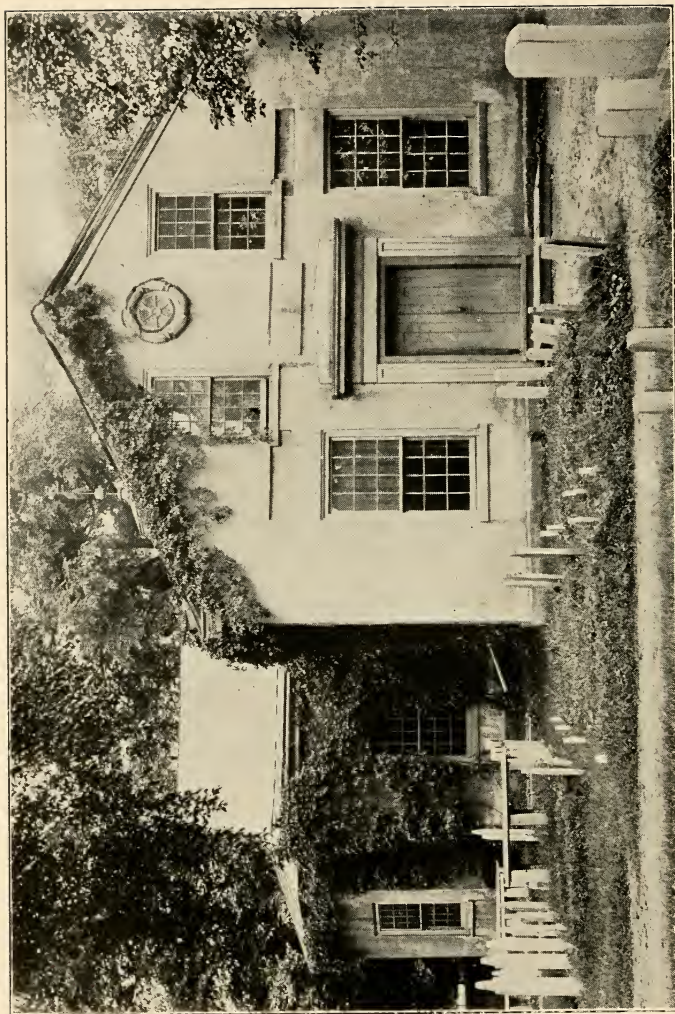
Famous homes of Captain James Lawrence and James Fenimore Cooper.

Ancient inns and St. Mary's Episcopal Church.

The Benjamin Franklin houses of Burlington.

Numerous attractions along the Bristol Pike.





ANCIENT ST. MARY'S EPISCOPAL CHURCH OF BURLINGTON.

## Old Burlington.

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### A Circuitous Trip through Interesting Jersey Towns, with Return on the Pennsylvania Side of the Delaware.

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There is a choice of two distinct routes on the run through New Jersey, between Philadelphia and Burlington; and the return trip in Pennsylvania, by way of Bristol Pike, offering still another change of view, provides additional interest for the outing. The distance is about nineteen miles direct from the Camden ferry to Burlington, by way of Riverton, Delanco and Burlington Avenue. By taking the longer and still more interesting route to include a visit to Mount Holly, the distance will be about twenty-six and a half miles to Burlington. After crossing the Burlington ferry, the return trip, by way of Bristol Pike, will cover about twenty-two and a half miles.

The expense is a trifle more in making the home run by way of the Bristol Pike, as the cost at the Burlington ferry is double that of Camden, for lack of competition; but the proportion is not so great as in the overcharge for foot passengers. Where the ferriage for the latter from Philadelphia to Camden is three cents, from Bristol to Burlington is ten cents, and where the cost of a single-seat automobile on the Camden ferry is twenty cents, on the Burlington ferry the charge is forty cents, with extra charge in proportion to the size of the car.

One good route to Burlington on the Jersey side is by way of Burlington Pike. To make this run take the Market Street ferry and pass out Market Street, Camden, to "forks of road." Here take the left fork to Cramer Hill and Five Points Tollgate. Take the left-hand road for Palmyra at Five Points, and on reaching Palmyra turn to the right along the railroad and follow the road to Riverton, which is nine miles from the ferry.

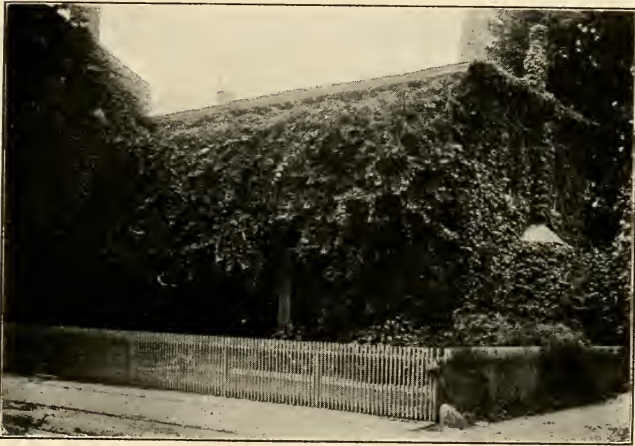
There is a good road between Riverton and Delanco by way of Riverside. From Delanco take Burlington Avenue direct to Beverly, Edgewater Park and Burlington. By this route the distance is about nineteen miles from Camden ferry.

#### **FOLLOW THE TROLLEY LINE.**

Now that the trolley line has been completed from Camden ferry to Burlington, by way of Mount Holly, there is also almost a continuous line of good roads along the trolley line, making safe and rapid traveling for automobiles by way of Dudley, two and a half miles from Camden, thence a half mile to Rosedale, one and three-quarter miles to Merchantville, one and a quarter miles to Maple Shade, one mile to Lenola, three and a quarter miles to Moorestown, one mile to Stanwick, two miles to Hartford, one and a quarter miles to Masonville, two and a half miles to Hainesport, two miles to Mount Holly and seven and a half miles to Burlington. By this route it is about

twenty-six and a half miles from Camden ferry to Burlington, but it is through an interesting part of the country, and the nearness to the trolley line makes it possible to keep up the full limit of speed.

In many of the small country towns where trolleys are unknown the danger of accidents among country horses frequently makes progress slow. Along the



VINE-COVERED "GENERAL GRANT HOUSE" OF BURLINGTON.

trolley lines the horses accustomed to electric cars pay very little attention to automobiles, and the traveling does not seem so rapid to suspicious country officers when compared with the speed of the trolleys.

Sufficient time should be allowed in making this trip to spend an hour or more visiting the famous landmarks of Burlington. Clustered along Green

Bank are famous old trees, historic mansions, and St. Mary's Hall, a noted school for girls. A huge sycamore tree is still standing on the "Grubb estate" on Green Bank—the tree to which it is said the good ship Kent was tied when the early Quaker pilgrims landed at Burlington, or Chygoe's Island, as it was then called. It was a town of many names in those early days. In June of 1667 the Kent arrived at an island in the Delaware on the Jersey shore, called from an old Indian chief Chygoe's Island, and the commissioners on board the ship proceeded to buy the land of the natives.

#### FAMOUS INNS AND HOMESTEADS.

The vine-covered cottage known as the "Grant House," in which General Grant is said to have lived for a short period during the Civil War, is still standing on Wood Street, near Green Bank. Just beyond is the historic St. Mary's Episcopal Church, and on Broad Street, as well as Main or High Streets, are many famous landmarks, which the inhabitants of the town are always eager to point out to interested visitors.

Historic inns, of Colonial and Revolutionary fame, invite the sightseers to seek refreshment where famous personages of the past have been entertained. Prominent among the historic inns is the Burlington House, near the ferry. The little old cabin-like structure in which Benjamin Franklin is said to have first



printed paper money is still standing, as well as the home of Fenimore Cooper, the author, and the house in which Captain James Lawrence was born, October 1st, 1781, and which he still called "home" when, on the 1st of June, 1813, he commanded the Chesapeake in the disastrous encounter with the Shannon, on which Captain Lawrence was wounded.



HOMES OF CAPTAIN JAMES LAWRENCE AND  
JAMES FENIMORE COOPER.

His last words were, as he was borne, bleeding, below: "Don't give up the ship." Resistance, however, was vain, and the ship surrendered.

The body of Captain Lawrence was wrapped in the colors of his ship and was buried by the British, at Halifax, with the honors of war. It was afterwards



removed to Salem, Mass., and finally to New York, where there is a monument to his memory in Trinity churchyard.

Although Burlington cannot claim the honor of his burial place, it glories in the greater honor of being the birthplace of the gallant captain, and the "James Lawrence House" is to-day one of the most noted landmarks of the town. Burlington has also taken special pride in the fact that she possesses the rightful claim to the birthplace of the novelist; and it seems rather a remarkable coincidence that the homes of James Fenimore Cooper and Captain James Lawrence should be adjoining. They stand on the left side of the Main Street, above Broad.

The name of James Fenimore Cooper is naturally allied with Cooperstown, New York, and many suppose that he was born there; but, as quaintly described by the old records of Burlington, Cooper was born in 1789, "in the last house but one on the Main Street as it goes into the country." Both the houses are well preserved, and the Cooper house is easily distinguished from the novelist's description. Although Cooper was born in this old house in 1789, and his early boyhood was spent in Burlington, while he was still a boy his father moved to the Otsego region, and Burlington played no further part in his life, except to supply many of the characters which he immortalized in his novels. In one instance the clever portrayal of the character of

a certain Mr. Sorsby, of Burlington, as "Judge Temple," in "The Pioneers," aroused the indignation of that eccentric old gentleman and his Burlington friends.

The ancient library of Burlington is also of interest to the tourist; and the historic Smith homestead—now a drug store near the railroad station—in which



HISTORIC SMITH HOMESTEAD AT BURLINGTON.

the famous charity, "The Burlington Friendly Institution," is said to have had its beginning. The letters D. M. S., said to stand for Daniel and Mary Smith, and the date 1733, are distinctly outlined close under the eaves of the old-time gable roof.

At Burlington take the ferry for Bristol, and return by way of Bristol Pike. The pike is in excellent

condition for fast traveling all the way from Bristol to Frankford, with the exception of a few blocks in the vicinity of Andalusia, which is sandy and rather heavy in wet weather, but the remainder of the pike is in sufficiently good condition to make up for the one bad stretch.

Where Neshaminy Creek is crossed by Bristol Pike the little village of Bridgewater is passed, with its historic store, its Ha'Penny Hotel, its famous ivy tree, and the huge buttonwood tree marking the site of the ancient Baldwin Ferry. Then Eddington, with its noted school for boys, is passed, and further down the pike, on approaching Torresdale, the old Red Lion Inn stands on the right of the pike on the Poquessing Creek. Just above Cottman Street, at Holmesburg, is the famous Edwin Forrest Home for retired actors.

On reaching Frankford, by way of Bristol Pike, the most direct route to the city is by way of Frankford Avenue to Nicetown Lane, and on down to Broad Street by way of Erie Avenue and Rising Sun Lane. For a change in making this homeward trip one may go from Holmesburg to Broad Street without passing through Frankford, by taking the old Township Line or Cottman Street, at Holmesburg, to Old Second Street Pike. Out the smooth, fine roadway of Second Street Pike past the droveyards, Feltonville and Olney, to Fifth Street, down Fifth Street to Rising Sun Lane, out Rising Sun Lane to Broad Street and down Broad.





THE CHARM OF THE WISSAHOICKON.

# Germantown and Chestnut Hill.

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## DISTANCE FROM PHILADELPHIA.

About ten miles from Broad and Market Streets. Twenty-five miles will cover return and side trips.

## ROUTE.

Out Broad Street to Cayuga; out Cayuga to Germantown Avenue, and out Germantown Avenue to Chestnut Hill. Return by way of Lincoln Drive from Johnson Street, and down the East River Drive, through Fairmount Park to the city.

## ROADS.

Belgian blocks out Germantown Avenue. Broad Street and River Drives smooth traveling.

## WHAT TO SEE.

Logan, Armat and Neglee properties in vicinity of Wayne Junction.

The Toland, Mehl and Ottinger homesteads on the way to Fisher's Lane.

The Wagner and Henry Houses and Lower Burying Ground at Fisher's Lane, with the early Germantown Mills on side trip out the Lane.

The Commodore Barron and Thones Kunder Houses, and General Wayne Hotel at Manheim and Main; and landmarks on side trip out Manheim Street.

Site of "Ye Roebuck Inn," the Frederick Fraley carpenter shop, and the Sauer printing establishment; the Freas Homestead and four interesting Wister properties.

The Baynton, Hacker or Conyngham, Howell, Handsberry and Bringhurst properties.

House in which type was first cast in America.

