HISTORY OF THE PHILADELPHIA AND LANCASTER TURNPIKE.

THE FIRST LONG TURNPIKE IN THE UNITED STATES.

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

(Continued from page 28.)

THE LANCASTER TURNPIKE.

The Philadelphia and Lancaster Turnpike Company was the first important public improvement in this State. Its effect on the development of the State was incalculable. It therefore occurred to the writer that the history of the enterprise ought to be recorded. Necessarily, with the passing of the years, many interesting details relating to it have been altogether lost; but sufficient has, I think, been preserved to give a fairly adequate understanding of its rise, its progress and its decay.

John Loudon Macadam was born in Scotland in 1776; came to America in his youth and remained some years. On his return to Scotland he was appointed manager of a district road in Ayrshire, and invented a scheme of covering a roadway with small broken stones on either a soft or hard substratum. The large stones in the road were to be broken into pieces of a regular size to go through a two-and-a-quarter-inch ring, and the road was then to be smoothed with a rake, so that they might easily settle down into the holes made by the removal of the large stones. The broken pieces were then to be scattered in shovelfuls to a depth of from six to ten inches, and carefully spread over it, and the road was to have a fall from the middle to the sides of one foot in sixty feet, with ditches on the sides. From him and his
system arose the word "Macadamize." Thomas Telford was an Englishman, the son of a shepherd. He was born August 9, 1757. He also invented a plan of covering roads which consisted of a rough foundation before the smaller stones were placed on. His plan took his name and was called the "Telford" plan. The result of both methods was to put a hard surface of stone on the road, and this has been called "metalizing" the road. Both of these theories have since been to a considerable degree superseded by later systems.

The agitation for a stone road began in this State shortly after the Revolutionary War. Jacob Hiltzheimer, who was a member of the State Assembly, sets down in his diary the following references to the new road: "1786. November 27—In the evening, met seven of the members of Assembly at the tavern opposite the State House, where we conversed about the new road to be laid out from Schuylkill to the westward, and which way the money is to be raised to make it a turnpike. November 29—Some debate about the report on the western road, but the matter was postponed until this day week. December 6—The order of the day was brought forward concerning the new road to be made from the middle ferry on Schuylkill to Lancaster. All the speakers in the House debated upon it for some time, and then the report was recommitted. 1792. March 3—Finished with the bill for the turnpike between Philadelphia and Lancaster."

As early as March 21, 1772, the General Assembly passed an Act for opening and better amending and keeping in repair the public roads and highways within this Commonwealth. This Act was limited to a term of seven years, but it was afterward continued from time to time. Its provisions, however, proved ineffective, and other means were, therefore, sought after to remedy its defects. On November 3, 1786, it was "Resolved, that Mr. Fitzsimmons, Mr. Logan, Mr. Chap-
man, Mr. Ross, Mr. Whitehill, Mr. Findley and Mr. Smith be a Committee to lay before this House a plan for repairing and supporting the public roads within this State,' and on November 21, 1786, this Committee made a report and recommended a plan which they considered would prove beneficial. On November 27, 29, and December 6, this report was considered, and on the latter day it was "Resolved, that Commissioners be appointed to view and survey ground for the straightest and best road to be laid out from the Middle Ferry on the Schuylkill to the Borough of Lancaster, and thence to Miller's Spring, in the County of Cumberland, and that a return of such survey be made to the President and Supreme Executive Council." On November 17, 1788, a committee was appointed by a resolution "to report a plan for the improvement of the public roads of the State," and on September 30, 1791, a bill was passed for the appointment of Commissioners to make proper surveys between Philadelphia and Lancaster. Finally, on December 10, 1791, Governor Mifflin discussed the question in his address to the Assembly at the opening of the session:

"The improvement of our roads and inland navigation will, I am persuaded, continue to be a favorite object with the Legislature. . . . While I offer these remarks, I am aware, Gentlemen, that the want of a good and permanent road is, at present, the principal defect in the communication between the middle counties and the metropolis. The steps which are taking, however, in pursuance of the legislative resolution of the 30th day of September last, to remedy this inconsistency, have met with universal approbation, and I hope the Commissioners who were appointed to make proper surveys between Philadelphia and Lancaster will enable me, previous to the adjournment of the session, to lay a plan before you which, corresponding in its execution with your views and the wishes of our fellow citizens, may lead to the establishment of a general system of well constructed and well regulated roads. You must readily perceive, indeed, that it will be in vain either to open roads or clear rivers without a vigilant intention to keep the former in repair and to prevent encroachments on the latter, and the existing laws being inadequate to these essential purposes, you will, I am confident, revise and amend them."
On December 13, 1791, it was resolved in the House that "those parts of the Governor's address which related to roads and navigation be referred to a Special Committee," and a Committee of eleven members was named in the resolution. This Committee, on December 19, reported that "it would in their opinion conduce to the completion of this business" if a Special Committee was appointed to report as to roads unconnected with navigation, and a resolution to that effect was offered and on December 20 adopted. This Committee consisted of twenty-two members. On February 1, 1792, the Governor reported to the House as follows:

"I have received a report from the Commissioners who were appointed to view and mark out a road from the Middle Ferry on Schuylkill to the Borough of Lancaster, in compliance with the legislative resolution of the 30th of September last, and as the copying of the drafts which accompany the report would occasion a considerable delay in making this important communication, I have directed the Secretary to deliver the originals to the House of Representatives, by whom they will, I presume, be transmitted for information to the Senate, in the progress of any bill that may be framed on the subject." A Committee of seven was thereupon appointed on the message of the Governor and the report of the Commissioners, and this Committee on February 15th reported as follows:

"We have had the subject under consideration and are of the opinion that a road may be obtained between the said places in a straighter direction and over a more level country than any of the roads now in use, but, at the same time, we doubt whether the Legislature is possessed of sufficient documents to fix precisely the route and direction which will be the best.

"The Committee are also of opinion that the great quantity of heavy produce to be transported between the two places will require an artificial road bedded with stone and gravel, the expense of which will be very great, and beyond the present ability of the State to undertake at the public charge, but there appears to be a disposition among the citizens to undertake it at their private expense, if a company were formed and incorporated, with power to raise a sufficient capital by subscription, to effect the work and to fix gates, or turnpikes, and demand reasonable tolls from persons using the said road.

"The Committee are further of opinion that the importance of the trade between the city and country through which such road must pass will justify the Legislature in erecting such a company, and granting to them all the necessary rights, privileges and franchises."
They then submitted a resolution that a Committee be appointed to bring in a bill for incorporating a company for the purpose of making an artificial road between Philadelphia and Lancaster. On February 18 the resolution was adopted, and the same Committee was directed to carry it out. On March 5, 1792, the Committee reported a bill, entitled "An Act to enable the Governor of this Commonwealth to incorporate a company for making an artificial road, bedded with stone and gravel, from the City of Philadelphia to the Borough of Lancaster." This bill was then read for the first time. On March 26, 1792, it was read a second time and was then and on subsequent days considered in a Committee of the Whole, who, on March 29, reported it to the House with amendments. On March 31, 1792, it was read a third time, the Mayor and Recorder of Philadelphia appearing and protesting against its passage. The House, however, passed the bill and sent it to the Senate for concurrence. On April 7, 1792, the Senate, having made certain amendments, one of which was the addition of Matthias Slough and Abraham Witmer as Commissioners, passed the bill and returned it to the House for concurrence in the amendments, and this having been done, it was sent to the Governor for his approval.

