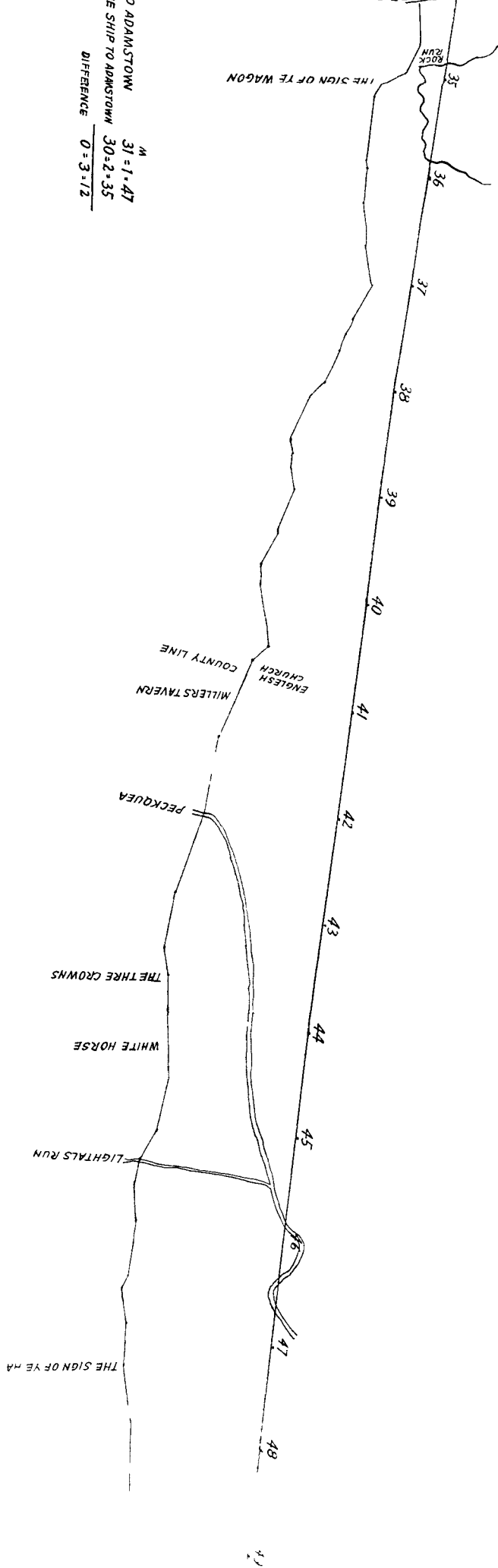


IN PURSUANCE OF AN ORDER FROM THE HONOURABLE HOUSE OF REPRESENTATIVES OF THE PROVINCE OF PENNSYLVANIA DO US THE SUBSCRIBERS DIRECTED WE HAVE SURVEYED THE PRESENT ROAD FROM THE SIGN OF THE SHIP TO THE BURGESS OF LANCASTER AND HAVE RUN A STRAIGHT LINE FROM THE WESTERMOST BOUNDS OF THE CITY OF PHILADELPHIA TO THE CORPORATION FERRY TO THE SAID BURGESS AND THE ABOVE IS A DRAUGHT THEREOF TOGETHER WITH THAT PART OF THE PRESENT ROAD FROM THE SAID SIGN OF THE SHIP FROM A SURVEY LATELY MADE BY ORDER OF THE SAID HOUSE AND HAVE CAREFULLY OBSERVED THE NATURE AND CIRCUMSTANCES OF THE GROUND THROUGH THE SAID LINE PASSES, AND NOTED THEREON IN THE SAID DRAUGHT THE WATERS IT CROSSES AND FIND MUCH THE GREATER PART OF THE WAY IS GOOD GROUND FOR A ROAD YET PRACTICABLE IN ALL PLACES ON ACCOUNT OF STEEP HILLS TO MAKE A ROAD EXACTLY ALONG THE SAID STRAIGHT LINE BUT BY VARYING THEREFROM SOMETIMES TO THE NORTH AND SOMETIMES TO THE SOUTH THE LARGEST EXTENT NOT EXCEEDING 50 OR 60 PERCHES AND MOSTLY MUCH LESS A PRACTICABLE PASSAGE MAY BE FOUND. FOR THE FURTHER PARTICULARS OF THE SAID SURVEY SEE OUR FIELD BOOK. ALL WHICH IS SUBMITTED TO THE HONOURABLE HOUSE.