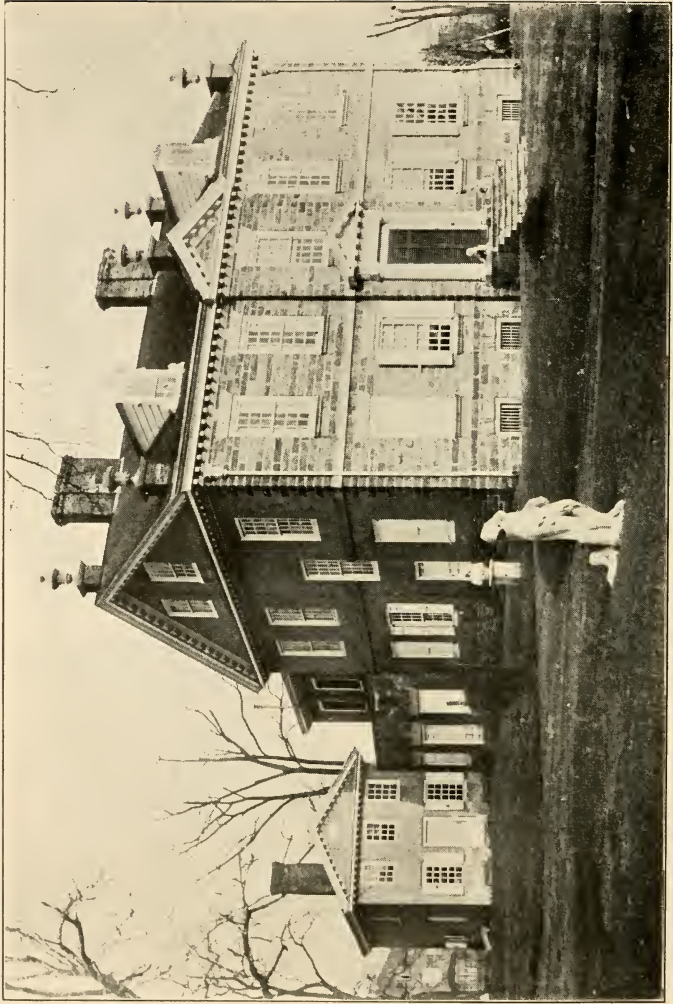
Numerous landmarks surrounding the Morris House, or "The Germantown White House," for a time the home of President Washington and the seat of government.

Famous homesteads between Cheltenham Avenue and Upsal Streets.

Landmarks of Germantown Battlefield.

Picturesque views along famous River Drives.





"CLIVEDEN," CHEW MANSION, CENTRE OF THE REVOLUTIONARY BATTLE.

## Germantown and Chestnut Hill.

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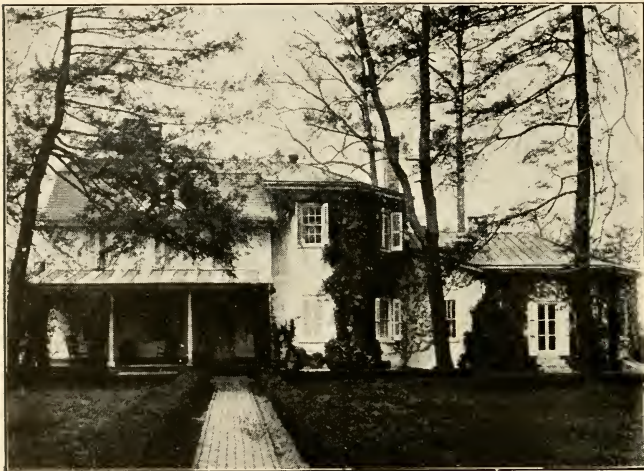
An Afternoon Ride Among Famous Historical Associations of  
Colonial and Revolutionary Days.

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Along the old Indian trail, known variously as the Great Road, Germantown Road, Germantown Avenue and Main Street, a greater number of historic landmarks may be visited between Wayne Junction and Chestnut Hill than in any other stretch of roadway of equal length, within the State of Pennsylvania. The motorists who make the run through Germantown and Chestnut Hill—for reaching the Reading and Bethlehem Pikes and Old York Road—by way of the smoother roadways on Greene Street and Wayne Avenue, will enjoy the smoother traveling at the expense of interesting sightseeing. An entire afternoon may be spent to advantage without traveling more than ten miles from the heart of Philadelphia; and the entire journey of varied interests, with side trips, need not cover more than twenty-five miles, including the run along the landmarked Indian trail, with return by way of the Lincoln Drive, along the picturesque Wissahickon and the East River Drive through the Park.

The rough traveling over the lower section of Germantown Road, below Cayuga Street, need not be encountered, as the few historic sites in the vicinity of old Rising Sun and Fair Hill section will scarcely

be worth the roughing, when smooth Broad Street will lead directly to the principal points of interest. The best route is by way of the familiar run out Broad Street to Cayuga. Turn left on Cayuga Street to Germantown Avenue; but just before reaching the avenue take one of the side streets to the right of Cayuga to visit Stenton, below Wayne Junction.



WHITE COTTAGE, OF EARLY SILVER FORK FAME.

The handsome old brick mansion has remained practically unchanged since it was built, in 1728, as the country seat of James Logan, who first held the important offices of secretary and confidential friend of William Penn, and afterwards held, in addition to this, many other important offices, being not only Sec-

retary of the Province, but Commissioner of Property, member of the Provincial Council, and for some time President of the Council and Chief Justice of Pennsylvania. Not only the ancient mansion now in the possession of the Colonial Dames, with its collection of colonial and revolutionary relics, but the adjoining servants' quarters and kitchens, the old-fashioned gardens, the picturesque old burial ground on the hill slope back of the mansion, the famous underground passage which led to the stables, and the secret passage ways within the mansion, all possess a charm for the history student and the sight-seeing motorist.

#### LANDMARKS OF NEGLEE'S HILL.

Take the short run from Stenton to Germantown Avenue at Wayne Junction; at the left of the avenue, just beyond the Junction, at Nos. 4518 and 4520 Germantown Avenue, is the old Neglee property, surrounded by Revolutionary traditions. One of the Neglee sisters, who faced the red coats in her home after the Battle of Germantown, married a Hessian who was captured by Washington at Trenton, and who afterwards became a good citizen of Germantown. The hill above Wayne Junction, starting from the Neglee houses and leading up to Loudon, long occupied by descendants of the Logan family, is called Logan's Hill, though perhaps more commonly known by the name of Neglee's Hill.

The mansion at the top of the hill, where Apsley Street cuts into Main Street, or Germantown Avenue, has been known as the Armat property, and the Logan property. But the popular name for the place for many years past is "Loudoun," so called from the fact that its first owner, Thomas Armat, settled in Loudoun County, Va., before coming to Germantown. The Logan family, now residing at "Loudoun," are descendants of Thomas Armat and James Logan, of Stenton.

The best known landmarks continue on the left of the roadway along this section. Just above "Loudoun," at No. 4810 Main Street, is the Toland house of bread-making fame. At the time of the Battle of Germantown, when the property was in the possession of George Miller, an officer in the American Army, a dozen or more British officers were quartered there, and Mrs. Miller was set to work baking bread for the British. The end of the rambling old mansion is towards the avenue, with entrances on the north and south sides.

Next, two old homesteads of special interest are noticed on the right of the avenue; these are the Mehl house, at No. 4817, and the Ottinger house, at No. 4825 Main Street. Several soldiers killed in the Battle of Germantown are said to have been buried at the gateway of the Mehl property, so called for the family that owned and occupied the place a century or more ago. The Ottinger house recalls the brave Captain

Douglas Ottinger, a captain of the United States Revenue Marine, to whom many shipwrecked mariners owed their lives in the past. He was the inventor of the Ottinger life car, and in 1849 he equipped eight life-saving stations on the New Jersey coast with complete and effective life-saving apparatus. The old homestead in which Captain Ottinger was born, December 11th, 1804, was built in 1781 by his father, Christopher Ottinger, a soldier of the Pennsylvania line. It is an interesting type of old-time house construction; the walls are two feet thick, even the partition on the first floor being of stone; and the rafters in some parts of the building are unhewn trees.

Again the attention is attracted on the left of the road to the Wagner house, at No. 4840 Main Street, and the Henry house, at No. 4908. The Wagner house was built in 1747, and was known as the Meehlin house before it came into the possession of the Wagner family. It was used as one of the main hospitals of Germantown after the battle; the big wooden doors of the stable in the rear of the homestead are said to have been taken from their hinges and used as operating tables, and many who died there were buried in a trench on the grounds. The Henry house—the oldest portion of which was erected in 1760—was in the possession of the Henry family for many years, and Alexander Henry, three times Mayor of Philadelphia, and a member of Congress, lived here when a boy.



**"LOWER BURYING GROUND" AND NOTED  
SURROUNDINGS.**

On the right of the road, opposite the Henry house, is the noted Lower Burying Ground, or Hood's Burying Ground, the latter name having been given in honor of William Hood, who left money at his death for the erection of the marble wall along the front. The graveyard was presented to the ancient settlement of Germantown in 1693 by Jan Streepers, and many old tombstones, with quaint inscriptions, interest the sightseer.

**THE OLD WISTER MANSION.**

The history of the Thones Kunder house, at No. 5109, is briefly told on a tablet placed beside the doorway, by the Site and Relic Society of Germantown. The Barron house, at No. 5106 Main Street, was occupied by Commodore James Barron, in 1842, while he was in command of the Philadelphia Navy Yard. At the corner of Main and Manheim Streets stands the historic General Wayne Hotel.

A side trip out Manheim Street at this point will take the tourist past the Roset house, once owned by the famous Frenchman, Jacques Marie Roset, at the southwest corner of Manheim and Portico Streets; and the equally noted "White Cottage," at the corner of Manheim and Knox Streets, said to be the place where silver forks were first used in Germantown; while still further out Manheim Street is the old Fraley mansion and the Price homestead, at the entrance to the grounds of the Manheim Club.

Returning to the Main Street, the giant buttonwood tree, on the west side of Main Street, above Manheim, stood in front of the old Buttonwood Tavern, originally "Ye Roebuck Inn," of Revolutionary days, and now the Heft property. No. 5151 Main Street was the home of Philip R. Freas and the early "Village Telegraph," and on the site of the St. Stephen's Methodist Church stood the famous old carpenter shop of Frederick Fraley.

"The Corvy," or the William Wynne Wister house, at No. 5140 Main Street—with the "ancient

Ashmead relic" standing on the front lawn—is worthy of special notice. It is still known as the "Gilbert Stuart House," as it was occupied by the famous painter in 1794-95, and it is claimed that in the barn-studio, then standing at the back of the house, the noted Stuart portrait of Washington was



MORRIS HOUSE, OR "GERMANTOWN WHITE HOUSE."

painted. Other Wister houses are on the opposite side of the street. At Nos. 5203 and 5205—which was formerly one house, now nearly a century old—Owen Wister was born in 1860. His parents, Dr. Owen J. and Sarah Butler Wister (the latter a daughter of Pierce and Fanny Kemble Butler) were

residing here temporarily while the house at No. 5253 Main Street was being built by Dr. Wister. The latter house, at No. 5253 Main Street, occupies the site of the historic home and printing establishment of Christopher Sauer, who, in 1743, issued the first Bible in an European language printed in America. This was forty years before an English Bible was printed in the colonies. *The* Wister house, at No. 5261 Main Street, is the third on the right of Main Street known by the name, although the only one to which the Wister name is popularly applied in these days. It was built by John Wister in 1744, and is now in the possession of his great-grandson, Mr. Charles J. Wister. No. 5219 Main Street is the John Bringhurst homestead, of "Germantown wagon" fame.

#### WHERE AMERICAN TYPE WAS BORN.

Returning again to the left side of the street, we find above the William Wynne Wister house, of Gilbert Stuart renown, the Baynton, the Hacker or Conyngham, the Howell and the Handsberry houses—all of historic interest, about which many Revolutionary traditions cluster. While still further up the Main Street, on the same side of the roadway, at the southwest corner of Main Street and Queen Lane, is an ancient building, now a store, which was formerly a noted inn, known as the Indian Queen. The ancient hostelry gave the name to the street, which

was originally known as Bowman's Lane, then Indian Queen Lane, and later as Queen Street. On the opposite corner of Main and Queen Streets, at No. 5300, stands one of the ancient Sauer properties. It is claimed that the type which was cast by the Sauers, in 1772-1773, was made in the cellar of this building; this was said to be the first type cast in America. The house is now used as the parsonage of the Trinity Lutheran Church.

No. 5267 Main Street, was the home of the "strong man of Germantown," Anthony Gilbert, the blacksmith. On the same side of the street, at Nos. 5275 and 5277, is the house occupied by the Germantown National Bank from 1825 to 1868; the building was also occupied at one time by Thomas Jefferson, Secretary of State, and Edmund Randolph, Attorney General of the United States. On Main Street, above Coulter, is St. Luke's Church, the first Episcopal congregation organized in Germantown, in 1811. The Friends' Meeting House and the Friends' Free Library, opposite, are famous landmarks of Germantown; while the Masonic Hall, at No. 5425 Main Street, occupies the site of the building where Louisa M. Alcott, the distinguished authoress, was born.