The Act of Assembly enabling the Governor to incorporate this turnpike company was approved April 9, 1792, and its title is: "An Act to enable the Governor of this Commonwealth to incorporate a company for making an artificial road from the City of Philadelphia to the Borough of Lancaster." Its preamble states that, "Whereas, the great quantity of heavy articles of the growth and produce of the country, and of foreign goods which are daily transported between the City of Philadelphia and the western counties of the State requires an amendment of the highway which can only be effected by artificial beds of stone and gravel, disposed
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in such manner as to prevent the wheels of carriages from cutting into the soil, the expenses whereof will be great; and it is reasonable that those who will enjoy the benefits of such highway should pay a compensation therefor, and there is reason to believe that such highway will be undertaken by an association of citizens, if proper encouragement be given by the Legislature." The terms and stipulations of the Act, as contained in its various sections, then follow and they are herein set forth in an abbreviated form.

A supplemental Act was passed on April 17, 1795. By section 1 of this later Act, it was provided that, where the turnpike had been laid out on ground of any road of a greater width than fifty feet, the president and managers might increase the width of the same to the same extent, provided it should not exceed sixty-eight feet; and by section 2, that in such other places as shall be deemed necessary and the owners were willing to sell the ground, the width of the road might be increased sixty-eight feet. Section 3 contained a proviso that it should not be lawful for the turnpike company to ask of any persons passing along the road east of the creek known as the Five Mile or Indian Creek any toll for a greater distance than they actually traveled, and there was a further proviso that it should not be lawful for the company to ask from or for persons living on or adjacent to said road, who might have occasion to pass by the said road upon the ordinary business relating to their farms or occupations, who shall not have any other convenient road or way by which they might pass, any toll for passing on or by the said turnpike. A Memorial was presented to the Legislature on January 11, 1847, for the repeal of the second proviso of the third section, but this object seems to have been accomplished only at a much later date by the Act of May 15, 1871, P. L. 874.

By the first section of the act of incorporation El-
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liston Perot, Henry Drinker, Jr., Owen Jones, Jr., Israel Whelen and Cadwalader Evans, of the City of Philadelphia, and Edward Hand, John Hubley, Paul Zantzinger, Matthias Slough and Abraham Witmer, of the County of Lancaster, were appointed Commissioners to secure subscriptions. The Philadelphia Commissioners, therefore, gave notice that they would receive applications for the stock at the State House in that city on June 4, 1792, and, in accordance with this notice, they did receive such applications at that time and place. The enterprise was very popular and the stock was largely oversubscribed. In a letter written from Philadelphia, June 14, 1792, by Edward Burd to Edward Shippen, the writer said:

"There was great confusion in this city about ye Subscription to the Turnpike Road. I intended to have subscribed a few shares by way of encouraging the object, but finding that unnecessary I gave myself no further trouble about ye matter. My office was deserted the whole day by Mr. Davis and my apprentices, they having been infected with the Turnpike Rage. Everything is now turned into Speculation. The quiet Quakers who attended for ye purpose of joining in ye Subscription, and encouraging the road, finding such an uproar, withdrew."

On June 20, 1792, the following report was made by these commissioners to Governor Mifflin:

"We, the subscribers, appointed commissioners by an Act of Assembly passed April 10th, 1792, entitled 'An Act to enable the Governor of this Commonwealth to incorporate a company for making an artificial road from the City of Philadelphia to the Borough of Lancaster,' beg leave to report to the Governor that, having given legal notice that we would open the Book for the purpose of receiving subscriptions for Six Hundred Shares in the said Road at the State House, in this city, at 9 o'clock in the morning of the 4th instant, and having attended accordingly, a very great many citizens, far exceeding the number of shares, met for the purpose of subscribing thereto. That all having an equal right to subscribe, we found ourselves at a loss in what manner to receive subscriptions without giving an undue preference to any person present."
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"Whereupon the citizens there assembled agreed to determine by Lot who should be the Six Hundred persons who should subscribe for the said shares, and having themselves appointed eight respectable citizens, two thousand two hundred and seventy-six persons delivered in their names, wrote on a slip of paper, with Thirty Dollars each, to the said eight persons, who having delivered to us eighteen thousand dollars and a list of Six Hundred persons who by the aforesaid agreement were entitled to subscribe the said shares. We thereupon admitted them to subscribe accordingly, and of which subscription we certify the subjoined to be a true copy.