THE 12TH DAY OF YE 5TH MO MAY 1767

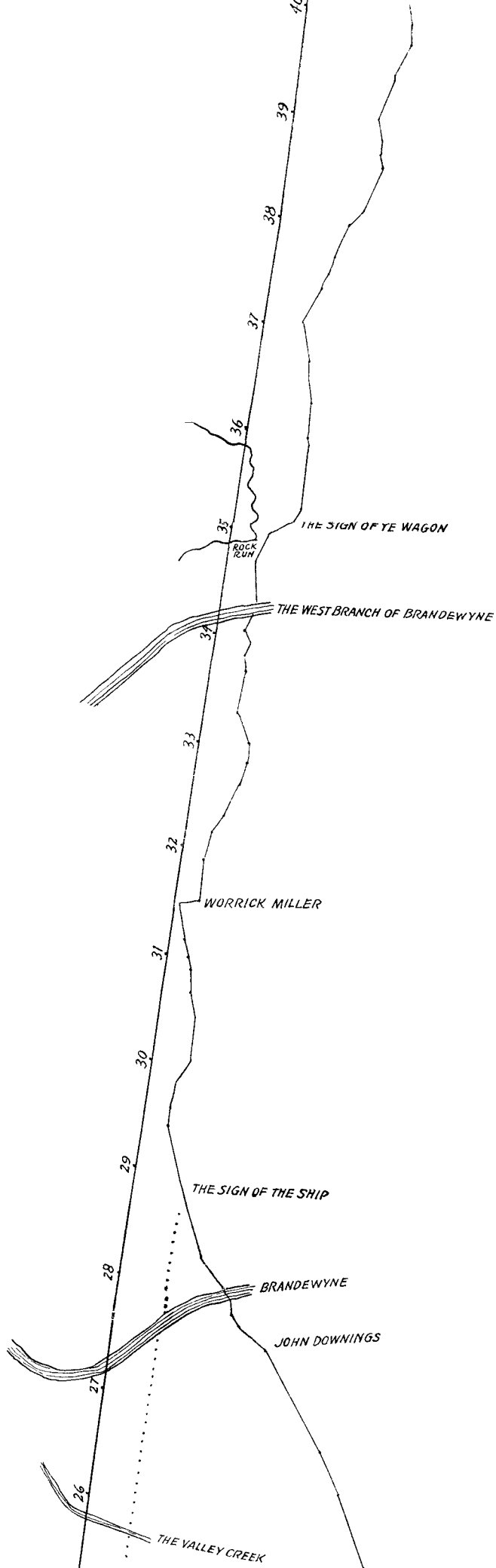
John Sellers
Wm. Laffer



2 ADAMSTOWN 31 = 1.47
 E SHIP TO ADAMSTOWN 30 = 2.35
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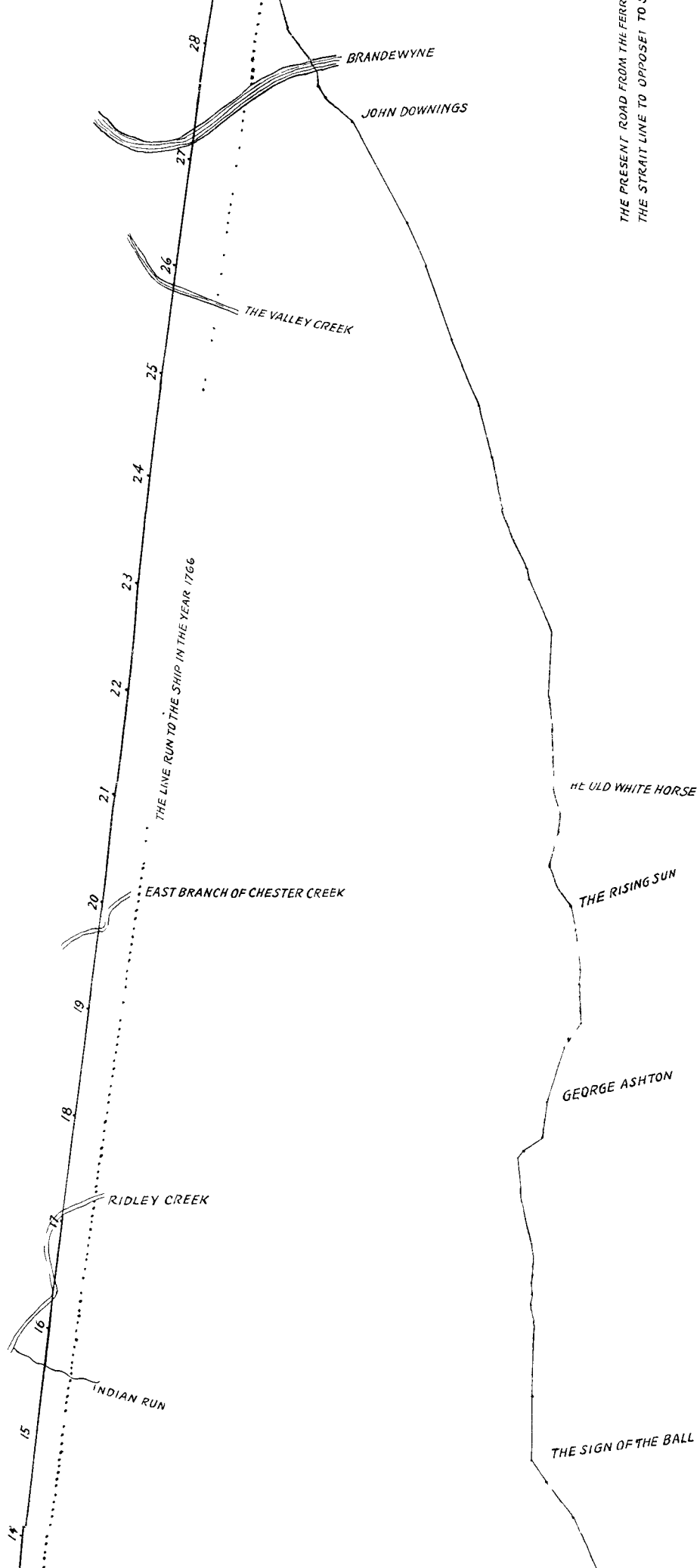
THE SUBSCRIBERS DIRECTED WE HAVE SURVEYED AND MEASURED
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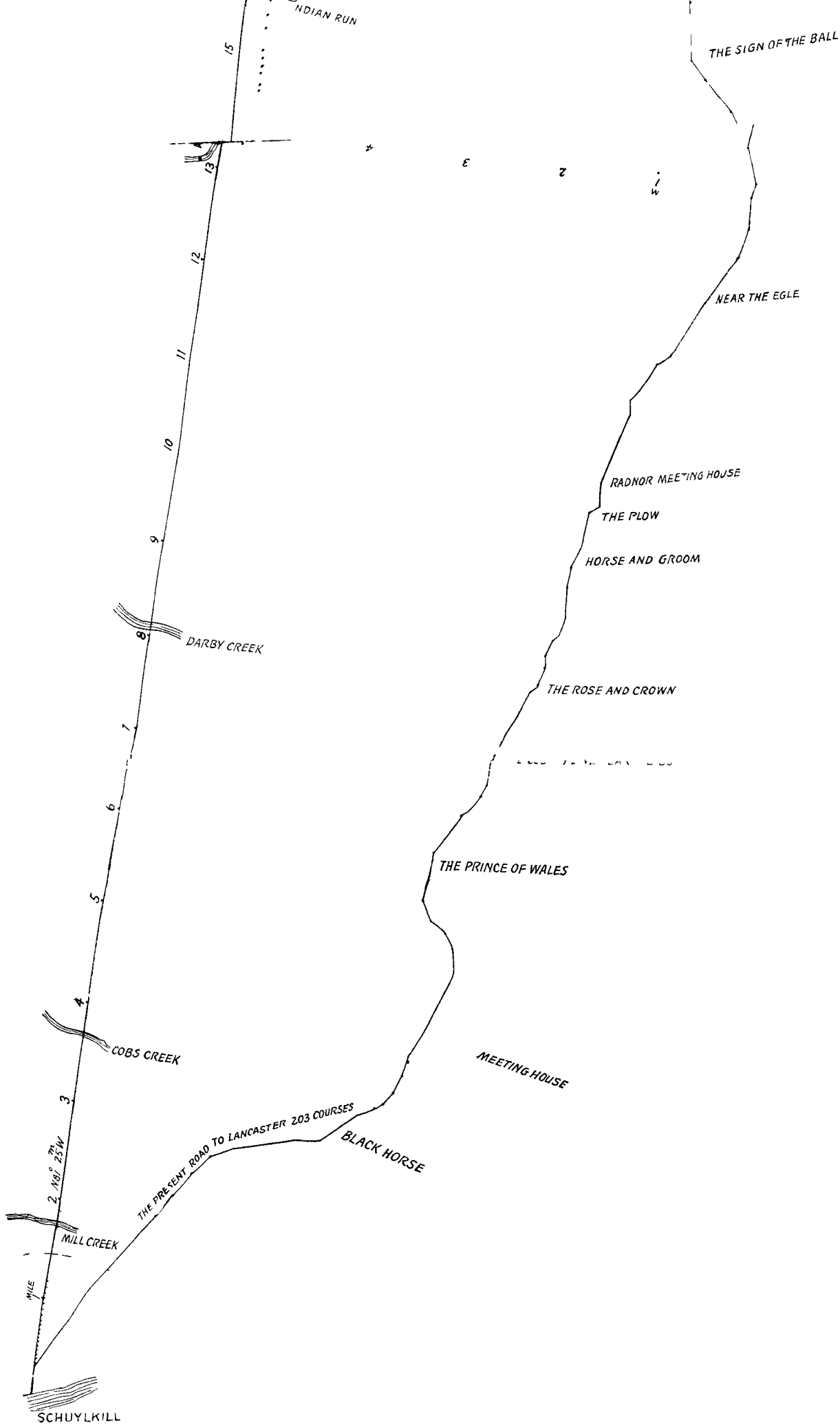
John Sellers
Wm. Snodgrass



THE PRESENT ROAD FROM THE FERRY TO THE SIGN OF THE SHIP THE STRAIT LINE TO OPPOSITE TO SIGN OF YE SHIP DIFFERENCE	$\begin{array}{r} M \\ 32 - 1 - 78 \\ 28 - 2 - 65 \\ \hline 3 = 3 - 13 \end{array}$	$\begin{array}{r} M \\ 32 - 1 - 78 \\ 31 - 1 - 47 \\ \hline 1 = 1 - 31 \end{array}$	$\begin{array}{r} M \\ 32 - 1 - 78 \\ 31 - 1 - 47 \\ \hline 1 = 1 - 31 \end{array}$
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THE WEST LINE





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HISTORY AND BIOGRAPHY.

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No. 1.

**HISTORY OF THE PHILADELPHIA AND LANCASTER
TURNPIKE.**

THE FIRST LONG TURNPIKE IN THE UNITED STATES.

BY HON. CHARLES I. LANDIS, M.A.

THE KING'S HIGHWAY.

A history of the Philadelphia and Lancaster Turnpike seems to me to involve the whole early system of transportation in this Colony and State from Philadelphia to the West, and I have, therefore, concluded that the most appropriate way to treat the subject will be, first, to describe the King's Highway, which preceded the Turnpike, and then to give a narrative of the Turnpike itself. I will then follow, at a later time, with a sketch of the prominent houses and locations along the Turnpike Road, within the County of Lancaster, during the period that the travel was at its zenith. With this brief introduction I begin my story.

At a very early date, roads began to be laid out from Philadelphia to the westward, and it is certain that, in 1714, there was a road which was said to be "the directest and best" that led from that city to the Dutch settlements at Conestoga and Susquehanna. This or another early road entered what is now a part of Lan-

caster county near the Gap hills, and proceeded westward, through Strasburg, the Big Spring, and on to Conestoga River, "at the usual ford leading to the Manor." It, therefore, may be fairly asserted that the first well-defined road or combination of roads from Philadelphia to Lancaster county was known, at least in part, as "The Great Conestoga Road."

The town of Lancaster had then no existence, and the road to which I refer ran considerably to the south of where that town was afterward located. When, however, Andrew and James Hamilton laid out the townstead of Lancaster, and when, on the formation of Lancaster county, that townstead was fixed upon as the county town, necessity, of course, arose for more direct communication between the provincial capital and the new town. This led to a movement to secure a suitable road.

In this early day, roads which were known as "King's Highways" were laid out by the Governor and the Provincial Council, and the other roads were laid out under statutes by the Courts of Quarter Sessions of the respective counties. As the projected new road was intended to be a main artery to the West, it was deemed best to have it laid out as one of the King's Highways and, for this reason, a petition for that purpose was, on January 29, 1730-31, presented to the Honorable Patrick Gordon, Lieutenant-Governor, and the Provincial Council, at a meeting held in Philadelphia. The minutes of the Council set forth that petition in the following terms:

"A Petition of the Magistrates, Grand Jury & other Inhabitants of the County of Lancaster, was presented to the Board & read, setting forth that not having the Conveniency of any navigable water, for bringing the Produce of their Labours to Philadelphia, they are obliged at a great Expence to transport them by Land Carriage, which Burthen becomes heavier thro' the Want of suitable Roads for Carriages to pass. That there are no public Roads leading to Philadelphia yet laid out thro' their county, and those in Chester County, thro' which they now pass, are in many places incommodious. And, therefore, praying that

proper Persons may be appointed to view & lay out a Road for the Publick Service, from the Town of Lancaster till it falls in with the high Road in the County of Chester, leading to the Ferry of Schuylkill at high street, & that a Review may be had of the said Publick Road in the County of Chester; The prayer of which Petition being granted.