Nos. 5430 and 5434 Main Street are Ashmead houses. Captain Albert Ashmead, of No. 5430, commanded a troop of country cavalry, and escorted General Lafayette from Trenton to Philadelphia when he visited this country. William Ashmead was the first



to manufacture the well-known Germantown wagons after the Revolution, although to the Bringhursts, of No. 5219, and the "Bringhurst Big House" (now occupied as a store at the southeast corner of Main and Bringhurst Streets), belongs the fame of building the "General Washington Chariot," in 1780.

#### THE MORRIS HOUSE AND FAMOUS NEIGHBORS.

Just above the Ashmead houses, at No. 5442 Main Street, opposite historic Market Square, is the Morris house, or the "Germantown White House," the home of President Washington, and the seat of government in 1793, during the yellow fever scourge in Philadelphia, and during a portion of the year 1794.



"WYCK," THE HAINES HOMESTEAD.



All the homesteads between the Morris house and the Saving Fund Building are historic. No. 5448 was built about 1760 by John Bringhurst, and later came into the possession of the Ashmead family. No. 5450 was another Armat house of interesting traditions, and Nos. 5452 and 5454 were Ashmead houses; the upper one, long designated as the Count Zinzendorf house, the beginning of the Moravian Seminary, has recently been torn down for the enlargement of the Saving Fund Building. Across the street from these houses, what is now the Woman's Christian Association building, was occupied by one of the Philadelphia banks during the yellow fever epidemic. The Market Square Presbyterian Church occupies the site of the German Reformed Church, built in 1733, and the building of the Mutual Fire Insurance Company occupies the site of the historic De la Plaine house. The first house above the present Germantown bank was once occupied by the officers of the State Government; and just above, at Nos. 5516, 5518 and 5520, is the rambling old King of Prussia Tavern. Then the historic Lehman houses are passed on the same side of the street.

Vernon Park, the home of the Germantown Branch of the Philadelphia Library, on the west side of Main Street, just above Cheltenham Avenue, with the historic Wister mansion in the center, was once the famous gardens of Melchior Meng. The old Kurtz gardens adjoined the Vernon property before it came

into the possession of John Wister. Between Vernon Park and Town Hall there were several historic homesteads, only one of which is now standing, at No. 5845. The old toll gate stood near by, while the ancient "English Church" of Germantown stood on the site of the Young Men's Christian Association. The old Town Hall was used as a hospital during the Revolution, and the Engle house adjoining, at No. 5938 Main Street, was closely associated with the Battle of Germantown.

Opposite the Engle house is the old Rose property, now known as the Butler property; while just above this, at the southeast corner of Main and High Streets, is the Morris-Littell house, the home of Mrs. Ann Willing Morris, of Charles Willing Littell, and also of the talented but eccentric Dr. Christopher Witt.

No. 6019 Main Street, the ancient "Green Tree Tavern" was kept as a public house by Daniel Pastorius, a great-grandson of the famous Francis Daniel Pastorius, while the old Pastorius house, which now stands in the rear of the High Street Methodist Church, was moved from its original position, adjoining the Morris-Littell house, when High Street was opened. The old Warner houses, above Green Tree Tavern, Nos. 6021 and 6023 Main Street, were early identified with the pietist hermits of the Wisahickon. Picturesque old "Wyck," at the southwest corner of Walnut Lane and Main Street, is the

Haines property. This is claimed to be the oldest house standing in Germantown. The Charlotte Cushman house, also known as the Dr. Shippen house, and the first Pennsylvania Manual Labor School, is across the street from "Wyck," at the southeast corner of Main Street and Walnut Lane. While a little further up the Main Street, above Herman, is the ancient Mennonite Meeting House, with the Samuel Keyser house adjoining it on the north. No. 6205 is the oldest Keyser house, built by Direk Keyser in 1738.

**"UPPER BURYING GROUND" AND GERMANTOWN  
BATTLE GROUND.**

The Washington Tavern, on the same side of the street—No. 6239—was known by this name as early as 1793. Across the street, at No. 6306, is the famous Johnson house, which stood in the thickest of the fight at the time of the Battle of Germantown. No. 6316, now also known as a Johnson house, was the Peter Keyser property; back of it still stands "the bullet-ridden cedar fence." The Upper Burying Ground, or Ax's Burying Ground, and the old Concord School House, now the home of the Germantown Site and Relic Society, as well as the Jacob Knorr house, built in 1760, are across the street from the Johnson houses. Again on the left we find the historic Unrod and Metzger houses, where Elizabeth Metzger made bullets of the pewter spoons of patriotic neighbors; and the "Ship House" at No. 6338.

The historic Rodney-Keyser house stands at No. 6347, while "Cliveden," the Chew house, the scene of the most important incidents connected with the Battle of Germantown, occupies the square bounded by the Main Street, Johnson and Morton Streets and Cliveden Avenue. The Billmyer house, at the north-



GREEN TREE TAVERN, OR PASTORIUS HOUSE.

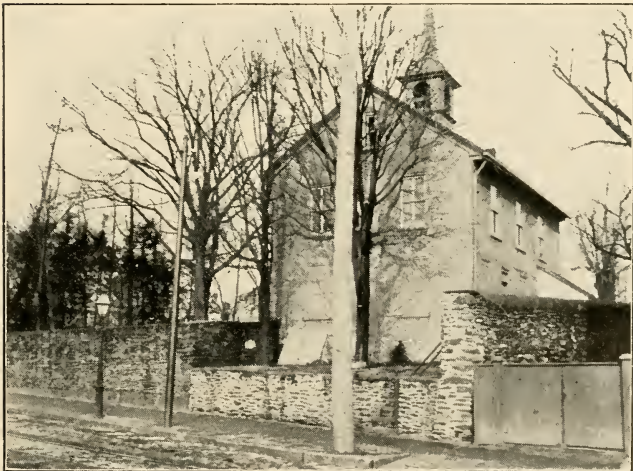
west corner of Main and Upsal Streets, was erected about 1727. On the horse block at this house it is said that Washington stood to direct the battle while the British occupied the Chew house; at that time there were no buildings between the Chew and the Billmyer houses.

“Upsala,” erected by John Johnson, in 1798, on the west side of Main Street, opposite the Chew house, is said to be one of the finest examples of the so-called Colonial architecture in Germantown. The little old “Sparrow Jack” house, with its interesting traditions, stands at the northwest corner of Main and Upsal Streets, while the old house with the overhanging eaves, opposite the Billmyer house, is still known as the “Bible House,” because of its connection with the Billmyer and Sauer printing. The Church of the Brethren, or Dunkards, stands at No. 6613 Main Street, while the old houses at Nos. 6611 and 6669 Main Street were the parsonages of the Dunkards’ Church, and the St. Michael’s Lutheran Church, at Main and Phil-ellena Streets. No. 6749 is the Hesser house; No. 6843 is the Paul house; and occupying the site of the Lutheran Theological Seminary was Mount Airy, the country seat of Chief Justice William Allen. At the southeast corner of Main Street and Gowen Avenue is the Gowen house; while a little further up the roadway, at Main Street and Mermaid Lane, are found the ancient Mermaid Tavern, and the old log cabin built by Christopher Yeakle in 1743.

Although historic landmarks with Revolutionary and Colonial associations and traditions continue at intervals among the handsome country seats and institutions on either side of the Main Street from Mount Airy, through Chestnut Hill, to City Line, the really



THE FAMOUS SHIP HOUSE.



CONCORD SCHOOLHOUSE AND UPPER BURYING GROUND.



famous, historic portion is found between Wayne Junction and Mermaid Lane. On the few side streets of special historic interest, the early mills of Germantown are found on the east of Main Street out Fisher's Lane. The old Rock House may be visited by running east on Penn Street to the "Wingohocking meadow." The landmarks west of Main Street, on Manheim Street, have been noted, and the celebrated Germantown Academy, in which school has been held continuously, with the exception of a brief period during the Revolution, since January 1st, 1760, is one square from Main Street, out School House Lane.

The return trip to Philadelphia, after visiting the landmarks of upper Germantown, may be made by way of the Lincoln Drive, from Johnson Street, along the Wissahickon and the East River Drive through Fairmount Park. The old waterworks pond is passed on Lincoln Drive, the Houston monument, Blue Bell Hill, the old Rittenhouse homestead and Paper Mill Run.

Continuing on down the drive the famous "Springs Fountain" is passed, the "new Wissahickon bridge," Hermit's Lane, Gypsy Lane, Wissahickon Hall, the jutting rock of "Dead Man's Curve," the charming view of the dam, and the flight of steps leading up the steep hillside to "the summit," the picturesque "high bridge," and the High Bridge House, and the "old Robeson's meadow," now occupied by the skating pond and the Queen Lane Pumping Station, past the Laurel Hill Cemetery, and on down the beautiful East River Drive to the city.

# Conshohocken and its Revolutionary Memories.

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## DISTANCE FROM PHILADELPHIA.

About sixteen miles by way of Barren Hill and Plymouth Meeting. Few miles longer by way of Montgomery Avenue, with short side trips. Forty miles will cover entire journey.

## ROUTE.

Out Girard Avenue, to west end of bridge; turn to right through West Fairmount Park to Belmont Avenue; out Belmont Avenue to City Line; and out City Line to Bala Station and Montgomery Pike. Out Montgomery Pike to Bryn Mawr and over Conshohocken Hill to West Conshohocken. Return by way of Barren Hill, Germantown and East River Drive.

## ROADS.

Splendid traveling, but close mileage restrictions.

## WHAT TO SEE.

General Wayne Inn on Montgomery Pike.

Ancient Merion Meeting House.

Historic Price Homestead and Brookhurst Inn.

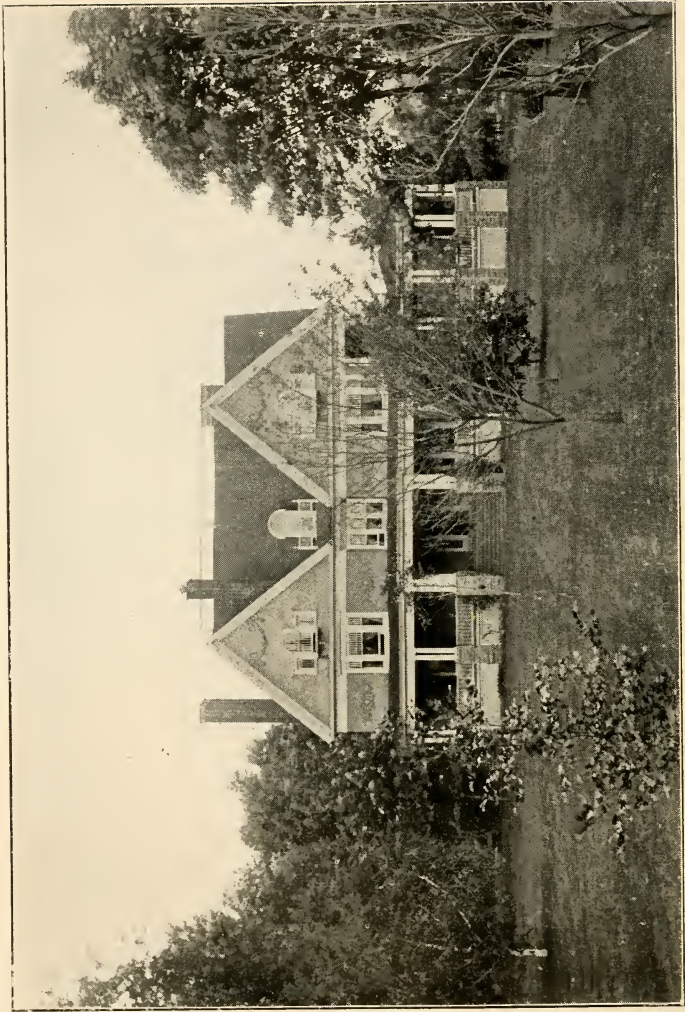
Landmarks of old "Matson's Ford."

Grist mills and homesteads of Conshohocken.

Ancient hostelries in vicinity of Conshohocken.

Landmarks of Reading Pike from Plymouth Meeting to Chestnut Hill.

Old church and hostelry of colonial days at Barren Hill.



MCDOWELL MANSION AND GROUNDS ON WHICH MONUMENT STANDS.

## Conshohocken and its Revolutionary Memories.

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An Enjoyable Afternoon Spin Through a Region Rich in History  
of Revolutionary Days.

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For an invigorating afternoon spin, with points of special interest on every hand, and the surety of an oyster supper at some one of the famous old inns of Revolutionary renown, a trip from Philadelphia to Conshohocken will be one of special delight. The trip may be made by several routes, the shortest, offering continuous good roads, is by way of Montgomery Avenue. This may be reached from Germantown by way of City Line, from Ridge Avenue and the East River Drive.

To reach Montgomery Avenue from the heart of the city, ride out Girard Avenue to west end of bridge, and turn to the right through West Fairmount Park to Belmont Avenue. Turn north on Belmont Avenue to City Line, and turn left to Montgomery Avenue. Turn right on Montgomery Avenue to General Wayne Hotel, which is about nine miles from Philadelphia.