Witness our hands & seals this Twentieth of June, 1792.

"ELLISTON PEOT (SEAL)
"OWEN JONES, JUNR (SEAL)
"ISRAEL WHELEN (SEAL)
"CADW'B EVANS (SEAL)"

A Return of Subscriptions for Six Hundred Shares to the Turnpike Road from Philadelphia to Lancaster, received at Philadelphia, the Fourth day of June A. D. 1792.

Subscribers Names

Robert Morris
Jacob Barge
A. J. Dallas
William Bingham
Richard Thomas
Thomas Fitzsimons
William Montgomery
George Latimer
Leonard Dorsey
John Sitgreaves
Sam. Pemberton
James Norris
Thomas Goucher
Robert Henry Dunkin
William M. Biddle
Hugh Ferguson Jr
Nathan Baker
Peter Baynton
Richard H. Morris
Philip Hagner
William Siter
Henry Lafargue
Joseph Fry
David Kennedy
Thomas Benger
Simon Stedicorn
Thomas Hockley
Isaac Painter
James Moore
John Ogier
James Barron
Frederick Snider
James Levertown
Nathaniel Prentiss
James Carman
David Elder
George Wilson
William Wills
John Cornman Jr
Joseph Bispham
William Gaskill
Joseph Foole
Joseph Peason Jr
John Rugge
John Robinson
George Cobren
John Read
Joseph McGuier
John Daniel Hartung
John Sanders
Richard C. Jones
John Westcott
Owen Ashton
Robert Barnhill
Nathan Collins
Charles Homassel
John Thomson
Ferdinand Gourdon