"It is ordered that Thomas Edwards, Edward Smout, Robert Barber, Hans Graaf, Caleb Peirce, Samuel Jones & Andrew Cornish of the County of Lancaster, or any five of them, view & lay out by Course & Distance, a convenient high Road from the said Town of Lancaster to the Division Line between the Counties of Chester & Lancaster; And that Thomas Green, George Aston, William Paschal, Richard Buffington, William March, Samuel Miller & Robert Parke, of the County of Chester, or any five of them, do then joyn the above named Persons of Lancaster County, or any five of them, in continuing to lay out as aforesaid, the said Road from the Division Line aforesaid, till it falls in with the King's high Road in the County of Chester, leading to Philadia., & make Return thereof to this Board. And they the above named Persons of the County of Lancaster, or any five of them, together with the above named Persons of the County of Chester, or any five of them, are further Impowered jointly to review the said high Road within the last mentioned County, & to Report to this Board what Alterations may be necessary to be made therein, to suit the Conveniency of Carriages, and for the better Accommodation of the Inhabitants of this Province."

On October 4, 1733, at a meeting of the said council, a return of that part of the High Road which was then laid out from the Town of Lancaster, in the County of Lancaster, pursuant to the order of the Board, was read in these words:

"To the Honourable Patrick Gordon, Esqr., Lieut. Governor of the Province of Pennsylvania, in Council.

"Whereas, upon the Petition of the Magistrates, Grand Jury and other Inhabitants of the County of Lancaster, presented to the Governour in Council, praying that proper persons might be appointed to view and lay out a road for the public Service, from the Town of Lancaster, till it should fall in with the high road leading to the Ferry of Schuylkill, at High street, and that a Review might be had of the said Public Road in the County of Chester.

"The Prayer of which petition being granted, it was ordered that Thomas Edwards, Edward Smout, Robert Barber, Hance Graaff, Caleb Pierce, Samuel Jones and Andrew Cornish, of the County aforesaid, or any five of them, should view and lay out by Course and Distance, a Convenient high road, from the Town of Lancaster to the Division Line between the said County and the County of Chester, and that Thomas Green, George Aston, William Paschall, Richard Buffington, William Marsh, Samuel Miller, and Robert Parke, of the County of Chester, or

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any five of them, should then joyn the above named persons of Lancaster County, or any five of them, in continuing to lay out the said road from the Division line aforesaid, till it should fall in with the King's high road, in the County of Chester, leading to Philadelphia, and make return thereof to that Board.

"And the above named persons were also Impowered jointly to Review the said high Road within the County of Chester, and Report the alterations necessary to be made therein.

"Now these may certify that pursuant to the said Petition and Order, Thomas Edwards, Edward Smout, Robert Barber, Hance Graaff and Samuel Jones, of the said County of Lancaster, met at the Town of Lancaster aforesaid, on the fourth day of this instant, and from thence viewed and laid out a Road from the Courthouse in the said Town, along the course of the Street East 3 Degrees, Northerly 144 perches, thence East 8 Degrees, North 108 perches, thence East, 16 Degrees, South 282 perches, to the East side of Conestogoe Creek, thence East 5 Degrees, South 25 perches, thence East 10 Degrees, North 190 perches, thence East 6 Degrees, South 1,271 perches, thence East 4 Degrees, South 696 perches, thence East 10 Degrees, North 90 perches, thence East 74 perches, thence East 6 Degrees, South 820 perches, thence East 13 Degrees, North 80 perches, thence East 6 Degrees, South 406 perches, thence East 8 Degrees, South 94 perches, thence East 6 Degrees, South 80 perches, thence East 32 Degrees, South 118 perches, thence East 13 Degrees, South 160 perches, thence East 364 perches, thence East 19 Degrees, South 490 perches, thence South 41 Degrees, East 40 perches, thence East 27 Degrees, South 68 perches, to the aforesaid Division Line, near the English Church, and then being joyned by George Aston, Richard Buffington, William Marsh, Samuel Miller and Robert Parke, of Chester County, Continued the same through Chester County, East 27 Degrees, South 50 perches, thence East 51 Degrees, South 54 perches, thence East 5 Degrees, North 188 perches, thence East 25 Degrees, South 246 perches, thence East 7 Degrees, North 80 perches, thence East 10 Degrees, South 60 perches, thence East 25 Degrees, South 74 perches, thence East 38 Degrees, South 48 perches, thence South 44 Degrees, East 42 perches, thence East 25 Degrees, South 190 perches, thence East 35 Degrees, South 48 perches, thence East 15 Degrees, South 32 perches, thence East 5 Degrees, North 216 perches, thence East 17 Degrees, South 60 perches, thence East 13 Degrees, South 60 perches, thence East 10 Degrees, North 130 perches, thence East 26 Degrees, South 60 perches, thence North East 52 perches, South 26 Degrees, East 40 perches, thence East 35 Degrees, South 56 perches, thence East 15 Degrees, South 36 perches, thence East 5 Degrees, South 121 perches, to the West Branch of Brandywine Creek, thence East 26 Degrees, South 41 perches, thence East 8 Degrees, South 32 perches, thence East 82 perches, thence East 17 Degrees, South 46 perches, thence East 8 Degrees, South 58 perches, thence East 20 Degrees, North 72 perches, thence East 5 Degrees, South 54 perches, thence East 15 Degrees, South 54 perches, thence East 30 Degrees, South 146 perches, thence East Southerly down the several Courses of a hill 210 perches,

thence East 5 Degrees, North 288 perches, thence East 13 Degrees, South 30 perches, thence East 11 Degrees, South 100 perches, thence East 26 Degrees, South 56 perches, thence East 51 Degrees, South 20 perches, thence East 15 Degrees, South 66 perches, thence East 10 Degrees, South 42 perches, thence East 10 Degrees, North 194 perches, thence East 15 Degrees, North 188 perches, thence East 40 Degrees, North 100 perches, to the East Branch of Brandywine Creek, near Thomas Moore's Mill, thence East 17 Degrees, North 86 perches, thence East 43 Degrees, North 114 perches, thence East 35 Degrees, North 392 perches, thence East 16 Degrees, North 216 perches to the aforesaid public Road, near the-house of John Spruce, containing in the whole thirty-two Statute miles.

"And we conceive the same, as it is now laid out through the said Counties, is done the nearest & most Commodious way, & in the best manner to answer the purposes intended thereby, which the Situation of the Land would admit of, and as little to the Inconvenience of the Inhabitants as possible, without damaging the said Road; we, therefore, humbly pray the same may be confirmed.

"And we further beg leave to say, that being unprovided with a Copy of the Records of the aforesaid public Road, through Chester County, & the Lands contiguous to the said Road being mostly improved, & at present under Corn, we find ourselves incapable to discover where the same hath been altered, from its true Course (to the Damage thereof), and also conclude the present Season of the year improper for a Review. Given under our hands the ninth day of June, Anno Dom. 1733.

"THO. EDWARDS,
"EDWARD SMOUT,
"ROBERT BARBER,
"HANS GRAAFF,
"SAMUEL JONES,
"GEO. ASTON,
"RICHARD BUFFINGTON,
"WILLIAM MARSH,
"SAMUEL MILLER,
"ROBT. PARKE."

The Governor in Council, on due consideration had of the said return, together with a draft accompanying it, approved and confirmed the return, and declared the road to be the King's Highway, and ordered that the same should be forthwith cleared and rendered commodious for the public service. And to the end that the said road might be continued to the Ferry on Schuylkill at High Street, it was further "ordered that the Records of the public road through the County of Chester, and till it falls in with the road of Phila-

delphia County leading to the said Ferry, be searched, and that the same persons of Chester County, who have already laid out the Road so far as in the above return is mentioned, be continued on that service to bring the road to the verge of Philadelphia County, and when it falls in therewith, that Richard Harrison, Hugh Evans, Robert Roberts, Samuel Humphreys, David George and John Warner, or any four of them, continue the said road to the Ferry aforesaid, at High Street, and make report to this Board."

When the Court of Quarter Sessions for the County of Lancaster met on November 6, 1733, at its November Sessions, the following entry was ordered to be made, viz :

"The confirmation of the King's Road from Lancaster to Philadelphia being confirmed by the Governor in Council and certified to this Court with order that the same be forthwith cleared and rendered commodious, in pursuance thereof it is, therefore, ordered P. Cur.:

"That precepts issue under the clerk's hand and the seal of the county to the respective supervisors to open and clear the same on the north side of the marked trees at least thirty foot wide and grub the underwood at least fifteen foot of the said space on the side next to the marked trees and make necessary bridges over the swamps so as to render the same safe and passable for horse and wagon."

At a meeting of the Provincial Council held on January 23, 1735-36, a petition of sundry inhabitants of the Townships of Tredyffryn, East-town, Willis-town, and places adjacent to the County of Chester, was presented, setting forth that, "by an order of this Board, a Road was directed to be laid out from the town of Lancaster to the ferry on Schuylkill, at the upper end of High Street, which road is brought no further than to the House of John Spruce, in Whiteland township, in the said County of Chester, to the great Inconvenience of Persons travelling with Waggon and other heavy Carriages," and, therefore, they prayed that an order might be given for perfecting the said road, agreeable to the former directions of the Board; whereupon it was ordered "that the Persons named for

that Service be required to execute the Order of this Board of the 4th of October, 1733, & make Return thereon with all Convenient Dispatch."