Many objects of interest center in the vicinity of the General Wayne. Not only the ancient inn, which recently celebrated its two hundredth anniversary, but the famous Merion Meeting House; the McDowell homestead, with its monument in the corner

of the grounds near the avenue; the old Price mansion, with its quaint, old-time upping block; the picturesque Brookhurst Inn, standing back in a historic grove, and entered by a lane leading back from Montgomery Avenue, are all worthy of special study.

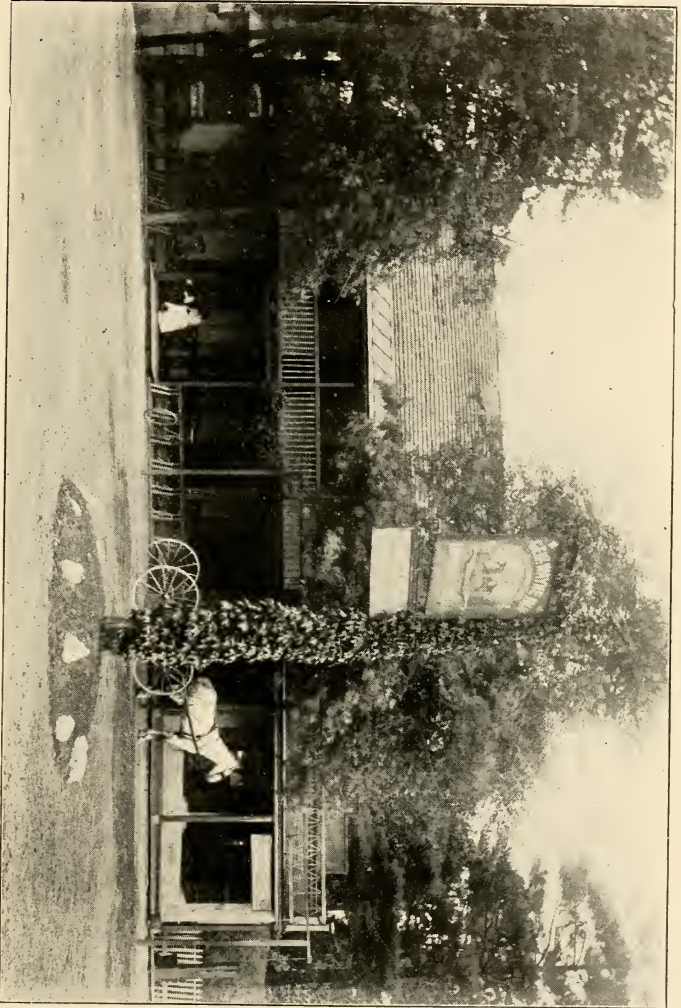
#### GENERAL WAYNE INN.

The General Wayne Inn has had many names. It is now known as the "General Anthony Wayne," or the "General Wayne Inn"; but soon after it was built, in 1704, it was known as the Wayside Inn, then as the "William Penn Hotel," and still later as the "General Wayne." It received its name of William Penn after the illustrious founder of Philadelphia stopped there to attend the quarterly meeting of the Friends of that section at the old Merion Meeting House. The original deeds of the ancient inn are still in the possession of the present proprietor, giving good authority for the ancient date of its erection in 1704.

It is claimed that Penn once owned the ground that the hotel and the meeting house now occupy, and that he not only built Lower Merion Meeting House, but frequently preached there. The old inn was the first stop of the old mail coach, which ran between Philadelphia and Lancaster.

The General Wayne Inn is a two-story stone and plaster building, painted yellow. The walls of the old part next to the road are about twenty-six inches





GENERAL WAYNE INN.



thick. Washington is said to have stopped here for the night on his march to Paoli, and it is claimed that both Washington and Lafayette frequently dined here. The name of General Wayne is said to have been given to the inn in consequence of that officer having encamped here with his command, probably in 1792, on his Western expedition against the Indians. This inn was kept in 1806 by Titus Yerkes, and is noted on Hill's map in 1800. It was kept by Major William Matheys in 1824, and by David Young in 1838, in whose family it remained until 1883. The elections of the whole township were continuously held here from 1806 to 1867—a period of sixty-one years.

#### **ANCIENT MERION MEETING.**

Curious legends and ancient traditions galore cluster about the old meeting house, which was erected long before the historic inn, on adjoining land. In connection with it romantic stories are told of Prince Medoc, son of Owain Gwynedd, and his voyage in the twelfth century, finding an American land of vines, and his second voyage from which the voyager never returned. The Welsh cherished this tradition, and William Penn, in later days, aided John ap Thomas to realize the vision. The Welsh colony came to Merion two months before Penn's arrival in 1682. The ancient meeting house stands on old Lancaster Road, now known as Montgomery Avenue, a little

over a mile from City Line. According to the researches of the late Dr. George Smith, the early Welsh, who settled throughout this section, were nearly all Friends, and after holding worship in the house of Hugh Roberts as early as Fourth month, 1684, they built a temporary frame structure of wood on the site of the old log house in 1695, which stood until 1715, when the present substantial stone edifice was built on the same site. Its ground plan is in the form of a Gothic T, with a length of 36 feet, and the end facing southwest is 20x24 feet. It is one story, or about 14 feet to the roof, with walls over two feet in thickness, and, viewed from the inside, remarkable for the height of its windows from the floor.

Continuing on the avenue Ardmore is reached, about two miles beyond the General Wayne; Haverford is passed one and a half miles further on, and another mile will bring the tourist to Bryn Mawr, which is about thirteen and a half miles from Philadelphia.

#### RICH REVOLUTIONARY MEMORIES.

Leaving Montgomery Avenue at Bryn Mawr, and turning to the right at the railroad station, follow this road (a good macadam road) for a little over a mile over Conshohocken Hill to West Conshohocken. The tourist will have passed over a section of the country literally crowded with Revolutionary memo-



MERION MEETING-HOUSE.

ries. The American armies crossed and recrossed the Schuylkill River at Conshohocken many times.

On the run out Hector and Fayette Streets interesting sites will be passed. At the corner of these streets there once stood a log cabin in which lived a colored man, who was a team driver for the American armies during the Revolution. The street was named after him, and thus this humble servitor in the cause of freedom has a lasting memorial. In running down Fayette Street many handsome residences are passed, and on the left, in the outskirts, the town water reservoir is noticed.

Conshohocken is a mile square, and, in consequence, the streets are laid quite regular, crossing

each other at right angles. Fayette is the main business street, extending from the Schuylkill bridge northeasterly, dividing the borough into two equal parts, from which the ground descends in opposite directions. It is broad, turnpiked and shady. Washington is the chief manufacturing street, along which the railroad to Norristown passes.

David Harry, in 1830, built a grist mill, which was the first improvement here. For a number of years this mill had a large run of custom, always having sufficient supply of water from the canal. Trains of farmers' wagons could be seen around it in time of drought waiting for their grists. At this time there were two farm houses here, one occupied by Mr. Harry and the other by Cadwallader Foulke. About a year or so afterwards Messrs. Wells and Freedly built a mill for sawing marble, which was obtained from the neighboring quarries. They did a flourishing business for a number of years. They were followed by James Wood, who built and put in operation a rolling mill, the first in the place. The building of a furnace and a foundry by Stephen Colwell helped on the early progress of the place.

#### **OLD MATSON'S FORD.**

Conshohocken is the name by which the Indians called Edge Hill. There is evidence of this in the deeds of purchase from the Indians by William Penn. This range still retains the name on the west side of

the Schuylkill. Some time previous to the Revolution, Peter Matson was a land owner on the opposite side of the river, and on laying out the roads here the crossing place in consequence became known as Matson's Ford. The name was not changed until about 1832, when it became known as Conshohocken.

On the 17th of May, 1778, while Lafayette was stationed with a detachment of over two thousand men at Barren Hill, three and a half miles from Matson's Ford, the British attempted to surprise him with a greatly superior force, arranged in three divisions. When the first division approached within a mile of his rear, Lafayette received the first intelligence of their presence through an officer who had been sent to reconnoitre. Thinking his situation critical, he withdrew in haste to Matson's Ford, and as the last division of his command was crossing with the artillery the enemy's advanced parties made their appearance on the bank and fired a volley after them, when a skirmish ensued, with slight loss for either army. Lafayette proceeded to the high ground opposite the ford and formed in order of battle, when the other divisions of the British made their appearance. These not deeming it prudent to cross the ford, though they had more than four times the number of men, wheeled round and marched, disappointed, to the city. In consequence of this affair, the old road which led to the ford, on which this retreat was effected, was called Fayette Street.

It will require a run of about fifteen or sixteen miles to reach Conshohocken and visit the old mills and other scenes of its early industries. For a late start on a short afternoon run it will be desirable to visit one of the famous old inns of the vicinity on the home trip—at Barren Hill, for instance. This will necessitate a change of route for return—always a desirable feature. Take the Plymouth Meeting Road from Conshohocken, a short run over smooth, hard roadway, to the little meeting house on the pike, then turn to the right and there is another good run down the pike direct to Chestnut Hill. Barren Hill is passed just before reaching Chestnut Hill, and one of its most historic inns is situated on the line of travel directly on the Reading Pike.

#### **A COLONIAL HOSTELRY.**

This old Barren Hill hotel is a hostelry of Colonial days, kept by Conrad Beau in 1779. The little settlement of Barren Hill is crowded with famous landmarks. The ancient “Barren Hill Church,” as St. Peter’s Evangelical Lutheran Church is familiarly known, stands just beyond the old hostelry. As it was used as a stable for horses during the Revolution, the old church is pointed out as one of the most interesting landmarks of the section. It was founded by H. M. Muhlenberg in 1761. In the old graveyard adjoining, Lafayette posted a detachment of his troops to cover the retreat of the main body. Beyond the



church is to be seen the monument marking the spot where Lafayette camped during the Revolution. He had been sent by Washington with a force of 2,500 men to post himself on the heights of Barren Hill in order to observe the movements of Howe, who it was suspected was about to vacate Philadelphia. Howe tried to take Lafayette's position. He sent out a large force to surround and capture the little body of gallant patriots, but they were unsuccessful. The British line of attack was formed in the vicinity of Plymouth Meeting.

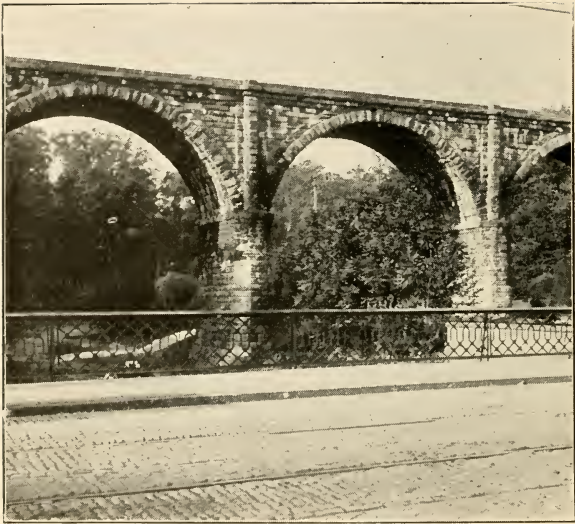
In going direct to Conshohocken by way of Montgomery Pike, and on reaching Conshohocken taking the Plymouth Road and the Reading Pike for return (by way of Barren Hill and Chestnut Hill), from two and a half to three hours should be allowed for the run, as the greater part of the distance on both routes is within the line of restricted auto traveling, where the speed limit allowed by law is only from eight to ten miles per hour. When it is possible to make an early start, and allow from four to five hours for the run, it will be well worth the extra time to visit the points of interest and enjoy the view just beyond Conshohocken, on the road to Norristown. All this ground is historic.

An ancient hostelry, said to be the oldest in the vicinity of Philadelphia, is passed on the outskirts of Conshohocken. It is known as the Seven Stars. Romantic stories are here told of the time when General

Wayne stopped at the old hostelry for several days, as did also Washington and Lafayette, when the armies were in the neighborhood. The old hotel was licensed in 1754.

A little further on the road to Norristown—near the Trenton Cut-off, Pennsylvania Railroad—is still another famous old inn, the Black Horse, where Washington and Lafayette are said to have lodged while the Revolutionary soldiers were camped in the vicinity.

Whether the trip ends at Conshohocken or is continued the few miles beyond for the purpose of visiting the extra points of interest, the return may be made by way of the Reading Pike from Plymouth Meeting to Chestnut Hill. By following the line of the trolley through Chestnut Hill—from the Reading Pike and City Line—there will be a continuous roadway of belgian blocks from City Line to Harvey Street, Germantown, passing many historic homesteads and landmarks of Germantown Avenue on the run. Turn to the right on Harvey Street for a smooth roadway leading down into Lincoln Drive and the Wissahickon Drive. The short stretch from Lincoln Drive to Ridge Avenue is the only portion of the Wissahickon Drive on which automobiles are allowed. The popular River Drive is entered at Ridge Avenue with a smooth run through Fairmount Park to the city.