Thomas Stretch
John Lancelott Webb
And W Ross
George Priest
Charles De Grofey
William Milnor
Elisha Gorden
Job Butcher
John Ashton
Richard Duglass
Henry Henson
Brightwell Hibbs
John P. Sanderson
George Youngh
Phil S. Bunting
Endric Thoul
Abraham Morhouse
Benjamin W. Morris
Richard Wells
Duncan McClean
Thomas Penlove
Amos Taylor
Zacheus Collins
Arthur Davison
John Clark
David Evans
Joseph Botner
Elisha Alexander
George Alexander
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John Rolston
Aaron Baker
Benjamin Evans
Charles Burrell
John Barker
Philip Stout
John Dunwoody
Thomas Bradley
George Reinhart
Thomas Hamilton
James Potts
John Lawwill
Samuel Clady
Alexander Billsland
John Rowan
Jacob Rupp
Philip Sheaff
Andrew Bayard
Jacob Fagundas
Daniel North
John Jones
Joseph Dure
John Gors
Fred Loefer
John Unger
John Richardson
James Boylan
Stephen Prosser
Thomas Marshall
Jacob Cash
Thomas Mason
Thomas Randall
Richard Littlewood
Samson Davis
Wm. De Britton
Anthony Risdel
Mord G'Glathery
Charles Cecil
Charles Liddle
Francis Brown
Joseph Burk
John D. Blanchard
John Dunn
Abraham Jones
John Stokes
Alexander Fudge
James Shillingford
John Smith
Ad. Rockenberger
Joseph Cook
John Rinker
Leonard Spear
Hugh G. Shaw
Joseph Smith
Philip Derrick
Henry Hirsh
John Lamberton
Joseph Spence
Nathaniel Willis
Griffith Owen
Isaac Briggs
Henry Capper
Edward Price Jr
Levi Bartleson
Joseph Ash
Isaac Thomas
Robert Leslie
John B. Evens
Benjamin Wilson
George Eddy
James M'Crea
James Truman
Cadwalader Griffith
Lawrence Herbert
Rudolph Nagel
Timothy Paxon
Patrick Linehan
Michael Kiser
Matthew Duncan
John W. Footman
Daniel Hartwell
Martin M'Dermott
Daniel De Benneville
Marchy Pitolei
William Delany
Andrew Boshart Jr
Daniel Dolby Jr
Daniel Thunn
Francis De Bretigny
Peter Gravenstine
Peter Shwartz
Peter hare
Daniel Eddy
Peter Stuckhart
Neal Keain
Joshua Mills
John Johnson
Edward J. Peyton
John Clein
John Walter
John Lohra
Redmond Byrne
William Mulcahy
Edward Thomson
Peter Grimmer
Casper Sybert
Benjamin Pawshall
John Fitzsimons
William Hunter
James Olden
Peter Wittberger
John Fouke
Wm. Blake
Roger Flahaven Jr
Jacob Medary
Robert Taylor
Daniel Ruff
Vincent M. Pelosi
Samuel Williams Jr
Robert Willson
John Stille
Benjamin Price
Joseph S. Darrell
Jacob Roat
Wm. Benton
John Russell
Peter Mackie
Melchior Larer
Dan Dick
Andrew Boyd
Malcom Wright
Jacob Keighler
Hugh Sweeney
Barnaby Scully
Barthw Baker
John Gallagher
Geo. Hunsinger
Joseph Price
John Weissman
Matthew Walker
Peter Shulty
Archibald Engel
Joseph Greenway
Gustavus F. Goetz
Peter S. Duponceau
William Martin
David Lapsley
And Oliver
Conrad Keller
Richard Collier
William Robertson
Charles Massey
Jacob Descombes
Wood Lloyd
Benjamin Oliver
Robert Stevens
George Wilson
John Patterson
Edward Barrington
Chas. O'Neill
Henry Barrington
John Taylor
Robert Bicknell
Samuel M'Culley
Matthew Irwin
John Nayl
Thomas Leonard
James Alexander
James Matthews
Musgrove Willis
John Shaffer
John Good
Philip Barron
Jacob Vandergrift
Matthew Carey
T. E. Clayland
M'Capfer
John Link
Isaac Buckbee
John Rain
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Edward Shanzy
William Semple
Charles Kirkham
Caspar Farmer
Maurice Moomihan
Christian Muller
Philip J. Lesher
Christopher Jae Hutter
Benjamin Keyser
Robert Hamilton
Abraham Andrews Jr
Samuel Massey
William Irvine
George Cooper Jr
John Cress
Charles Wolpert
Samuel Walker
James Shoemaker
John Davis
James Cooper
Cornelius Comegys
Nathan Thomas Jr
Henry Rice
Joseph Blyth
James Hawthorn
Joseph Henry
John Carrell
Christ Hite
Abraham C. Mason
Samuel W. Fisher
Matthew Marah
Daniel Bickley
John M'Kay
Francis Graham
Henry Apple
Valentine Peakin
William Preston
Robert Wescott
John Taylor
Peter Lesley
John Barron Jr
John Hay
Benjamin Nones
Solomon Moline
William Hood
McCall Wilson
George Dannacker
Isaiah Withans
John Lindsay
George Breining
Michael Gratz
Thomas Morgan
Robert Breeze
Richard Jolliff
Sam Watt
John Stillas
Edmond Nugent
Thomas Shepherd
Israel Brinichurst
William Ford

Jacob Sorber
Jeremiah Woolston
Adam Franks
Alexander Anderson
Miller & Clein
Thomas Smith
David Price
William Stein
John Babcock
William Loder
William M'Donald
Azariah Rowles
Frederick Molineaux
Malitia Davis
Jacob Librand
Philip Kramell
Peter Miller
Lewis Woolf
Frederick Piper
Joseph Pratt
Nathan Sellers
Michael Tobin
John M'Neill
David Walker
Conrad Eckert
Daniel Witman
Moses Musgrave
Charles L. Ogden
George Taylor
Arthur St. Clair Jr
Patrick Connelly
Joseph Thomas
John Ryan
Samuel C. Story
James Cameron
Benjamin Collins
Michael Hay
John Watson
Richard Thatcher
Sam. Bader
Bankson Taylor
Alex. M'Cicken
Sam. Roberts
Thomas Hale
Nathan Boys
William Kirkpatrick
John Bain
John Smith
Nathan Dorsey
Joshua Dawson
Daniel Dunbar
Fred Eringer
Martin Horn
Enoch Bailey
George Brownbarger
John J. Long
Theodorus Householder
John Strickland
Charles Risk
John Rabouteau