On November 26, 1739, a similar petition was also presented, by several citizens of Lancaster County, to wit:

TO THE HONORABLE GEORGE THOMAS, ESQR.; Governor of the Province of Pennsylvania and the Counties of Newcastle, Kent and Sussex on Delaware.

THE HUMBLE PETITION of John Wright, Thomas Lindley, Thomas Ewing and Thomas Edwards, of the County of Lancaster, in Behalf of themselves and others,

HUMBLY SHEWETH

THAT the Inhabitants of the said County have been at a Considerable Expence in Laying out of Several Roads, Leading to the City of Philadelphia, Which Roads meets near Brandiwine in the County of Chester, and have been Clear'd, and are Kept Passable by the Inhabitants of the Several Townships through which they Lead to the Township of Whiteland in Chester County, Where there was a Road many years used and taken to be a lawful Road; But of late years the Inhabitants of Whiteland, Tre yr Dyffryn, Radnor and Haverford in Chester County and from thence to the Ferry in Philadelphia county, have taken no care to mend the said Common Road, under a Pretence that it was never Recorded any where, Neither at Philadelphia, nor at Chester, by which Means the said Road is Become very Dangerous to travel with Waggons by Night and by Day, very much to the Detriment of the Inhabitants of Lancaster County to Carry their Commodities to Philadelphia, THEREFORE, We humbly pray the Honorable Governor, to take our Distressed State into his wise and Serious Consideration, and be pleased to Order the said Road to be Reviewed, and the course and Distance to be taken from the Settlement of John Spruce in Whiteland, Through Chester and Philadelphia Counties to the Ferry upon Shuylkil and the Same made Passable. And your Petitioners as in Duty bound Shall for the Governor ever Pray.

JNO. WRIGHT,
THOS. LINDLEY,
THOS. EWING,
THOS. EDWARDS.

No action, however, appears in the records to have been taken until April 6, 1741, when the following is shown by the minutes of the Council: "Then was laid before the Board and Read a petition from divers In-

habitants of the Counties of Philada., Chester and Lancaster, setting forth that upon the Petition of sundry Inhabitants of the said Counties to the late Governor and Council, in the Year, 1733, an Order was made for laying out a High Road from the Town of Lancaster to High Street fferry at the West End of Philadelphia City; That in pursuance thereof a Road was laid out in the foresaid Year, 1733, from the Town of Lancaster through the County of Lancaster and part of the County of Chester to the Plantation of one John Spruce in the said County of Chester, and upon a Return thereof made had been by the authority of this Board so far confirmed, But that the further Execution of the said Order in laying out the remaining part of the said Road, for Causes unknown to the petitioners, had been hitherto deferr'd; And praying that this Honble Board would be pleased to appoint proper persons to view and lay out the Remainder of the said Road from the End of the Road already confirmed, near the Plantation of John Spruce, in Chester County, to High street fferry aforesaid. Whereupon it is Order'd by this Board, that William Moore, William Graham, Thomas Thomas, Joshua Thompson, Samuel James, & Nathaniel Grubb, or any four of them, for the County of Chester, Richard Harrison, Griffith Lewellyn, William Thomas, Edward Georges, Hugh Evans, & Robert Jones, or any four of them, for the County of Philadelphia, do view and lay out, or continue the said Road from where the Confirmed Road Terminates, near John Spruce's Plantation, through the Counties of Chester and Philadelphia to High street fferry, at the West End of Philadelphia City aforesaid, so as to be least detrimental to the Possessors of the Lands & most Commodious for Travellers and Carriages, and make return thereof, together with a Draught of the said Road, to this Board, with all Convenient Speed."

At a meeting held on November 23, 1741, final action was taken, as follows:

"The Secretary laid before the Board the Returns made by those persons of Chester & Philadelphia Counties, who, by the order of this Board of the 11th of June last, were directed to View, lay out, or Continue the Road from Lancaster to the ferry at the West End of High Street in Philadelphia City, Viz.: Beginning where part of the same Road laid out in the Year, 1733, terminates, near John Spruce's Plantation in Chester County, which was Read, and is in these Words:

"By virtue of the annexed Order of the Honourable Governor & Council, We, whose names are hereunder written, have viewed & laid out a Road from the end of John Spruce's Lane, in the County of Chester, to the Line dividing the said County of Chester from the County of Philadelphia, which said County Line is near the House of Rees Thomas & David James. To which no one Objected. The Courses & Distances of the said Road being Also hereunto annexed under the Handwriting of Benjamin Eastburne, deceased. Witness our Hands this sixth Day of November, 1741. Wm. Moore, Thomas Thomas, Saml. James, Nathaniel Grubbs, Joshua Thompson, Wm. Graham.

"In Pursuance of the annexed Order of the Honourable Governor & Council, We, the Subscribers, have View'd and Continued the Road from the Line dividing the Counties of Philadelphia & Chester, as before-mentioned, to be near the Houses of Rees Thomas & David James to Schuylkil at the West Side of High Street ferry, The Courses & Distances being also hereunto annexed. As Witness our Hands this tenth Day of November, 1741. Richard Harrison, Hugh Evans, Edward George, Wm. Thomas, Robt. Jones.

"July 20th, 1741. Conostogo Road surveyed: Beginning at the End of John Spruce's Lane, & extending thence within the Township of White-land in Chester County, North 72 deg. East 120 Perches, thence North 70½ deg. East 80 Ps, thence North 74 deg. East 90 pches, thence North 78 deg. East 56 Pches, thence north 81 deg. East 240 Pchs, thence North 72 deg. East 40 Pches, thence North 69 deg. East 84 Pchs, thence North 65 deg. East 48 Pches, thence East 20 Ps, thence North 69 deg. East 40 Pches, thence North 73 deg. East 62 Pches, thence North 69 deg. East 66 Pches, thence South 88 deg. East 88 Pches, thence South seventy-seven Degrees thirty-six Perches to the End of Pextang Road, thence on it to Kinnison's Run, Beginning at the run thence North 62 deg. East 40 Pches, thence North 54½ deg. East 40 Pches, thence North 82 deg. East 134 Pches to Paschal's Run, thence North 88 deg. East 54 Pches, thence South 85 deg. East 58 Pches, thence East 96 Pches to the Swede's ford Road, thence South 53 deg. East 66 Ps to a Chestnut Tree, thence South 44 Degrees East 22 Pches near to Rob't Powel's House, then leaving the Old Road and on G. Aston's Land South 72 deg. East (at 200 a Run) 280 Ps stopt at the Old Road, then on it South 33½ deg. East 24 Pches, then in Willistown South 32½ deg. East 20 Pches, thence South 35 deg. East 31 Pches, thence South 86 deg. East 60 pches, thence

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South 89 deg. East 60 Pches, thence North 84 deg. East 40 Pches, thence North 79 deg. East (at 78, the Western Line of Burge's Tract we Continue to) 86 Pches, thence North 83 deg. East 90 Pches, thence South 82 deg. East 124 Pches, (about 6 Pches further is William Evans' Smith Shop), thence North 87½ Deg. East 96 Perches, then in Tredyffryn Townp. North 86 East 34 Pches, thence South 85 deg. East 64 Pches, thence South 75½ deg. East 62 Pches, thence South 81 deg. East 56 Pches, thence South 86 East 166 Pches to the Sign of the Ball, thence North 58 deg. East 128 Pches, thence North 62½ deg. East 34 Pches, thence North 56½ deg. E. 30 Pches, thence North 70 deg. East 84 Pches, thence North 67 deg. East 68 Pches, thence North 73½ deg. East 34 Pches, thence South 87 deg. East at 42 Pches enter'd East Town Continued in it to 62 & thence South 74½ deg. East 40 Pches, thence South 81 deg. East 28 Pches, thence 84 deg. East 102 Pches, thence South 74 deg. East at 60 Pches a Line of Tredyffryn & in it to 80 Pches, & thence South 88 deg. East 34 Perches, thence South 70 deg. East 86 Perches, thence South 63 deg. East 50 Pches, thence South 46 deg. East 70 Pches, thence South 54 deg. East (at 25 Pches Radnor upper Line, & contind. in it to 55 Pches, which is near Jno. Sams' House), thence South 52 deg. East 46 Pches, thence South 57 deg. East 184 Pches, thence South East 28 Pches, thence South 28 deg. East 40 Pches, thence South 55½ deg. East 46 Pches, thence South 51 deg. East 64 Pches, thence South 52 deg. East 48 Pches, thence South 81 deg. East 30 Pches, thence South 63 deg. E. 104 Pches, to a Run, then up a Steep Hill South 78 deg. East 20 Perches, thence South 62 deg. East 110 Pches, thence South 87 deg. East, at 28 Perches Radnor Meeting House, at 48 Ps. Germans Run Contind. to 70 Perches, thence South 53 deg. East 14 Pches, thence South 42 deg. East 26 Perches, thence South 70 deg. East at 20 Pches the Tavern at 130 Pches Samuel Harry's Lane End, thence South 59½ deg. East at 60 Ps his House, thence South 81 deg. East 186 Pches to — James' Lane End, thence South 62 deg. East 66 Ps. thence South 54 deg. East 58 Pches down the Hill, thence South 85 deg. East 44 Ps. the House ten Perches on the Left, thence South 63 deg. East 72 Pches to the County Line

“The Conestoga Road continued by the Philadelphia County Jury.