HIGH BRIDGE OVER THE WISSAHICKON.

## To the City-by-the-Sea.

### DISTANCE FROM CAMDEN FERRIES.

About sixty miles. One hundred and thirty miles will include return and side trips.

### ROUTE.

From Market Street Ferry, Philadelphia, to Federal Street, Camden. Out Federal Street to Third, and out to Mt. Ephraim Pike by way of Benson Street, Trenton Avenue and Line Street. Out Mt. Ephraim Pike to West Collingswood and White Horse Pike. Or from South Street Ferry, Philadelphia, to Gloucester, out Ferry Street and on to White Horse Pike by way of Browning's Lane. Then to Kirkwood, Berlin, Atco, Waterford, Hammonton, Ellwood, Egg Harbor, Absecon and Pleasantville.

### ROADS.

Fine hard road-bed, with the exception of Camden approach to the Pike, and the thoroughfare over "the meadows."

### WHAT TO SEE.

Modern industries of thriving towns and villages along White Horse Pike.

Extensive pigeon raising at Hammonton.

Landmarks of old Tuckerton.

Mill ruins and Custom House of ancient port of entry.

Old Friends' Meeting House at Tuckerton.

Ruins of early milling industries of Little Egg Harbor.

Picturesque coast streams and inlets of revolutionary fame.

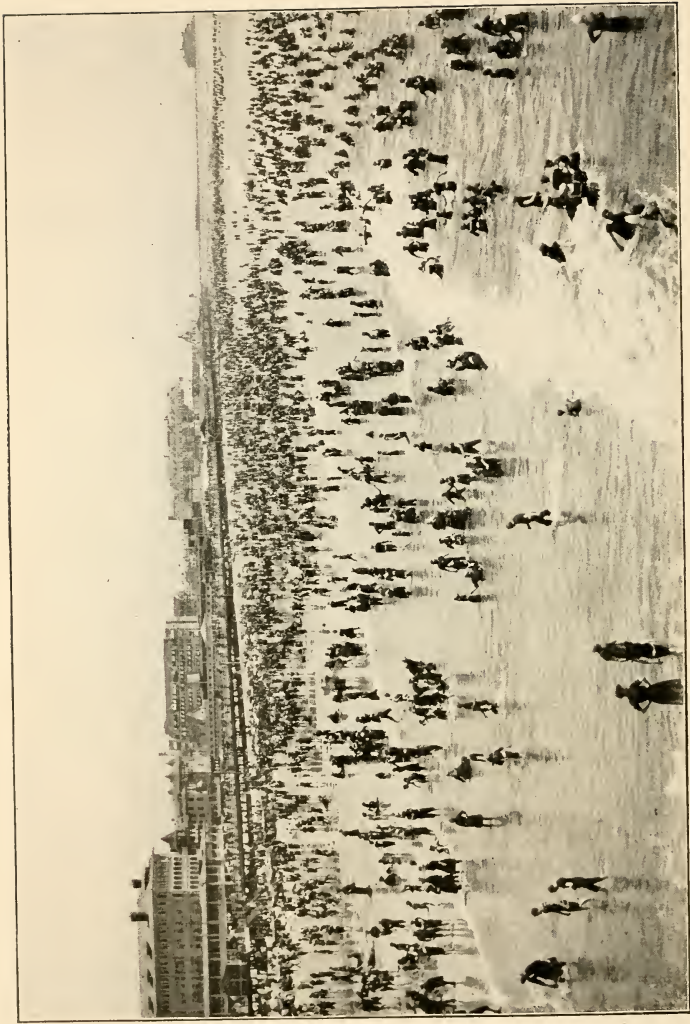
Landmarks of Somers Point.

Old lighthouse of Atlantic City.

Historic points at "The Inlet."

Magnificent hotels and institutions, indicating the growth of the City-by-the-Sea in fifty years.

Seaside homes and institutions of widespread charity.



A BATHING SCENE AT ATLANTIC CITY.

## The City-by-the-Sea.

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A Popular Spin over the White Horse Pike, with Continuous Good Roads to "The Meadows."

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There are few automobile runs in the vicinity of Philadelphia more popular than the trip to Atlantic City. The earliest ambition of the Philadelphia motorist, after he secures his car, is to test its speed on the White Horse Pike; and veteran road drivers who can swap auto stories from the days of the past century, delight in comparing the time limits of the road cars of five or six years ago with the wonderful speed improvements of the up-to-date cars, as gauged by the hours and minutes in which they can "make Atlantic City."

On the first trip or two to the City-by-the-Sea the motorist will think more of "making time" than of any other touring delights. Later he will begin to realize—after he has convinced competing friends of the superiority of his car over any record of their machines—that interesting villages and towns have been passed en route; that there are many attractive side trips leading over good hard roadways a little off from the direct pike to Atlantic; in fact, that there is "something to see" that will make a leisurely journey worth while, at least for a return trip.

There are two ways of reaching the White Horse Pike from the ferries. The route from Federal



Street Ferry, Camden, adds a mile or two to the distance, but is rather better traveling than by way of Browning's Lane from Gloucester Ferry. Take Market Street Ferry, Philadelphia, to Federal Street, Camden. Ride out Federal Street to Third, and continue to Mt. Ephraim Pike, by way of Benson Street, Trenton Avenue and Line Street. Follow Mt. Ephraim Pike to West Collingswood, and turn left on Collingswood Road to White Horse Pike; or continue straight out Federal Street and reach White Horse Pike by way of Haddon Avenue and City Line. Follow White Horse Pike direct to Haddon Heights, Kirkwood, White Horse Hotel, eleven miles; Lucaston and Berlin, sixteen miles.

Berlin will be reached in about fourteen miles from the Camden Ferry by taking South Street Ferry to Gloucester, riding straight out Ferry Street, and reaching White Horse Pike by way of Browning's Lane, six miles from ferry. Turn right on pike to Kirkwood, nine miles; and Berlin, fourteen miles. Beyond Berlin continue by way of Atco and Waterford to Hammonton, twenty-eight miles; Ellwood, thirty-four miles; Egg Harbor, forty miles, and Absecon, fifty-one miles. In Absecon turn right to Pleasantville, fifty-four miles; and turn left across the meadows, five miles; to Atlantic City, fifty-nine miles.

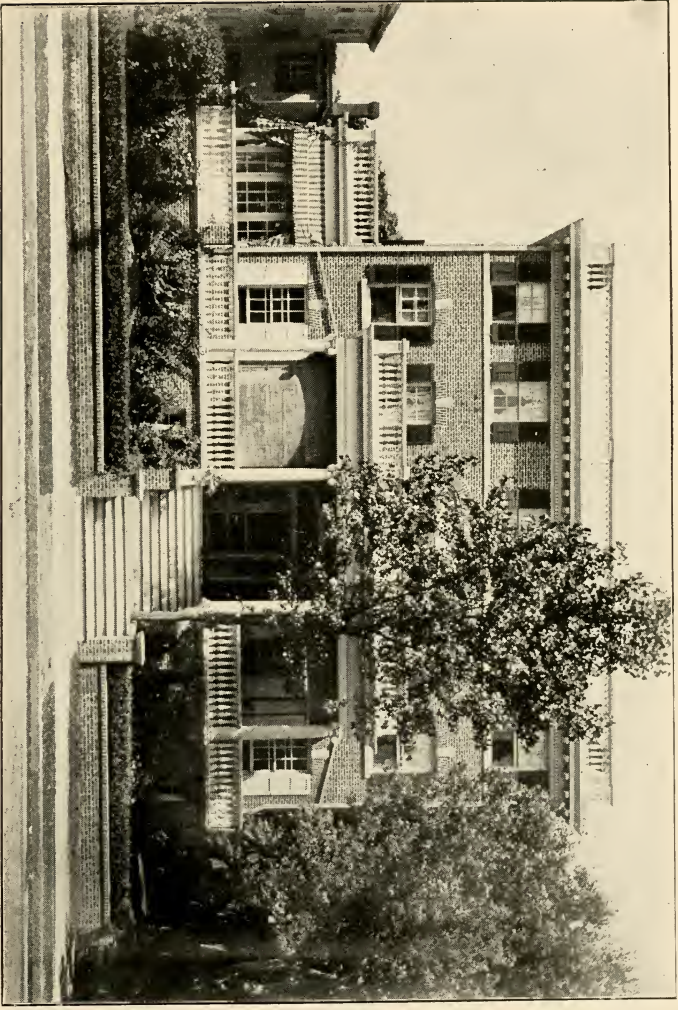
From Camden to Hammonton the majority of the towns and villages passed are thrifty settlements of modern interests, surrounded by farm lands, with

long reaches of woodland skirting the pike between the towns. After leaving Hammonton—the largest and most important town between Philadelphia and Atlantic City—and approaching the towns nearer the coast, there is a goodly number of historic landmarks among the modern. In the vicinity of Egg Harbor these are of special interest, and the whole of Egg Harbor Township is well worth a few side trips from the direct road to Atlantic City, when sight-seeing is to be included in the outing. Long before Atlantic City had reached any degree of prominence, Little Egg Harbor and Tuckerton were important points, and ancient mill ruins, custom houses and homesteads are still treasured landmarks. There is probably no side trip on the whole run to the City-by-the-Sea so full of interest as a run to Tuckerton, situated “at the head of an arm of the ocean,” north of Little Egg Harbor Inlet, about six miles from the sea, on both sides of a stream called Tuckerton Mill Creek. The district of Little Egg Harbor and port of Tuckerton comprises all the shores, waters, bays, rivers, inlets and creeks, from Barnegat Inlet to Brigantine Inlet, including thirty miles on the seacoast, and extends to Basto, at the head of Mullica River, and within its boundaries have been important furnaces, forges and mills from early days. The town of Tuckerton was first settled by the whites in the year 1699, and about the year 1704 a grist mill and saw mill had been erected, and a number of settlers moved into the

place, their chief occupation being fishing, fowling, shipbuilding, milling and manufacturing lumber, such as pine and cedar boards, rails and shingles, which were shipped coastwise to the cities, and direct to the West Indies.

#### **TUCKERTON—THE OLD PORT OF ENTRY.**

About 1765, Reuben Tucker came from the State of New York and purchased the whole island, afterwards known as Tucker's Beach, and in 1778 his son, Ebn. Tucker, located in the settlement, then quaintly called "Middle of the Shore," near Andrew's mill, owned by the Shourds family, and at the close of the Revolutionary War purchased the farm of John and Joseph Gaunt, on which the main part of Tuckerton was afterwards built. He laid out the tract into building lots, built houses and entered largely into the mercantile and shipping business, importing his groceries direct from the West Indies in exchange for lumber. In 1786 the people of the village and vicinity met and resolved that the place should be called Tuckerton. In the early part of Washington's administration it was established a port of entry for the district of Little Egg Harbor. About the middle of the past century it was mentioned as one of the most important towns of the vicinity, being fifty miles from Philadelphia, two hundred miles from Washington and sixty miles from Trenton. The old Friends' Meeting House of Tuckerton has a quaint history.



A TYPICAL ATLANTIC CITY COTTAGE.

It is said that jovial Jacob Andrews, one of the earliest settlers, was a man of considerable property, who soon owned lands on both sides of Tuckerton Mill Creek. In those days he was known as "a jolly good fellow," playing on his violin for the entertainment of his neighbors, and treating them with rum and cider at their dances, when he suddenly laid aside his violin, joined the Quakers, or Friends, in sentiment, and induced his neighbors for several miles around to come to meetings at his house. After he had thus established a congregation, he gave two acres of land, and with the assistance of his friends built a meeting house for the Society.

#### **UNIQUE INDUSTRIES OF EGG HARBOR.**

Egg Harbor was early noted for its exportation of sassafras. Some vessels went direct to Holland with it "north about," to avoid some British orders of trade therein. The Dutch made it into a beverage, which they sold under the name of "sloop." This commerce existed before the Revolution. This was a great place of resort for American privateers during the Revolutionary War. A vast amount of property was brought into this port, captured from the British. Among the rich prizes were the ships *Venus* and *Major Pearson* from London. About the year 1800 a new inlet broke through Tucker's beach, and at the same time closed up Brigantine Inlet. This new inlet soon became the best on the seacoast of New Jersey,

into which a vast number of vessels entered for shelter against storms. In 1829 and 1830 Congress appropriated \$15,000 to improve Little Egg Harbor. Not only was the exportation of sassafras a unique industry in the early history of this section of New Jersey, but other novel enterprises followed. In 1815, John Hallock, from New York, introduced the culture of the castor bean, and the manufacture of castor oil, which for several years yielded large profits; and one year later Daniel Thatcher, from Massachusetts, settled on the New Jersey coast, near Egg Harbor, and introduced the manufacture of salt by the evaporation of salt water. Many old landmarks of the early milling and manufacturing industries are still preserved, and the tourist who is fortunate in meeting a chatty "old resident," may spend a delightful hour in a side trip from Egg Harbor to quaint old Tuckerton and the coast inlets.