John M'Neill
Henry Toland
William Power
Wm. W. Potts
Peter Smith
John Standley
Ezra King
James Duke
Prosper Witmore
Francis Harrison
Mary Pole
William Mason
Reeselaar, Williams Jr
William Smith
Francis Drake
Stephen Burrowes
William Green
M. Shoemaker
John Read
Joseph Meisson
Benjamin Carson
Jereemiah Lewden
Henry Snyder
Izaac Hufty
Andrew Summers Jr
George Evans
Richad Murthwait
Arch Carr
Jacob Garand
Anth' J. Jackall
Henry Horne
St. Himmelright
Wm. Statler
Charles Hunold
Joseph Spencer
Joseph Wright
Lawrence Heart
Ephraim Howel
Edmond Kinsey
James Robertson
Denis Delany
Jackson & Evans
Alexander Power
Jarvis Parvin
George Bunce
Sam. Dougherty
Henry Kammerer
James Fennel
Murdoc Kennedy
Peter Fagundis
Joshua Smith
George Fagundis
Isaac Lewis
John Todd
George Steel
William L. Maddock
Christian Schwartz
Alex Stedman
Ephraim Gordon
Thomas Harrison
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Abraham Slater
William M. Justice
Peter Snyder
Joseph Tucker
George Kuhn
Ja* Brown J*
John Stairs
Wm. Fulton
William Gibson
John Vannost
Benjamin Gardner
John Bartholomew
John Bidden
Nicholas Beard
William Ashmead
William Buckley
Anthony Fannon
Lewis E. Durant
Thomas Ackley
David Ackley
John Dormer Murray
William Miller
John Steinmetz Jr
Christ* Kirkoff
T. H. Jackson
Benjamin Black
David Clark
Gasper Guyger
William Smith (Drug*)
Edward Deal
Michael Alocn
Benjamin Scull
Nathan Matlock J*
Wm. Thompson
Thomas M'Pherson
David O'Keefe
George Painter
Geo. Snyder
David Pierie
Ralph Wilson
And* Young
W. Shippen J*
Henry Rose
Robt Underwood
James Skinner
William Blackburn
John Bowlen

Onslow Wakeford
Daniel Daner
Thomas Shaw
Joseph J. Miller
John Brown
John Heaton
Wm. James
Jacob Linton
Wm. Relf
John Grandom Sr
Jacob Belsterling
Wm. Williamson
Christ* Richmond
John Morrell
Seymour Hart
Henry Clymer
David Leohrea
Abraham Homan
Philip Hausman
William Stoll
Tho* H. Breckwoldt
Edward Milner
John G. Humphries
George Campbell
Henry Hoffner
William Guier
Septimus Claypoole
William Johnston
John Haines
John Frame
Charles Evans
John Thomas
Thomas Coates
James Wood
Jacob Edwards
Andrew Werner
Fred* Esling
Jacob Kurtz
Wm. Witzman (Painter)
John McElwee
Jonathan Carmalt J*
Michael Flynn
Thomas Smith L O
Benjamin Moser
Abraham Sellers
Georges Mozer
Wm. Schofield
Robert Erwin
Joseph Blaine
George Link
William Jones
Martha O'Sullivan
Jones & Reeve
Edward Stanley
Sam* Fleming
John Washington
Jacob Eckelidt
Adam Eckelidt
Jacob Fogel
Charles Smith
Sam* Jervis
Kinsey Pritchett
Richard Keating
John L. Anderson
William Quinlin
Fred Shoeman
Isaac Brannon
J. Ross
Edward Price
John Sharpless
Jacob Humphreys
Mary Tremble
Richard Courtney
George Roberts
John Guest J
Francis West
John Ingle
Samuel Hubbart
Joseph Mead
William Whitman
Peter Gayley
Dan Mayhofer
John G. Newton
George Snowden
John Davis Straw* Alley
Nich H. Gay
Benjamin Mifflin
George Snowden
Nich H. Gay
Benjamin Mifflin
Wm Richards J*
Hugh Fleming
Thomas Hood
Sam. Irvine

Those two shares to be the property of the Person for whose use they are subscribed, if they come forward with the 2nd payment otherwise to belong to R. Haines, Jr. answerable to them for the money paid by them.