“Philadelphia from Radnor Line, in Merion Township.

“South 45 deg. East 48 Pches, thence South 63 deg. East 140 Pches, at 6 Pches David Ries' Shop, then the County of Chester Line, thence South 65½ deg. East 112 Pches to Benjamin Humphrey's Upper Line, being the County of Philada. Line, thence South 82 deg. East 104 Pches, the Gulf Mill Road, thence South 63 deg. East 36 Pches, thence South 49 deg. East 48 Pches, thence South 39 deg. East 48 Pches to Benjamin Humphrey's Line, thence on Edward Humphrey's Land South 51 deg. East 144 Pches, at 102 Pches Richard Hugh's Upper Line, at 134 Pches his House, thence South 81 deg. East 120 pchs, thence South 64 deg. East 38, Pches, thence North 66½ deg. East 76 Pches, thence North 41 deg. East 58 Pches, thence North 71 deg. East 52 Pches, thence South 86 deg. East 88 Pches, thence South 64½ deg. East 22 Pches, thence

South 55 deg. East 27 Pches to Evan Jones' Lower Line, thence South 60 deg. East 136 Pches, thence South 56 deg. East 84 Pches, at 10 Pches, Merion Meeting House, thence South 75 deg. East 38 Pches, thence South 63½ deg. East 72 Ps. at the Fort Road, thence south 78 deg. East 66 Ps. thence South 41½ deg. East 58 Ps. at 48 Pches Richard Georges' Upper Line, thence South 23½ deg. East 82 Pches, at 61 Pches Richard Georges' Lower Line, thence South 33 deg. East 106 Pches to Blockley Line, thence South 24 deg. East 42 Pches, thence South 6 deg. West 73 Pches, Edward Georges' Upper Line, thence South 10 deg. East 208 Ps. at 136 Pches the Lane to Edwd. Georges' House, at 166 Pches David George Lane, thence South 24 deg. East 84 Pches, David Georges' Run, thence South 45½ deg. East 550 Pches to Haverford Road, thence South 52 deg. East 294 Pches to Peter Gardner's House, and thence South 74 deg. East 100 Pches to High Water Mark at the End of the Causeway at the West side of High Street Ferry.

"And no Objection having been made to any part of the said Returns, the said Road is by the Authority of this Board Confirmed; And Ordered, That the Overseers of the High Roads for the respective Townships in the Counties of Chester and Philada. do cause the said Road, according to the Courses and Distances abovesaid, to be Opened & Cleared forthwith."

This, then, completed the King's Highway, which is generally known to us as the Old Philadelphia Road. It was, however, sometimes also called the Provincial Road, and, after the Revolution, it became the Continental Road.

In 1767 an attempt was made to straighten this road. Surveyors were appointed, who made a draft of which I append a copy. They, on May 12, 1767, reported that, "In pursuance of an order from the Honorable House of Representatives of the Province of Pennsylvania, to us the subscribers directed, we have surveyed and measured the present road from the Sign of the Ship to the Borough of Lancaster and have run a straight line from the westernmost bounds of the City of Philadelphia (Beginning the measure at the Corporation Ferry) to the said Borough, and the above is a draught thereof together with that part of the present road from the said ferry to the said Sign of the Ship (from a survey lately made by order of the said House), and have carefully observed the nature

and circumstances of the ground through which the said straight line passes, and noted thereon in the said Draught the waters it crosses, and find much the greater part of the way is good ground for a road, yet it appears not practicable in all places on account of the steep hills to make a road exactly along the said straight line, but by varying therefrom sometimes to the North and sometimes to the South, the largest extent not exceeding 50 or 60 perches and mostly much less, a practicable passage may be found. For further particulars, see the abstract from our field book.

“JOHN SELLERS,
“WM. SWAFFER.”

The draft also contains the following notes:

	m.	qr.	ps.
“The present Road from the Ferry to the Sign of the Ship	32.	1.	78.
“The Strait line to opposite sd Sign of ye Ship	28.	2.	65.
“Difference	3.	3.	13.
	m.	qr.	ps.
“The said Road from the Ship to Adamstown	31.	1.	47.
“The Strait line from opposite the Ship to Adamstown	30.	2.	35.
“Difference	—	3.	12.
	m.	qr.	ps.
“To the Ship	32.	1.	78.
“To Adamstown	31.	1.	47.
“Total	63.	3.	45.
“The Strait line	59.	1.	20.
“Difference	4.	2.	25.”

Taking up that part of this draft from the English Church (Compass) to Lancaster, the places marked are found to be Miller’s Tavern, Pequea Creek, the Three Crowns, White Horse, Lightal’s Run, the Sign of the Hat, Robert Clanch (should be Robert Clinch), Lampeter Meeting House, Mill Creek James Gibbons, and

Conestoga Creek James Webb. Also Adamstown and the Lancaster County House.

The Three Crowns was located, and now remains as a private dwelling, on the north side of the road, over a branch of the Pequea Creek, just east of the village of White Horse. The Lampeter Meeting House yet stands on the north side of the road at Bird-in-Hand and between the railroad crossing and Mill Creek. "Mill Creek James Gibbons" is the mill on Mill Creek, which yet stands, and is at present owned by Henry Ressler. On the side of this mill toward the road, on a tablet, is the following inscription: "Built by James Gibbons & Deborah G. in the year 1770." Mr. Gibbons was one of the prominent men of the county. He was, in 1766, foreman of the Grand Jury. As early as 1767 he secured from the Court a recommendation for a license, and he continued to hold one until 1775, when his name disappears from the Docket. In those days a license to keep a tavern for the accommodation of the public carried with it the right to sell spiritous liquor. Petitions for that purpose were presented to the Court of Quarter Sessions, and, if approved by that Court, a recommendation was certified to the Governor, who granted the license. There was another kind of license, which carried with it the right to sell beer and cider, and these licenses were granted by the Court.

The original draft attached to the report of the Commissioners, who laid out the road to John Spruce's, shows that, on the south side, close to the five-mile stone, there was at that time a house marked F. Theophilus, and that, about twelve miles from the town, a stream crossed the road, called Cat Tail Run. The name of the stream is still retained, and it is about a half mile east of the Hat Tavern. About three miles west of Miller's, on the north side of the road, was a place called Jorvis', and west of Jorvis', on the same side, in from the road and along a run, was Rob-

inson's. The Jorvis referred to was Joseph Jorvis. When the Peters Road was, at the November Sessions, 1740, of the Court of Quarter Sessions, legally laid out, the record recites that it began at the Provincial Road about half a mile west of "Joseph Jorvis' Mill." This fixes this mill on the west branch of the Pequea Creek, at what is now the east end of the village of White Horse. This place is even more definitely, if possible, fixed by a deed in Record Book A, at page 20 (Recorder's Office of Lancaster County), whereby it appears that on November 8, 1747, Joseph Jorvis and Esther, his wife, in consideration of natural love and affection and the sum of two hundred pounds, conveyed to their son, Solomon Jorvis, a certain messuage or tenement and water, grist mill or corn mill situated in Salisbury Township, beginning at a corner post by the road leading to Philadelphia, containing 71 acres, 3 quarters and 39 perches. Solomon Jorvis on October 16, 1750, sold the same property to one Isaac Richardson. The Robinson above referred to was, I think, Israel Robinson, a very prominent man in that locality.

Fort Duquesne was captured by the British and Colonial troops under the command of General Forbes on November 25, 1758. In an account book of the expedition a statement is given of the stopping places and distances on the road from Lancaster to Philadelphia. Those in Lancaster County were as follows: From Lancaster to Joseph Steer's, at Red Lion, five and three-quarter miles and thirty perches. To Caldwell's, at the Hat, six and one-quarter miles and fifty-five perches. To John Miller's at Pequea, six and one-half miles and twelve perches. This makes a total distance of eighteen and one-half miles and ninety-seven perches, to John Miller's, which is the hotel yet standing nearby the Compass Church. The distance in the original survey was

5,600 perches, or $17\frac{1}{2}$ miles, and the difference between these surveys is one mile and ninety-seven perches. I think, perhaps, a mistake or mistakes were made in the original report of the first survey—possibly a course or some of the courses were inadvertently dropped—because a measurement lately made by an odometer shows the distance to the Compass to be between eighteen and a half and nineteen miles. Caldwell's, at the Hat, was located between what are now the villages of White Horse and Intercourse. The name of the then owner and proprietor was Andrew Caldwell. The property has always been and is yet in the Caldwell name, it being now owned by William J. Caldwell, a lineal descendant of the original settler. The tavern building still stands, but as it has of late years been weatherboarded, it is not easily recognized. Originally, a squatter, who was a hatter, settled hereabouts on the Caldwell land, and it was from this that the tavern got its name of the Hat. The Red Lion, which was then kept by Joseph Steer, was located on the southeast corner, where the Strasburg Road joins the Old Road, between Bird-in-Hand and Witmer P. O. It was at the extreme northwest corner of the Patent for 200 acres of land taken out by Steer on January 19, 1733. A map made by virtue of an Act of Parliament, by Nicholas Scull, on January 1, 1759, shows that "The Red Lion" was just west of Mill Creek, so that its location is thereby definitely fixed. This property, for a time, belonged to Isaac Conard, and its present owner is Henry Hoover. It long ago ceased to be a public place. There is a milestone on the north side of the road a few hundred yards east of Hoover's and 5-8-15 miles from Lancaster. On it is marked "60 M. to P"; then "— to L."—the figure which precedes the "to L." is broken off. Whether this is an original stone or not, I do not know.