Or, a side trip in the opposite direction, to the south of the Atlantic City Road to Somers Point, on the Great Egg Harbor Bay, a famous summer resort of the past, may prove equally interesting in regard to famous mill ruins and picturesque landmarks on the coast streams. Here are many reminders of the days when Somers Point was named in honor of the gallant Captain Richard Somers, claimed to be "one of the most intrepid officers that ever did honor to the United States Navy."

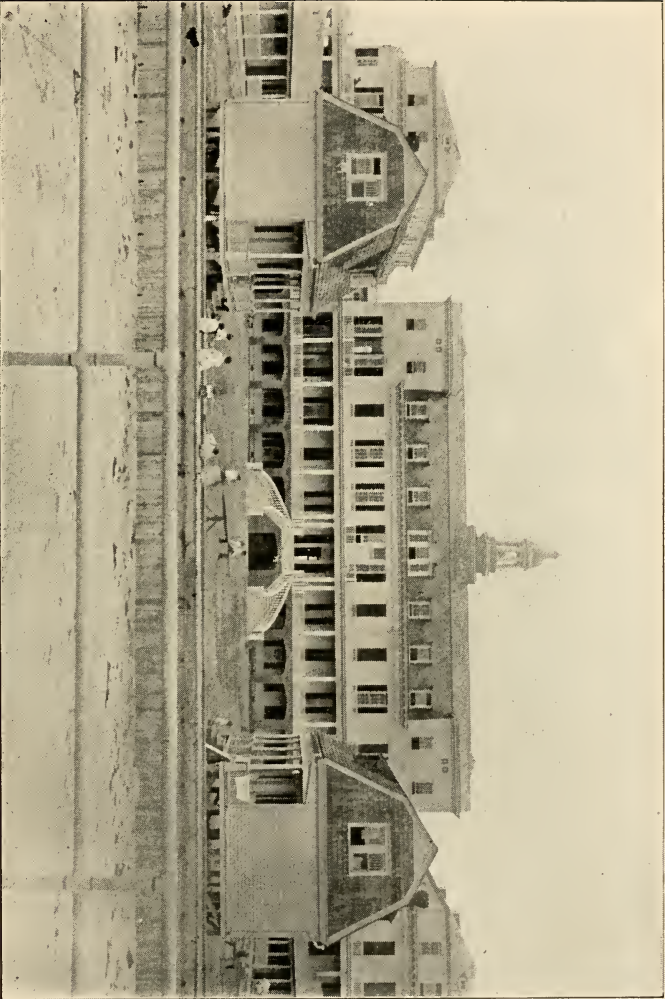


Noted cranberry bogs may be visited in the vicinity of Absecon, and other modern industries, prove interesting along the line of the small towns and villages, many of them vying with Hammonton in the fame of pigeon-raising on an extensive scale, and prize poultry farms.

A wide stretch of salt meadows will be passed just below Absecon, with the City-by-the-Sea in view in the distance. A short turn to the south brings the tourist to Pleasantville, and the meadow thoroughfare leads directly across "the meadows" to the southern part of Atlantic City.

#### **GROWTH OF THE CITY-BY-THE-SEA.**

The average tourist is inclined to look upon Atlantic City simply as a modern resort, lacking in historic interest, dating back for more than half a century. While the city's fiftieth anniversary was celebrated only last year, in reality the interesting history of the City-by-the-Sea begins with the Indians, and is closely concerned with Revolutionary events. But all such records are relegated to insignificance beside the story of its rise as a resort, first, for the nearby city of Philadelphia, and then for a whole nation. From a summer resort with a resident population of one hundred, it has grown in fifty years to an all-the-year-round resort, with a population averaging 40,000 in winter and 300,000 in summer.



THE SEASIDE HOME FOR THE CITY'S POOR.

**MODERN ASPECT OF ATLANTIC CITY.**

Viewing the place from its modern aspect we find that Atlantic City stands alone. It is claimed that no one has adequately described it, or ever will; for while it is unequaled in the world as a spectacle, it has no spectators—all who go there, if but for a day, become a part of it. In size and in intensity of its devotion to the one animating purpose, it is matched nowhere. The few who toil within its limits are but caterers to the many thousands who seek health or pursue pleasure. It is a manifestation not to be had elsewhere of the American at play; for while differing from Newport on the one extreme, and Coney Island on the other, it yet has attributes of both, welcoming and assimilating all comers and all classes. It is in all things a law unto itself, not seeking and not following precedents.

From the time of the opening of the first railroad to Atlantic City, July 1st, 1854, its progress has been continuous. A second railroad was opened in 1877; this was narrow gauge, and was changed to broad gauge by the Reading Railroad Company in 1884, and in 1889 it was made a double track line. A third railroad was opened in 1880, and the first train on the Pennsylvania system, by way of the Delaware River Bridge, was run April 19th, 1896. The boardwalk, begun in 1896, is now four miles and a half long. The total area of Atlantic City is 3,066 acres,

the built-up portion of which spreads over about 850 acres.

The annual expenditures for the city government amount to over \$1,000,000. In 1880 the population was 5,477, and the assessed valuation of property, \$1,907,760; for 1890 these figures were 13,037 and \$4,415,896, respectively; in 1900 they were 27,838 and \$18,299,400—a wonderful increase for each decade! Despite the gloomy predictions of the past ten years or longer, that the glory of this marvelous city of pleasure was on the wane, and that “next year it will begin to go to smash,” the population, number of visitors and property values have so far constantly grown. It is now a completely organized city, with all its machinery, including hospitals, churches, libraries, schools, banks, clubs, and many other means of service devoted to the convenience and entertainment of its visitors; while its charitable institutions, the seaside homes, where the sick and ailing children of the slum districts of Philadelphia may regain their health and strength without cost, annually extend a helping hand to thousands of the city’s poor.

Viewing the place from its historic interests, dating back less than a century, it was in 1818 that the original pioneer of Atlantic City, old Jeremiah Leeds, first settled on the spot. From then until 1852, when the railroad project was first mooted, the site was a succession of barren sand hills and unproductive swamp. Doctor Jonathan Pitney, a physician of Absecon,

was the first to realize the immense advantages such a spot offered for bathing purposes, and these he advocated for twenty years prior to the building of the railroad. Of course he was laughed at by the wise-ones, who said the building of a railroad across New Jersey from Camden to Absecon Beach, would not draw the people away from their favorite resort, Cape May, then reached by a tedious steamboat journey down the Delaware. Then, again, these prophesied that were a city to be built upon Absecon Beach, the winter tides of the raging ocean would sweep it away. But Dr. Pitney persevered, and the books of the sale of stock of the new road were opened at the Arch Street House, Philadelphia, on June 24th, 1852. Ten thousand shares were immediately taken up, and the books were closed before sunset.

The occasion of the official opening of the road, on Saturday, July 1st, 1854, with a free excursion of six hundred people, and a free dinner to Philadelphia local celebrities and the members of the press, served to put the scribes of 1854 on record as to what they thought of Atlantic City when it consisted of two hotels, a few cottages and bath houses, the new light house erected the previous year, and miles of maiden beach, without the Boardwalk of the Vanity Fair of to-day.

A correspondent of that time wrote that the train left Cooper's Point at 9.30 a.m. and reached Haddonfield, six miles distant, in eighteen minutes, "having

made the astonishing speed of a mile in three minutes." At the little town of Absecon, seven miles from Atlantic City, "a smaller and less weighty engine was attached to the train, preparatory to crossing the marshes, where the roadbed is flimsy and uncertain."

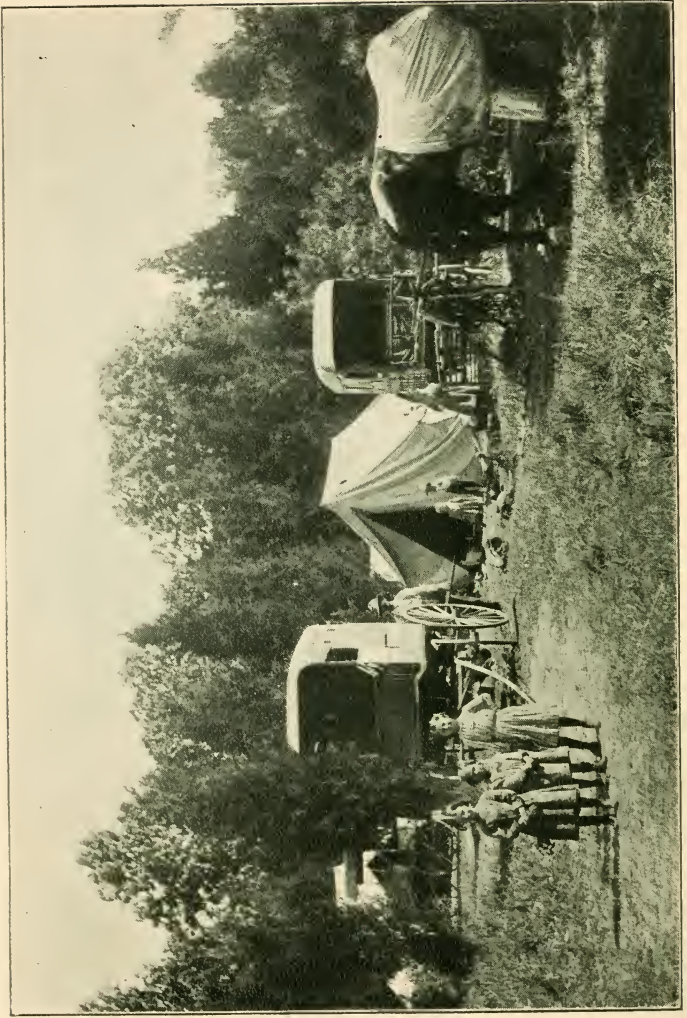
Two years later an enthusiastic correspondent wrote of the place: "The hotels here are numerous, and are springing up like mushrooms. Among the best after the United States Hotel are Congress Hall, Atlantic, Ashland, Mansion House, etc. I am informed there are accommodations on the island for about 2,500 visitors, there being thirty-two hotels and boarding houses." The auto tourist who compares these accommodations for 2,500 visitors less than fifty years ago with the magnificent hotels, accommodating over 300,000 summer visitors of to-day, can gain a fair idea of the advancement made at this unique City-by-the-Sea, since the days when the fastest train to Atlantic City made a mile in three minutes, and the record-breaking automobile was a thing undreamed of.





RUSTIC BRIDGE ON LINCOLN DRIVE.





GYPSEY CAMPING GROUNDS ON DEERFIELD PIKE.

## Through the South Jersey Pines.

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### DISTANCE FROM PHILADELPHIA.

About fifty miles to Bay Side by way of Vineland, Millville, Bridgeton and Greenwich. Side trips and return to Philadelphia by way of Deerfield and Mantua will require about one hundred and ten miles.

### ROUTE.

Take South Street Ferry to Gloucester, and run out Ferry Street to toll-gate, with good macadam to Woodbury. Thence by way of Mantua, Barnesboro, Pitman Grove, Malaga, Vineland, Bridgeton and Greenwich to Bay Side. Return through Buena Vista, Greenwich, Bridgeton, Deerfield, Daretown, Pole Tavern, Mullica Hill, Mantua and Woodbury.

### ROADS.

A poor stretch between Millville and Vineland, that may be avoided by taking direct route from Vineland to Bridgeton. Industries at Millville worth the sandy run. Both routes mainly good State roads.

### WHAT TO SEE.

Revolutionary homesteads, sites and relics of Woodbury.  
Interesting camp meeting grounds at Pitman Grove and Malaga.

Fine farms and thrifty orchards on the road to Vineland.

Famous training school for feeble-minded children at Vineland.

The extensive glass-blowing industries at Millville.

Berry farms and vineyards of Russian Jews on the road to Bridgeton.

Historic Greenwich of tea-burning fame.