Jacob Erwine
Jacob Tustian
Peter Chillic

N. B. These Shares are subscribed, for the use of the persons respectively named provided they apply for the same & make the second payment in due
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person otherwise to be deemed and taken as the property of A. J. Dallas he accounting to the parties respectively for their Deposits.

Lewis Garrenger Thomas Graham Jacob Brennison

N. B. These Shares are subscribed for the use of the persons respectively named provided they apply for the same and make the second payment in due season otherwise to be deemed & taken as the property of Henry Sheaff, he accounting to the persons respectively for their Deposits.

A Return of Subscriptions to the Turnpike Road from Philadelphia to Lancaster, received in the Borough of Lancaster, on the fourth and fifth days of June A. D. 1792.

Edward Hand
Mathias Slough
Paul Zantzinger
John Hubley
Abraham Whitmer
Jasper Yeates
Joseph Simons
Richard Downing
Joseph Trimble
Adam Mesenkope
Frederick Kuhn
Casper Shaffner
John Fulton
Jacob Baily
David Whitmer
John Baldwin
Joseph Hubley
Casper Shaffner J
Robert Porter
John Moore (son of Geo.)
Josiah Lockhart
William Ross
John Weber
Peter Miller
George Slough
Peter Getz
Christian Leonard
John Shippen
John Gundacker
John Underwood
George Moore J
Jacob Getz
George Moore Sr
Moses Marshall
Jacob Dickert
David Barton
Thomas Edwards
Amos Brumfield
John Ross
George Duffield

Dennis Whelen
Samuel Bethel
Hunt Downing
Ludwig Diffenderfer
John Hughes
William Trimble
Josiah McElvaine
Christian Bless
John Leonard
John Edge
John Stone
Frederick Steinman
James Henry
Henry Whitmer
Daniel Franck
Samuel Downing
Caleb Cope
Benjamin Whitmer
John Burk
Baltzer Stertzter
William Reichenbach
Thomas Jenkins
Jacob Long
Peter Shindel
John Whitmer
Robert Barber
Michael Weins
John J. Henry
James Keimer
Jacob Hubley
George Weitzell
George Thomas
George Carolus
Abraham Henry
John Fisher
William Wallae
Thomas Boude
Robert Moore
Samuel Robinson
George Trissler
Jacob Rupp
Simon Gratz
Jeremiah Mosher
Christian Stake
David Hall
Philip Kline
Charles Hamilton
Henry Locher
John Roberts
Christopher Meyers
Thomas Conard
Adam Deetrich
Andrew Keiss
Joseph Bowman
Michael Hubley
Samuel Humes
John Moore
Henry Bennett
Jonas Metzger
Casper Fordine
Abraham Caladay
Christopher Reitzell
Mathias Barton
Henry Dehuff
Robert Lockhart
Michael Gundacker
Henry Umburn
Lewis Heck
Philip Reitzell
Everhart Thomas
George Hide
Jacob Stoff
Peter Gonder
Jacob Shaffer
John Blinkley
Michael Rhine
William Webb
John Miller Sr
Adam Reigart J
William Cope
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John Graeff
James Gamble
Jacob Slough
John Fordine
James Ross
Bernard Bartholomew
Jacob Martin
Alexander Scott
Jacob Graeff
Peter Hoffnagle
Samuel Cunningham
Jonathan Henderson
Philip Eberman
John Michael
Emanuel Reilgart
Conrad Haase
Samuel Galbreath
John Ewing
Peter Reed
William Dickson
Philip Meenkope
David Trissler
John Reitzell
John Bausman
Wilder Bevins
John Kuhn
George Graeff
George Patterson
Michael App
Patrick Hays
Jacob Reiger
George Reitzell
Joshua King
Samuel Turbett
Daniel Ripplet
Isaac Wayne
Richard Johnston
George Messersmith
Jacob Stahl
Christian Herr
Samuel Byrd
Henry Dehuff
Philip Thomas
Daniel Perkins
John Ferree
Jacob Carpenter Jr*
John Hambright
Jacob Krugh
Abraham Carpenter
John Humes
John Cunningham
James Jacks
John Miller Jr*
Jacob Strickler
Jacob Backenstoes
Anthony Wayne
Henry De Butts
John Sproat