The tavern at Bird-in-Hand was of later date than

the Red Lion. Originally it was a long one-story-and-a-half building, occupied not only as a hotel, but also by a number of other tenants. It was burned down about the year 1854, and the present structure was shortly afterward built. There is a tradition that, when the old road was originally laid out, there was a tavern at this place, and, in a discussion between the surveyors as to whether they should stop at it or go on to Lancaster, one of them said, "A bird in the hand is worth two in the bush," and from that the hotel and afterward the village obtained the present name. This story, however, is not correct as to time, for there was no hotel then at this point, and if such an incident ever occurred it must have been at a later date, possibly when the railroad was constructed. I am inclined to doubt the authenticity of this story in its entirety, for there is, I find, another ancient village named Bird-in-Hand in Montgomery County.

In a letter written by Governor Pownall in 1754, relating to a trip which he made at that time over this road as far as Lancaster, he states: "I passed through the hills over a rough road six miles and a half to the Widow Caldwell's at The Hat, and then entered the beautiful Valley of Pequea. The Vale is formed by the Valley Hill on the south and the Welsh Mountain on the north. My next stage was six miles and a half to the Red Lion, thence to Conestoga, a large stream, four miles, thence to Lancaster, two miles. Lancaster is a wealthy and thriving town, about five hundred inhabitants, manufacturers of saddles, pack saddles and guns. There are also Indian traders and stocking weavers. Pequea affords a pleasant prospect, rich landscape, farm houses surrounded with apple and peach trees. The farmers are proprietors, not tenants."

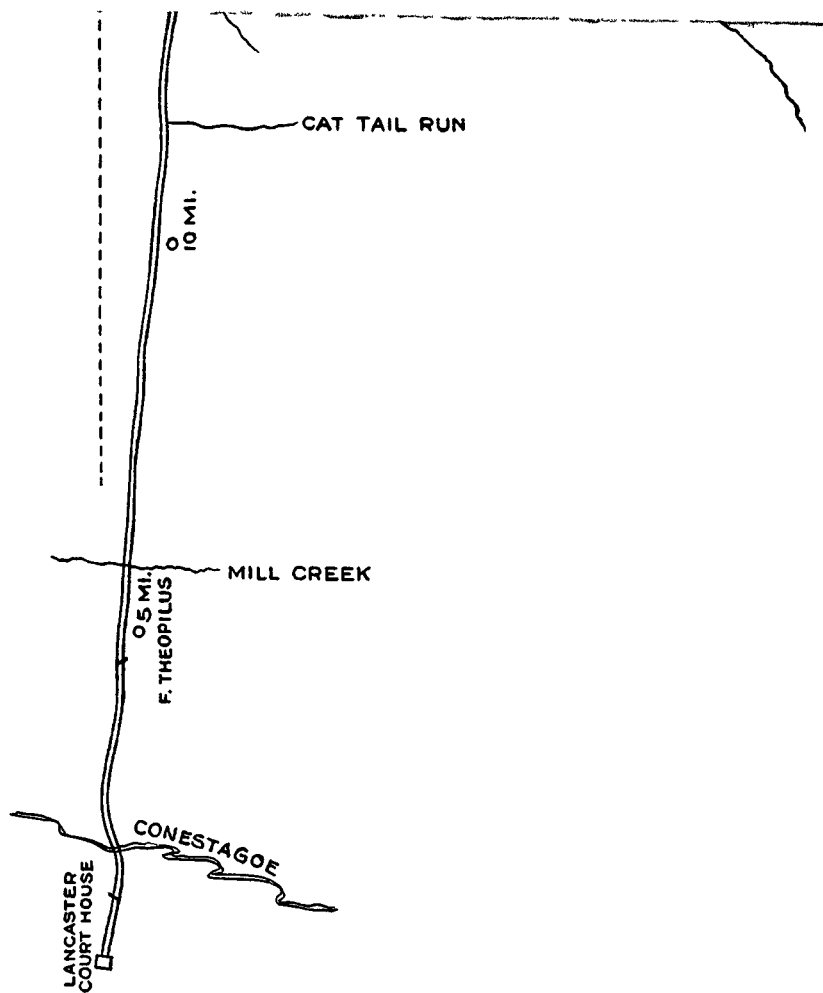
In Father Abraham's Almanac for the year 1771, the stopping places along this road are mentioned as Douglass', the Hat, Duke of Cumberland, Red Lion,

Conestoga Creek, and the Lancaster Court House. Douglass' was kept by John Douglass. The stopping place was at the east end of the present village of White Horse, for the distance from Lancaster to it was stated in Father Abraham's Almanac to be 16 miles, while the measurement by the odometer is 16 4-10 miles. But, in addition, the first name of Douglass and the location of the place are absolutely fixed by records. At the November Sessions, 1756, of the Court of Quarter Sessions a road was laid out "from the southwest gate of the Pequea Meeting House to John Douglass' Mill," and thence south to the line dividing Lancaster and Chester Counties. The courses and distances show that this mill is the same one that was, prior to that time, owned by Joseph Jorvis. In addition, the Scull map, above referred to, plainly shows that "Douglass' Mill" was on the west branch of the Pequea Creek, north of the Provincial Road, and this point is the east end of the village of White Horse. The mill is now owned and operated by John W. Stauffer. Mr. Douglass lived in Salisbury Township, and was a very prominent man in the eastern part of Lancaster county. He was commissioned a Justice from November 1, 1759, to January 29, 1761, and in 1763 was a member of the General Assembly.

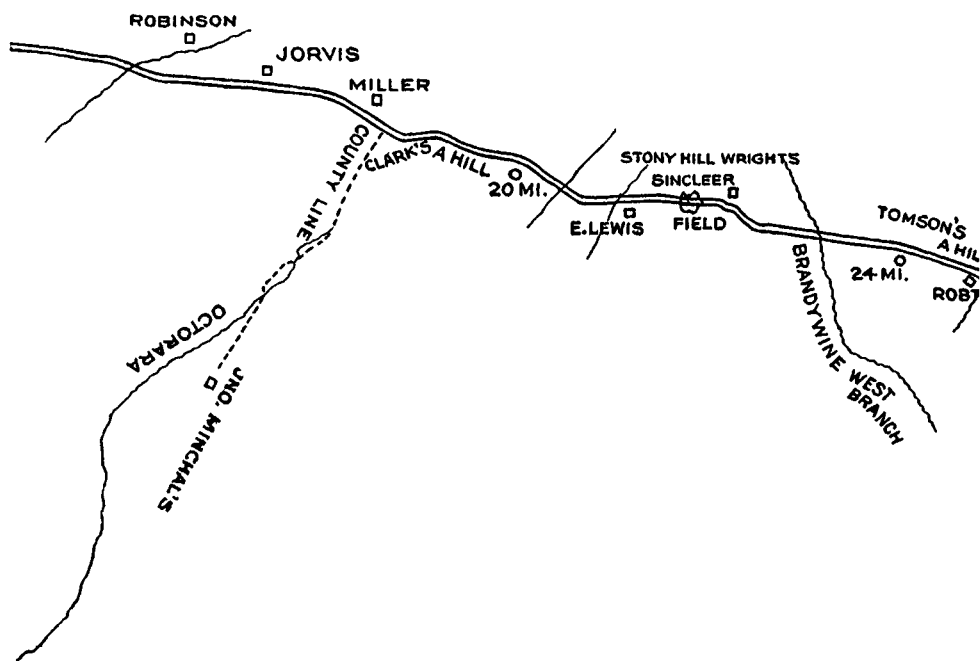
The Duke of Cumberland is stated in the Almanac as being three miles from Caldwell's and ten miles from Conestoga Creek. In another advertisement it is stated that this tavern was nine miles from Lancaster and was kept by William Ferree. These distances do not fit either of the hotels at Intercourse, and it is plain that the tavern must have been located some distance to the west. Where, then, was the Duke of Cumberland? I think I will be able to satisfactorily fix its location.