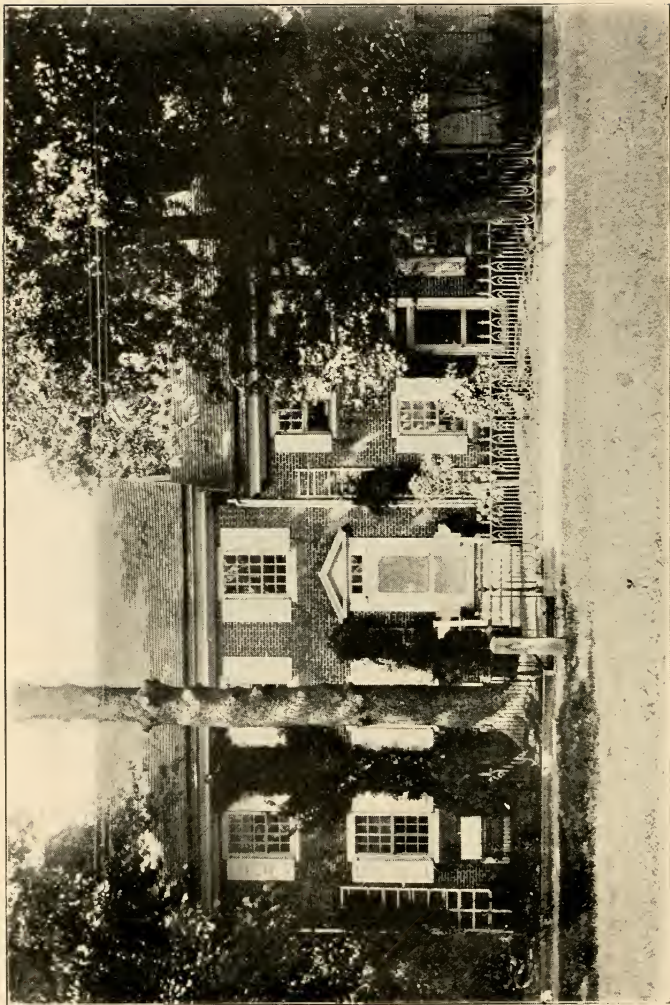
Shad and sturgeon industries of Bay Side.

Oystering and ship-building at Buena Vista.

Gypsy camping grounds on Deerfield Pike.

Ancient church and homesteads of Deerfield.

Revolutionary and colonial memorials at Mullica Hill, and along the Raccoon Creek.



WOODS' MANSION AT GREENWICH.

## Through the South Jersey Pines.

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Through Famous Camp Meeting Grounds, Pines, Colonies of Russian Jews, and Historic Towns and Villages.

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A tour through South Jersey should never be planned on time schedule. With objects of more than usual interest on every hand, and colonies of Russian Jews and other settlements of foreign aspect in the neighborhood of Vineland and Bridgeton, the caviare industries along the Delaware in the early spring and the oystering of the autumn and early winter, there is enough to keep the tourist interested for an entire day without traveling more than fifty miles from Philadelphia. If the return trip is to be made by a different route (with other settlements and industries of equal interest to be visited) it will be well to allow more than a day for the trip, putting up at one of the historic hotels of Bridgeton for the night and returning the following morning.

The route to Bridgeton and Greenwich that offers the most varied interest is by way of Vineland.

By way of Broad and Market Streets ride to Delaware Avenue, and out Delaware Avenue to South Street Ferry, and take the boat to Gloucester. Run straight out Ferry Street to toll gate. Turn right on pike (good macadam road) direct to Woodbury, five miles; Mantua, eight miles; Barnesboro, ten miles; Pitman Grove, twelve miles; Glassboro, fifteen miles;

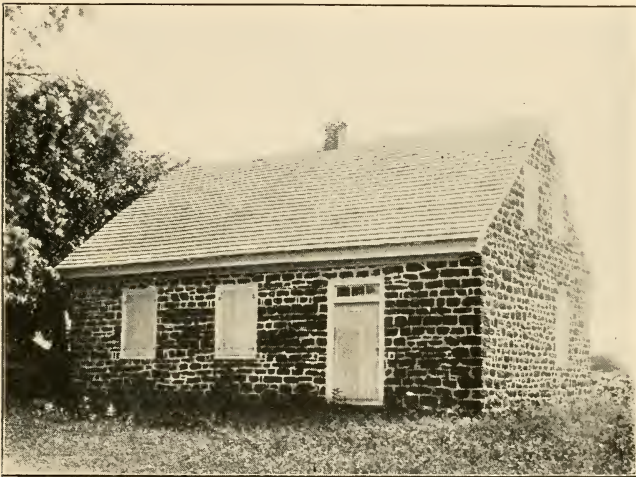


Clayton, eighteen miles; Franklinville, twenty-one miles; Malaga, twenty-five miles; and Vineland, thirty-two miles. From here the direct run to Bridgeton, Greenwich, and Bay Side may be included within eighteen or twenty miles, keeping the tour near the fifty-mile limit; but it will be much more interesting to add several extra miles to this, in order to include the desirable side trips. There is another attractive route on the way to Vineland, passing through Westville, Fairview and Hurffville to Glassboro. This road is somewhat hilly, but good macadam the greater part of the way. The return trip may be made by an entirely different route from Bridgeton, by way of Deerfield Pike, Daretown, Pole Tavern, Mullica Hill, Mantua and Woodbury.

#### **WOODBURY LANDMARKS.**

As Woodbury will be passed on both runs, many points of interest in the old town may be visited. The place was first settled in 1684, by Richard Wood, a native of Perry, in Lancashire, England. He had come over with the first settlers of Philadelphia. Leaving his family in Philadelphia he ascended the creek in a canoe, and with the aid of the Indians erected a rude dwelling. The whole process of building and removing his family was accomplished in one week. A brother soon afterward arrived, and settling higher up the stream named the locality Woodbury.

Lord Cornwallis was stationed in Woodbury in the winter of 1777, with a body of British troops. His headquarters were in the old homestead long known as the Amos Campbell house. It had been vacated on the approach of the enemy. The soldiers pried open the doors and cupboards with their bayonets, marks of which remain to the present day.



OLD TOWN HALL AT GREENWICH.

With few exceptions the Jersey roads are ideal for automobile touring. There seems to be a general impression that they are invariably sandy; but the Jersey laws demand good "State roads," and these are so far reaching that one may travel from the level farm lands of Lower Jersey to the mountainous districts of

Upper Jersey, while encountering very few road difficulties.

We found this to be equally true over five years ago, when this trip in South Jersey was the first tour made by the writer in one of the earliest of steam automobiles in the latter part of 1899. We spent several hours at the camp meeting grounds of Pitman Grove and Malaga; then passed on to Vineland, stopping at various points of interest on the way. A visit to the famous "Training School for Feeble Minded Children," situated in the heart of Vineland, kept us so interested in the open-air life and the extensive industries that assist in the task of building up the feeble brain fabrics of these backward children, that high noon and sharpened appetites called for dinner before leaving the town. It was also necessary at this point to fill the tank with gasoline. Although the amount still on hand even after the extra miles made by numerous side trips would have taken us several miles further, it seemed wise to "fill up" in town, fearing that wayside stores might not keep the necessary fuel.

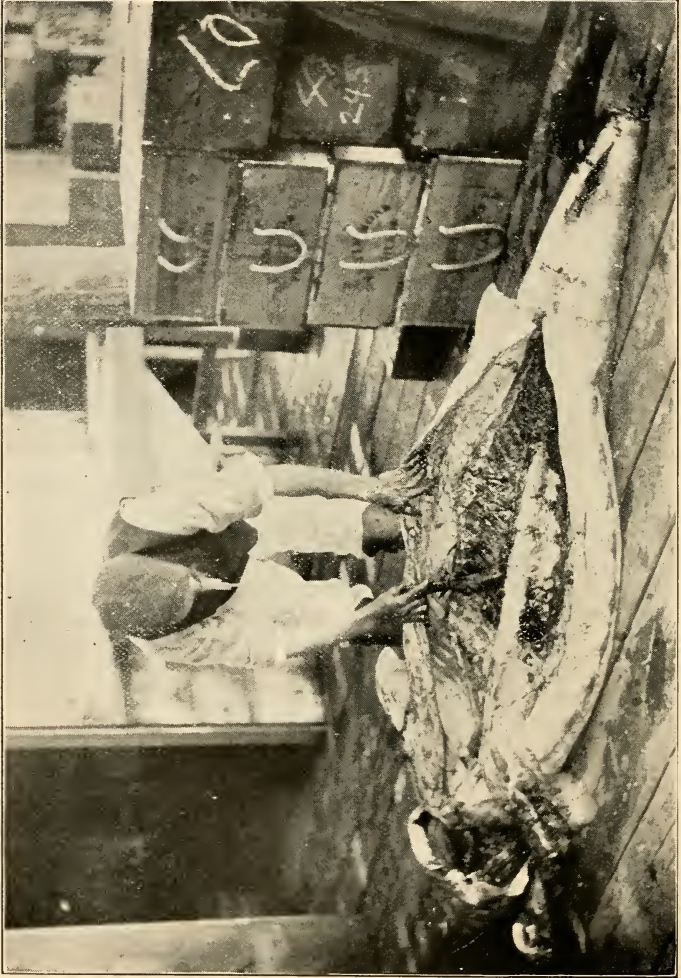
Experience has since taught us that gasoline is readily secured at all little country towns and village stores, both in Pennsylvania and New Jersey, more readily, in fact, than in larger towns, as the country people out of the reach of gas use it for summer fuel, and there are fewer restrictions concerning its sale in country districts. This advantage, with the acces-

sibility of roadside troughs and farmhouse pumps for the water supply makes it possible for either steam or gasoline automobiles to tour in remote nooks and corners of country attractions without anxiety concerning the keeping up of power.

#### INTERESTING SOUTH JERSEY TOWNS.

Instead of taking the direct road from Vineland to Bridgeton, in this first tour for pleasure in the long ago, we took the longer and rougher road through Millville, but were amply repaid by a visit to the famous glass-blowing industries of the place. Then another side trip was taken on the way to Bridgeton to study the quaint customs of the Russian Jews, who eke out a livelihood from their berry patches and vineyards among the sandy scrub-pine lands of this section of New Jersey. Then came the fertile farm lands and the prosperous homes on the outskirts of Bridgeton, reached on the approach of evening. It was decided that the side trips—of such varied interests that they consumed several hours of time—were the best parts of the journey, well worth the necessity for staying over night. One who makes this trip a single day's journey from Philadelphia to Bridgeton and return will miss more than half the pleasure of the trip.

The following day it will be possible to reach Philadelphia long before noon, if one so desires, even when taking a leisurely journey with several "stop offs" by



TAKING ROE FROM A MAMMOTH STURGEON AT BAY SIDE CAVIARE INDUSTRY.

the shorter route, by way of Deerfield Pike, past Deerfield, Daretown, Pole Tavern, Mullica Hill, Mantua and Woodbury. But one will be repaid by making it a full day's journey, by first running down to Greenwich, with its historic tea-burning interests; to Buena Vista, with its shipbuilding interests and canning industries, and its famous fish and oyster wharves; or to Bay Side at the time of shad or sturgeon fishing, as this is one of the most famous places for the production of "Russian caviare," from the roe of the sturgeon found in the Delaware Bay or River. There are several good roads for returning to Bridgeton from Greenwich. Then, between Bridgeton and Deerfield, another attraction in the form of a famous gypsy encampment may be visited, and the gypsies will surely be found somewhere in the vicinity at almost any time between early spring and late autumn. All along the old Deerfield Pike there are places of historic interest, and numerous spectators among the inhabitants all along the country roadways eager to give information, and in turn ask innumerable questions concerning the make, the motive power, the price and the capabilities of the novel vehicle.

Greenwich proved the most interesting of the side trips from Bridgeton, because of its historic landmarks. The ancient house is still standing in which the tea is said to have been stored the night before the famous conflagration of 1774; and the residents of the place are all familiar with the story of the tea



burning. Shortly after the destruction of the tea in Boston the East India Tea Company determined to try whether they might not meet with better success in sending a cargo into the Cohansey. Accordingly the brig Greyhound, with a cargo of tea bound to Philadelphia, came up the river and discharged at Greenwich, depositing the tea in the cellar of a house standing in front of the market ground. In the evening of Thursday, November 22d, 1774, it was taken possession of by about forty men, disguised as Indians, who deliberately conveyed the chests from the cellar, piled them in an adjoining field, and burnt them in one big conflagration.

#### **GREENWICH OF TEA-BURNING FAME.**

Naturally the bold act of these men produced much excitement among those who were secretly disposed to favor the British interest. They were loud in their denunciations against these patriots for what they called "such wanton waste of property," and claimed that they deserved to be severely handled for it. An attempt was accordingly made by the owners of the tea to resort to law to obtain remuneration, but the patriotism which prompted the act was too widely recognized to make such an attempt successful, and none of the patriots were punished by British sympathizers.

In the Revolutionary contests the inhabitants of the vicinity were frequently alarmed and sometimes

plundered by the refugees, and when the British fleet ascended the Delaware to attack Philadelphia, armed men landed and destroyed the cattle upon the marshes between the Cohansey and Stow Creeks.

Another famous landmark to be passed on the home run is the historic church at Deerfield, which boasts the proud distinction of being instituted the



THE COHANSEY WHARF, WHERE THE TEA WAS LANDED.

year George Washington was born. Passing up the Deerfield Pike from Bridgeton, shortly after entering the flourishing village of Deerfield, one encounters on the left of the roadway this interesting and stately edifice, the oldest church of all the country round about. The date, 1771, immediately catches the eye

at the first glimpse of the well-preserved stone structure, as a plate bearing this date clear and distinct is set just beneath the eaves in the front pediment. In reality this ancient church was started way back in 1732, the year that Washington was born, and it would seem more appropriate to have this date of its beginning in connection with the date of the erection of the present stone structure.