Charles Gilchrist
Abraham Singer
Norton Pryor Jr*
John Ashmead Jr*
Israel Reynolds
John Scyrin
Henry Muhlenberg Jr
Jacob Clingman
James Reynolds
Jacob Lahn
Philip Wager
Mathias Slough Jr
John Miller
(Strasburg)
John Jordan
Lewis Lauman
Adam Reilgart
John W. Kittera.
Adam Hubleys Jr*
Jacob Fordine
William Kilpatrick
Mathias Nichtenhalter
Ardolphus Nichtenhalter
Samuel Boyd Jr**

Mathew L. Hehl
Jacob Kauffman
Johannes Keller
Jonas Metzger Jr*
Godfried Klugh
Nathaniel Hantsh
Valentine Krug
Jacob Weaver
Godlieb Nauman
George Lindenberger
Thomas Forster
Jacob Mayer
Jacob Lehman
John Wright
Stephel Franciscus
Philip Young
John Pinkerton
Peter Row
Leonard Eicholtz
Philip Shaum
Benjamin Shaum
Edward Hand*

* Subscribed 2 shares each.
John Greider*  
David Brown*  
Abra. Buckwalter*  
James Crawford*  
Tobias Miller*  
Andrew Graft Esq.*  
John Buckwalter*  
David Whitmer*  
David Kendrick*  
Thomas Boude*  
Richard Downing*  
Thos. Mills*  
Israel Fisher*  
Dennis Whelen*  
Hunt Downing*  
Thomas Allison*  
Samuel Downing*  
Richard Trimble*  
Israel Meredith*  
John Kuhn*  
Samuel Bethel*  
William Wright*  
Emanual Reigart*  
Henry Musser*  
Bernard Hubley*  
George Slough*  
Joseph Simon*  
William Webb*  
James Gamble*  
Christian Leonard*  
John Jordan  
John J. Henry*  
John Musser*  
Mathias Barton*  
Simon Gratz*  
John Cunningham*  
Joseph Hubley*  
John Burk  
Jacob Graff  
Henry Witmer*  

We the Subscribers appointed Commissioners in and by an Act of Assembly passed April 10th 1792. Intitled “an Act to enable the Governor of “their Commonwealth to incorporate a Company “for making an Artificial Road from the City “of Philadelphia to the Borough of Lancaster” to do and perform the several Duties therein contained; do hereby certify to his Excellency the Governor that the foregoing Statement contains a List of the Subscribers to the said Artificial Road from Philadelphia to Lancaster together with their respective shares, and that they the said Subscribers have severally signed their names to the written promise on engagement directed by the said Act in the Book opened by us & have previous thereto paid us the Subscribers the Sum of thirty ........Dollars for each Share so by them subscribed in Conformity of the said Act Given under our Hands ’ Seals the fifth day of June Anno Domini 1792.—

Edw. Hand  
John Hubley  
Paul Lantzinger.  
Matthias Slough  
Abraham Witmer.  

To his Excellency  
Thomas Mifflin Esquire  
Governor of Pennsylvania.  

A Return of the Subscribers to the Turnpike Road from Philadelphia to Lancaster received at Lancaster on the fourth and fifth days of June, 1792.

* Subscribed 2 shares each.

(To be continued.)