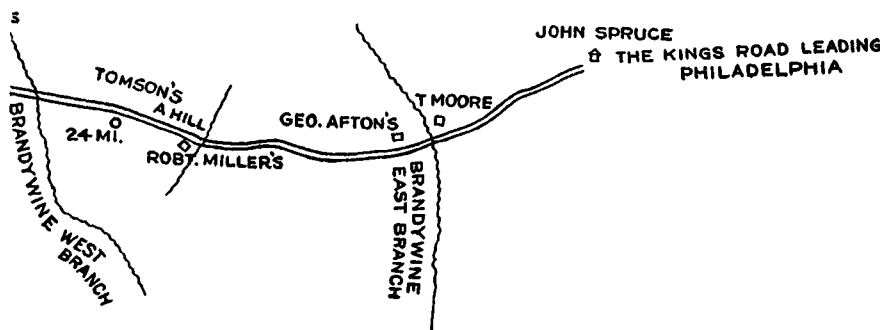
John Vernor first obtained a license to keep a public house of entertainment in 1735. This license was re-

newed, as shown by the record, until 1741, and while, after that date, I have, owing to the deficiency in the dockets as copied, been unable to find his name, yet I think it can be safely said that he continued to keep the tavern up to the time of his death. In 1741, he, under a patent from Thomas Penn, became owner of a tract of 310 acres of land located on a branch of Mill Creek, and in 1744 he purchased an adjoining tract from Samuel Jones. On February 9, 1741, he and his wife, Martha, in consideration of the sum of five shillings, conveyed to George Brown, John Cooper, William McCausland and John Reese, as Trustees for the Presbyterians of Leacock, a tract of 1 acre and 57 perches on the north side of the Provincial Road. Upon this ground Old Leacock Church was built and its cemetery laid out. Vernor's house was about a fourth of a mile to the east of the church, on the same side of the road. He died about April 9, 1754, and, by his will, dated January 29, 1754, he made the following disposition of certain of his real estate, namely; "Item. I give, devise and bequeath to my sons, Samuel and Benjamin, all my plantation and tract of land whereon I now live, and also that plantation and tract adjoining the tract above mentioned (the last mentioned tract I purchased of Samuel Jones), both situated and being in the county and township aforesaid (Leacock), to be equally divided between them, having particular care that the meadow and water of both tracts be as equally divided as the nature of the matter will admit; Samuel to have the house wherein I now live, with the outhouses, and his part or share of the land adjoining it; Benjamin to have the house and buildings on ye tract I bought of Samuel Jones, with his part of the land adjoining," etc. He directed that Thomas Johnson, Nathaniel Lightner and William Hamilton should make division of this real estate between his sons, and they did so,



AN EAST LINE





and the two latter executed a paper to that effect on October 29, 1758, Mr. Johnson having in the meantime died. They thereby assigned to Samuel Vernor the tract of 310 acres received by his father under the Penn patent, and $20\frac{3}{4}$ acres and also $11\frac{1}{4}$ acres of the land purchased from Samuel Jones. The balance of the Jones land was assigned to Benjamin Vernor. Samuel Vernor, on October 30, 1758, sold the tract of 310 acres and allowances to Robert Clinch, and, by a subsequent tripartite deed between Samuel Vernor, John Woods and Samuel Lefever and Benjamin Vernor and Robert Clinch, the same, together with the tract of $20\frac{3}{4}$ acres, was confirmed to Robert Clinch. The record shows that Clinch was keeping a public house at the Vernor place when the division between the two sons was made. In 1767 Robert Clinch and Hannah, his wife, deeded this land to William Hamilton. Clinch is named in this deed as an "innkeeper." Robert Clinch was the son-in-law of John Vernor, he having married John Vernor's youngest daughter, Hannah. As I have before stated, both Leacock Church and churchyard and Vernor's tavern then stood on the north side of the Provincial Road. The road at this point was, however, afterward changed and straightened, and thereby all of the buildings on these properties were thrown to the south side. The house which was used as the tavern yet stands, and it is now owned and occupied by Samuel P. Smoker. Whether or not it is the original house cannot be ascertained with certainty at this late day. But, in addition, the Scull map and another old map made about 1770 show Leacock Church and Vernor's on the north side of the Provincial Road, about three miles from the Red Lion and about three or four miles from the Hat. Vernor's is the only place in this locality marked on these maps, and there are no other taverns or houses that correspond as to distance either from Lan-

caster or from the Compass. Mr. Vernor came from the north of Ireland, and it was, therefore, natural for him to give his house an English name. It will be recalled that George II ascended the throne of Great Britain and Ireland in 1727. He died on October 25, 1760, and was then succeeded by his grandson, George III. His second son was William Augustus, Duke of Cumberland. The Duke commanded the King's troops at Culloden, where he defeated the young Pretender, and he was in command of the allied troops at the disastrous Battle of Fontenoy, where he suffered defeat at the hands of the French. He was, therefore, at the time Vernor kept this hotel, the most prominent character in England next to the King. In view of all these facts and records, I think there can be no reasonable doubt but that this place was the Duke of Cumberland. Whether or not John Vernor was buried in Old Leacock churchyard cannot be ascertained, for no stone there marks his grave, but his son, Benjamin Vernor, lies just west of the church building. The inscription on his tombstone is "Benjamin Vernor, Died, Nov. 22, 1834, in the 92nd year of his age."

The stopping place at Conestoga Creek was kept by James Webb. Here was a ferry, and he and his tenants no doubt kept it and attended to the wants of travelers. He was prominent in the county for he was foreman of the Grand Jury at February sessions, 1753, 1754 and 1755. He was also a member of Assembly for 19 years from 1747 to 1777. He was a Quaker, or of Quaker origin. He died sometime between 1784 and May 16, 1788, as his will was dated on the former and proved on the latter date. By it he devised all his lands in Lancaster County to his son, William Webb. On September 23, 1789, William Webb conveyed 19 acres and 98 perches, which included the land on which the tavern stands, on the north side of the road, west of Witmer's Bridge, to Abraham Wit-

mer. Before the purchase made by Witmer, or at least before that building known as the Witmer tavern was built, the stopping place may have been on the south side of the road, for in 1777 Henry Derring kept the ferry and tavern at that location on the Webb land.

It will be observed that the places set forth on the original draft between the Lancaster County line and the property of John Spruce are: "Clark's," "E. Lewis," "Sincleer," "Thomson's," "Robert Miller's," "George Aston's," and "T. Moore's."

In the assessment list of 1753, for West Caln Township, there appears the name of Thomas Clark and, in the same list, that of Evan Lewis. I have not been able to find anything concerning Clark. While there are several Evan Lewises mentioned in Futhy and Cope's History of Chester County, the only one that seems to fit the date of survey is Evan Lewis, the son of William Lewis. William Lewis and his wife came from the Parish of Illan, in Glamorganshire, Wales, about the year 1686, and settled in the northeastern part of Haverford Township. He afterward removed to Newtown, where he and his wife died in the early part of 1708. They were both Quakers. He had four sons, namely, David, Lewis, Evan and William, and one daughter, Seaborn. Evan married Mary, the daughter of Jonathan and Ann Hayes, of Marple, and he died in 1735.

Sincleer's is said to have been located at the point now known as "Stony Hollow." Here was located a very old tavern which at some time in its existence was known as the "Sandy Hill Tavern." It was kept at one time by Samuel Lawrence. The old building was torn down about twenty-five years ago. I have not been able to ascertain the history of the man Sincleer.

The Thomson referred to is most likely Joshua Thomson. He was one of the viewers subsequently

appointed from Chester County to complete the road from John Spruce's to the Ferry at the west end of High Street in the City of Philadelphia.

John Spruce's land was located about two and a half miles east of Downingtown. His buildings are said to have been erected at the foot of the North Valley hill, and on the site of the present farm buildings of ——— Smith. On December 21, 1721, a warrant for a survey for 394 acres was issued to John Spruce, and the survey was made by John Taylor as surveyor. In 1729 two hundred acres of this tract was sold by Spruce to William Beale, the great-great-grandfather of Joseph Beale of Coatesville. The land thus sold was on the south side of the survey, while the balance on the Smith tract was on the south side.

Gayen Miller was one of the first settlers in Kennett Township. He had twelve children. One of them, Robert, was born on May 3, 1703 (o.s.) He married Ruth Haines, who, it is claimed, was descended from the Earl of Warwick. Robert and his wife settled in East Caln Township. His land lay almost midway between the east and west branches of the Brandywine, about seven miles east of the Lancaster County line. The Provincial Road was laid out through it. He had seventeen children, one of whom was named Warwick. Robert kept a public house for many years along this road, and he was succeeded by his son, Warwick. When the Turnpike was built the old house was abandoned as a tavern, and another place was established along the newly constructed road. The old tavern was known as "The Barley Sheaf." The tract on which it stood continued in the Miller family until recent years. H. Preston Baker now owns 225 acres of it.