The old Leake homestead may also be visited in Deerfield. The name of Leake was closely associated with all the early history of this old church, as the Leakes were of the good old representative families of this section of the country in pre-Revolutionary days. It was at the house of one of the original settlers, Recompense Leake, that the church had its beginning in 1732, before its first log structure was built. The present building, which dates from 1771, is built of old-fashioned dark stone, with white pointing. In the old-time country fashion the graveyard surrounds the church, many of the tombstones of its most prominent families of the past standing directly in front of the big arched entrance door.

Continuing on the road to Woodbury many interesting villages and towns are passed containing historic as well as modern interests. Mullica Hill, about eight miles southeast of Woodbury, is directly on the line of travel, and its ancient landmarks may be visited with little loss of time. Its old Friends' Meeting House is a treasured landmark, and its famous marl



HOUSE OF TEA-BURNING FAME.



OYSTERING INDUSTRY AT BUENA VISTA.

pits form one of the most interesting of modern industries.

The place derives its name from Erick Mullica, a Swede, who emigrated when a young man, and purchased a considerable tract of land in this vicinity, when the whole country was an unbroken forest. His dwelling stood on the north bank of Raccoon Creek, and it is claimed that he lived to be one hundred years old.

Originally the name of Mullica Hill was given only to that portion of the village north of the creek. The other section was called Spicersville, from Jacob Spicer, an emigrant who settled here and built the first dwelling erected on the south side of Raccoon Creek.

When it is desirable to visit out-of-the-way places in New Jersey, roads that are especially sandy are the only ones to be avoided, and these are fewer than one would suppose. Even when it is necessary to leave the pikes or State roads many of the byways will provide good hard roadbeds of gravel, kept up by the counties.

## An Auto Trip by Moonlight.

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### DISTANCE FROM PHILADELPHIA.

About seventeen miles from Front and Market Streets to Castle Rock. Side trip of five miles required for Rockdale Cemetery. Double the distance for return trip by same route.

### ROUTE.

Out Market Street to Sixty-third Street; and out West Chester Pike through Llanerch, Manoa, and Broomall to Castle Rock. Side trip from Edgemont to Episcopal churchyard at Rockdale.

### ROADS.

Paved streets and smooth pike.

### WHAT TO SEE.

Burd Orphan Asylum.

Flower Astronomical Observatory.

Arlington Cemetery.

Old mills and homesteads along Darby Creek.

Castle Rock—the outlaw's hiding-place.

Ghostly spots made familiar by Bayard Taylor's Story of Kennett.

Gypsy camping grounds.

Historic Hatch's Hollow, mill ruins and water-wheels.

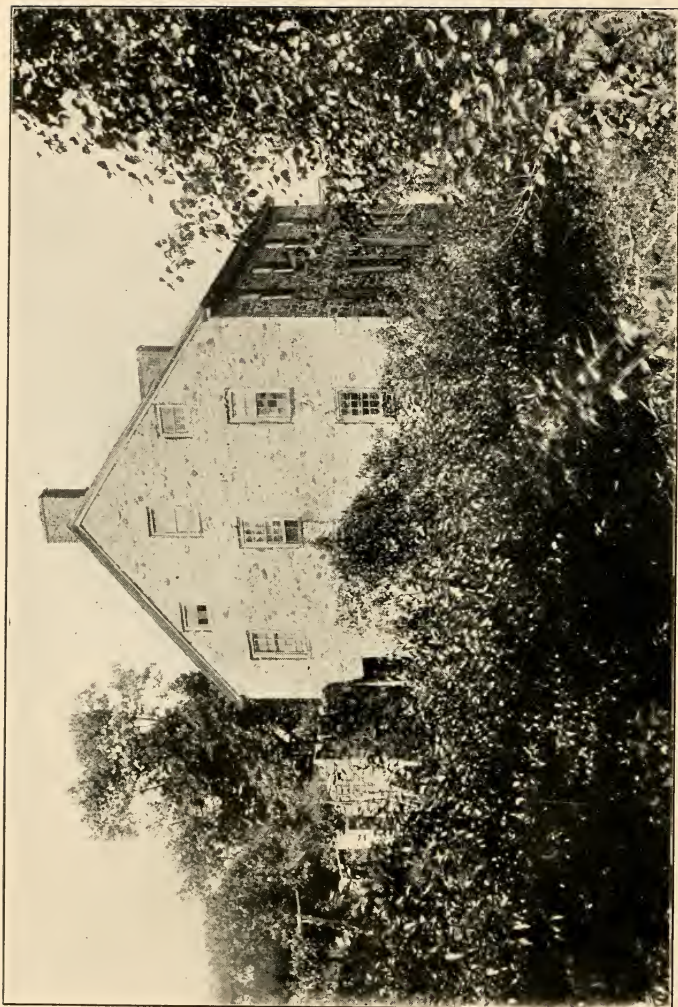
Quaint old Penn Hotel.

Inns and homesteads of Newtown Square.

The Annie Drinker home at Edgemont.

Burial-ground at Rockdale.





THE ANCIENT HOMESTEAD IN "HATCH'S HOLLOW."

## An Auto Trip by Moonlight.

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An Evening Run to Ghostly Castle Rock and the Crumbling  
Mill Ruins of Old Hatch's Hollow.

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The automobilist has not realized the full measure of enjoyment to be secured from his capricious vehicle until he has tested moonlight jaunts to historic landmarks and objects of traditional lore. Within a few miles of Philadelphia there are many such trips to be enjoyed, of from ten to twenty miles distance, allowing an hour or more for the trip, to some famous point, from one to two hours for "spook-hunting," and the review of legendary stories or moonlight feasting in the open air on the porch of some ancient hostelry, with the return trip by the same or a different route, according to the inclination of the party. When several auto owners join in perfecting the plans, with each car including two or more guests, the pleasure may be increased, and the expense lessened, as costs for supper and caterer may be divided on the co-operative plan.

An ideal trip for a moonlight night may be taken out West Chester Pike. For a large party it is a good plan to meet at Sixty-third and Market Streets; for cars coming over from Camden there is a six and one-half mile journey from the foot of Market Street to the meeting place, a somewhat longer distance for those from Germantown, and still longer for cars

from Chestnut Hill. About one-third of the journey is thus made before the real fun of the evening begins at Sixty-third and Market, as the trip from this point to Penn Hotel or Edgemont is only eleven or twelve miles distant.

A visit by moonlight to the various points of interest along the pike may prolong the enjoyment. Cobb's Creek, the famous Burd Orphan Asylum, the Flower Astronomical Observatory, Arlington Cemetery, the wide, deserted expanse of the grounds of the Delaware County Country Club, and historic mills



OLD MILESTONE ON WEST CHESTER PIKE.

and dwelling houses along Darby Creek will all possess an added charm when visited by moonlight, no matter how familiar they may be by daylight. But the real delight of the journey begins when Castle Rock is reached—a little over seventeen miles distant from Front and Market Streets.

### A GHOSTLY VISIT.

This is especially desirable for an autumn or winter trip, when the place is found to be deserted even on the most alluring of moonlight evenings. The automobiles may be driven to the imposing pile of rocks that has given the name to the place. Here an account should be given—by previous preparation—of Bayard Taylor's story of "Kennett" and his notorious character, "Sandy Flash" or "Sandy Flush." Then the elocution of the narrator should be brought into play in describing this character, which was taken from life; of the deeds of daring of the original of the noted desperado and outlaw, James Fitzpatrick, who terrorized the whole countryside during the Revolution. Fitzpatrick hid from his pursuers in the caves of Castle Rock, and the ghostly visitants, it is claimed by the superstitious, inhabit these caves since the hanging of the desperado. Then let the party explore the deep caverns and winding passages in the darkness beneath the acre of rocks, where not a ray of moonlight can penetrate.

At Edgemont the famous home of Ann Drinker

may be visited, and some member of the party should be able to tell of her romantic life and the story of her brilliant social career, her misplaced affections upon an unworthy suitor, her confinement in a sanitarium, on the ground that she was insane, by her guardian, who wished to secure possession of her estate; her rescue by her brother, who murdered her guardian. All the thrilling details of her varied career, with a description of the indispensable ghost certain to haunt such homesteads, will provide another series of pleasurable thrills that will prove the main feature of the successful moonlight trip.

For a longer run, and one in keeping with the main thought of the evening, a side trip of five miles may be taken from Edgemont to the pretty little Episcopal churchyard at Rockdale, where Ann Drinker lies buried, near the grave of her brother Joseph.

A brief review of the tragic end of the life of Joseph Drinker will be in keeping with the thoughts of the evening. Between Ann and her brother Joseph there existed a bond of love and sympathy that stood the strain of a murder and years of confinement in a madhouse. After rescuing Ann from the asylum in which she had been confined—in the blindness of his passion over the wrong—Joseph murdered the crafty guardian who committed the crime. Ann spent the greater part of her fortune in the effort to save her brother from the gallows, and in the end she was successful, for the jury rendered



a verdict of insanity. When Joseph Drinker was sent to an insane asylum his sister retired from society and lived a recluse during the remainder of her long life. Now that their bodies lie side by side in the little Rockdale cemetery, the place is frequently visited by the morbidly curious who know their story.



MILL IN "HATCH'S HOLLOW."

A moonlight run in the vicinity of West Chester Pike will not be complete without a short side trip to the right of the pike. Opposite the mysterious Castle Rock is a narrow country roadway following Crum Creek down into "Hatch's Hollow." Two quaint little cottages are passed just after making this turn, one known by the rather imposing name of Pan



Handle Spring, the other bearing the name of Brookside Cottage. The latter is a curiosity rather attractive to visitors, as the "cottage" is merely an upper story of frame, set upon one of the oldest mills of the vicinity. On entering from the front door, which is on a level with the roadway, the place resembles a modern cottage, with a basement kitchen, but on passing down the sloping yard to the basement one finds instead of the usual kitchen, a well-preserved type of the earliest of grist mills, with the old millstones and the ancient waterwheel standing as they did a hundred years or more ago; the old millrace, with its stone walls, still flows past the silent wheel, and the waters of the Crum are as musical to-day as they were useful in supplying the power for grinding the grain of Revolutionary days. The modern cottage, as well as the ancient mill, is now deserted, and the silent place of memories proves especially attractive in the witchery of the moonlight.

#### **GYPSIES' CAMPING GROUND.**

After passing Brookside cottage the winding roadway leads through a silent woodland known as a favorite camping place for gypsies, until a bend in the creek is reached, with Hatch's Hollow on the other side, and apparently no means of crossing the water to reach it. Investigation discloses a primitive bridge for foot passengers—merely the thick trunk of a long tree, with the frail support of a smaller branch

providing the railing of the quaint log bridge. There has never been a carriage bridge over the Crum at this place. Visitors to Hatch's Hollow must either risk the shaky support of the long single-log bridge, or cross over the ancient road. This has been one of the most picturesque spots along the Crum since Revolutionary days, when the ford was formed for



HAUNTED HOUSES OF THE HOLLOW.

the convenience of the millers over in the "Hollow." The ford is still in good condition, a broad, substantial rock roadway with only a few inches of water flowing over it, although the creek is quite deep just below the crossing. It will prove perfectly safe for the automobiles to cross at this place, and on the



PENN HOTEL ON WEST CHESTER PIKE.

other side the ancient and mysterious Hatch's Hollow is entered, where there nestles down near the creek one of the most picturesque and interesting old mill ruins found in this part of the country.

The names of Baker and Entriken were associated with the ancient mill in the early days, but during the past century the name of Hatch has predominated. The old mansion is known as "The Hatch Homestead." Here Mr. Albert N. Hatch and his sister (both unmarried) were born about eighty years ago, and they are now the only ones remaining out of a large family. Mr. Hatch spent many years in travel, searching for fortune and adventure when the gold

fields of the West proved most alluring. But after his active life he takes special pride and delight in the peaceful valley and the intense solitude of the old home in the hollow. He is always ready to greet the curious visitors, who brave crossing at the ford or the treacherous-looking log bridge, and ever ready to tell the tales of the happenings in the hollow in years gone by—tales strangely in keeping with the ghost-thoughts of the evening. And seldom have ghost stories had a more appropriate setting than in the central open space of the hollow, surrounded by the old homestead and its long, narrow strip of garden and field on one side; the ruin-stretch of mill, wheel and race on another; the rambling line of dilapidated cottages, long deserted, on a third; and the creek, with its ancient ford and primitive bridge, on the fourth.

Whether the historic Penn Hotel—about a mile beyond Edgemont—or the quaint old inn once presided over by Benjamin West's father at Newtown Square, is selected for the evening feast, a description of its historic renown should be given by the lecturer of the party, for ancient facts and legends related under such circumstances are of special interest. Such an evening, combining the witchery of ancient legends and traditions with modern catering, and the most modern mode of travel, will make a series of moonlight runs the most delightful that could be enjoyed by automobilists.



“WHERE COOLING WATERS FLOW.”

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