In 1702 a survey was made in the right of purchase in England for Daniel Smith for 1000 acres of land. This tract lay on the west side of the Brandywine Creek. It was divided by a north and south line, and

the eastern half became the property of George Aston. It was situated in Caln Township, just west of what is now East Downingtown. George Aston's wife was Elizabeth, a daughter of Peter Hunter, of Middletown. In 1726 he applied for a license, stating that he was "living on the great road from Philadelphia to Conestoga, in the Township of Caln," and "is greatly oppressed by travelers." Aston's house was located in what is now the Borough of Downingtown, not one hundred and fifty feet east of the Railroad Station Hotel. The railroad tracks of the Pennsylvania Company cover the bed of the old road at this point. He was a justice of the peace in 1724, 1725, 1726 and 1729; but Governor Patrick Gordon, who in the latter year appointed a new commission of the peace for Chester County, because "divers of those who are named in the last having declined to act," and "there is a great want of magistrates in some places of the county, which should be immediately supplied by others," stated that he "had very good reason for leaving one out, namely, George Asheton, who had acted but too much." He died in 1738, leaving children: (1) George; (2) Peter; (3) Mary; (4) Susanna; and (5) Esther E., the wife of Roger Hunt. In 1739, after his death, the above-mentioned tract was sold to Roger Hunt. Aston was styled a Quaker, but his name does not appear in the records of that society.

At an early date Thomas Moore was the owner of three tracts of land in the southern part of Caln Township, and he was assessed in the assessment list of 1715 for four shillings and two pence. At that time this township extended as far north as Nantmeal. On November 26, 1728, he, with Thomas Parke, Robert Miller and others, petitioned the Court for a division of the township. On one of these tracts east of the Brandywine there was erected a water corn mill which is said to have been built as early as 1716. This mill,

which was afterward called Shellmire's mill, was widely known in Chester County. Moore died in 1738, and the corn mill and all of the above land were then sold and conveyed to John Taylor. Taylor, in 1739, deeded 561 acres, located north of the King's Highway, to Thomas Downing. The draft accompanying this sketch shows that, when the road was laid out, "T. Moore" was on the north side of it. After Moore's death a village developed on and about this land, and a saw mill, a hemp mill, a fulling mill, an oil mill, and other mills were erected upon it. The village was then called Milltown, but finally it took the name of Downingtown.

When the survey was made in 1767, which arose out of an attempt to straighten this road, the prominent places marked upon it from the Lancaster County line eastward were the Sign of the Wagon, Worrick Miller, the Sign of the Ship, John Downing's, the Old White Horse, the Rising Sun, George Aston, the Sign of the Ball, Radnor Meeting House, the Plow, Horse and Groom, the Rose and Crown, the Prince of Wales, Merion Meeting House, Black Horse, and Schuylkill.

The Sign of the Wagon was an old hostelry. James Way was the son of Robert Way, and Hannah, his wife, who was the daughter of Francis and Elizabeth Hickman. He was a blacksmith by trade, and, at the time of his marriage to Mary Kerlin, lived in Thornbury. He afterward settled in West Caln Township, and in 1742 he began tavern-keeping at the Wagon. This place is now known as Wagontown. It is said, in Futhey and Cope's History of Chester County, that Way continued to keep this tavern until 1755; but, in the diary of the Forbes expedition, which covers the period of 1758, there is an entry "To the Wagon, James Way, 6 $\frac{1}{4}$ miles and 64 perches."

Thomas Parke was born on March 13, 1704-5. He emigrated from Ireland with his father and arrived in

the Province of Pennsylvania on May 21, 1724. His father purchased from Thomas Lindley 500 acres in the great valley west of Downingtown, and he deeded to his son Thomas 276 acres of this land, retaining, however, a life estate in it. The son afterward became the owner of the whole of the original tract. He married Jane Edge on April 26, 1739 (o.s.). He built the Ship tavern, about a mile west of Downingtown, near the junction of the old King's Highway and the turnpike. He died on October 17, 1758. Thereafter for a time the tavern must have been conducted by his wife, for there appear in Roger Hunt's account book several payments made to Jane Parke for hay and stabling. The original building is yet standing, and it is now owned and used as a dwelling house by Mrs. Charles McIlvaine. It ceased to be a tavern more than one hundred years ago. At that time the old sign was taken down and removed to a second Ship tavern in West Whiteland Township, along the turnpike east of Downingtown, at about the 25th milestone. During the Revolutionary War this sign was made a target by Continental soldiers.

The Ball, or Blue Ball, sometimes known as the Sign of the Ball, and afterward as the King of Prussia, has a somewhat notable history. Exactly when this house was built and opened does not seem to be definitely known. It must have been a tavern before this part of the King's Highway was laid out, for the Report of the Commissioners contains a course "thence South 85° East 166 Perches to the Sign of the Ball." One Richardson kept it until 1741, when the property was purchased by Thomas McKean, an uncle of Governor McKean, who conducted it until 1752. He was succeeded by Conrad Young, of Philadelphia, who changed the name of it to the King of Prussia. In 1758 Joseph Wilkinson obtained the license and held it during the year 1758-59. Young sold the property to

Dr. Bernhart VanLeer, and it was then leased by the purchaser to Benjamin Weatherly. Weatherly kept the place until 1766 when, he having died, the license was continued by his widow until 1777. Then Philip Upright obtained it and carried on the business until September, 1777, about which time he suffered greatly at the hands of the British Army then in this locality. In 1778 Captain Thomas Reese was its landlord. It was continued as a tavern until 1799, when, by reason of the diversion of travel, a new tavern under the same name was built along the turnpike.

The General Warren, which is marked as "George Ashton," was originally the Admiral Vernon. After the Revolution it became the General Warren. It was situated on the north slope of the south valley hill in East Whiteland Township, Chester County. It was built by George Aston, the oldest son of George Aston of Caln, and it was named after Sir Edward Vernon. It was first licensed in 1745. After the capture of Louisburg and the victory over the French fleet by Sir Peter Warren in 1747 Aston changed the name of his tavern to the Admiral Warren. In 1748 Daniel Goldsmith kept the tavern, but he was refused a license, and Aston then again took it in charge. Aston was a captain in the Indian War which broke out in 1753. He kept the house until 1760, when he was succeeded by Peter Val-leau. In 1763 it was sold to Lynford Lardner, a brother-in-law of Richard Penn, and finally it became the property of John Penn. The tavern at a later date was owned and kept by the Fahnestocks, and it continued in this family until 1838, when the land was divided and sold. On September 26, 1777, the American and British armies met near the Warren Tavern, and a decisive engagement was expected by both parties, but a heavy rain wet the ammunition and the combatants were therefore obliged to separate.

The Black Horse Tavern was situated in what is now

Lower Merion Township, Montgomery County, east of the Friends' Meeting House. It is said to have been built by one of the Wynne family. The Prince of Wales was in Haverford Township, Delaware County, about a half mile west of Ardmore. The Buck Tavern was on the south side of the turnpike between Haverford and Bryn Mawr in Haverford Township, about a quarter of a mile west of the eighth milestone. The tract on which the Buck stood, being fifty acres of land, was patented in 1735 by John Penn, Thomas Penn and Richard Penn to Samuel Reese. In 1745 it was conveyed to George Wood, who in 1747 sold it to Patrick Miller. It remained in the Miller family until 1841. It was licensed as a tavern before Patrick Miller purchased it, and he kept it for many years. He was succeeded by his son-in-law, John Dunwoody, who had married Patrick's daughter Ruth. Dunwoody, in 1793, moved to Philadelphia and kept the Spread Eagle at 285 High (or Market) Street, just above Eighth, until the time of his death, which occurred on December 11, 1802.

Thomas Downing came from England in 1720. The original patent for his land was for 2000 acres and it was called Northwood. It was situated between the west line of Whiteland Township and the east branch of the Brandywine Creek, in Chester County. It is now covered by the larger part of the present Borough of Downingtown. John Downing, the son of Thomas Downing, was born on December 18, 1720. He married Elizabeth, daughter of Roger Hunt and Esther E., his wife, of East Caln Township. John became a tavern-keeper about 1760, and his place was then called the King in Arms. He continued to keep the tavern at least until 1767, for his name appears in the survey of the King's Highway which was made in that year. He was succeeded by Richard Cheyney. When the War of the Revolution began, the name of the inn was changed to that of the Sign of General Washington. His son,

Hunt Downing, who had also married a daughter of Patrick Miller, afterward kept the place for many years. The fine old house yet remains, and it is located on the north side of the turnpike, at the junction of the Lionville Road. It is at the present time owned by one of Hunt Downing's descendants. He died on December 29, 1795, and lies buried in the Friends' burial ground at Downingtown.

It became apparent that the King's Highway was inadequate to accommodate the public travel between Lancaster and Philadelphia. In certain portions of the year the road, being only a dirt road, was almost impassable. Chief Justice Shippen, writing from Philadelphia to his father, Edward Shippen, of Lancaster, on January 1, 1761, said: "The roads have been so bad that no wagons have offered by which I could send the things I mentioned to you in a former letter, among which is some citron from Miss Betsey Anderson." As late as the year 1773 there were stumps in it, which rendered the passage dangerous. An agitation was, therefore, commenced, looking toward the securing of a better and a more permanent road. It is evident that the "good-roads" question was as acute in those days as in ours.

(To be continued.)