

Columbia House

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600

SUBURBAN STATIONS

AND

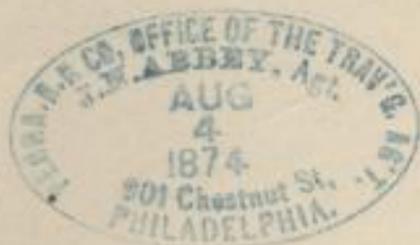
Rural Homes

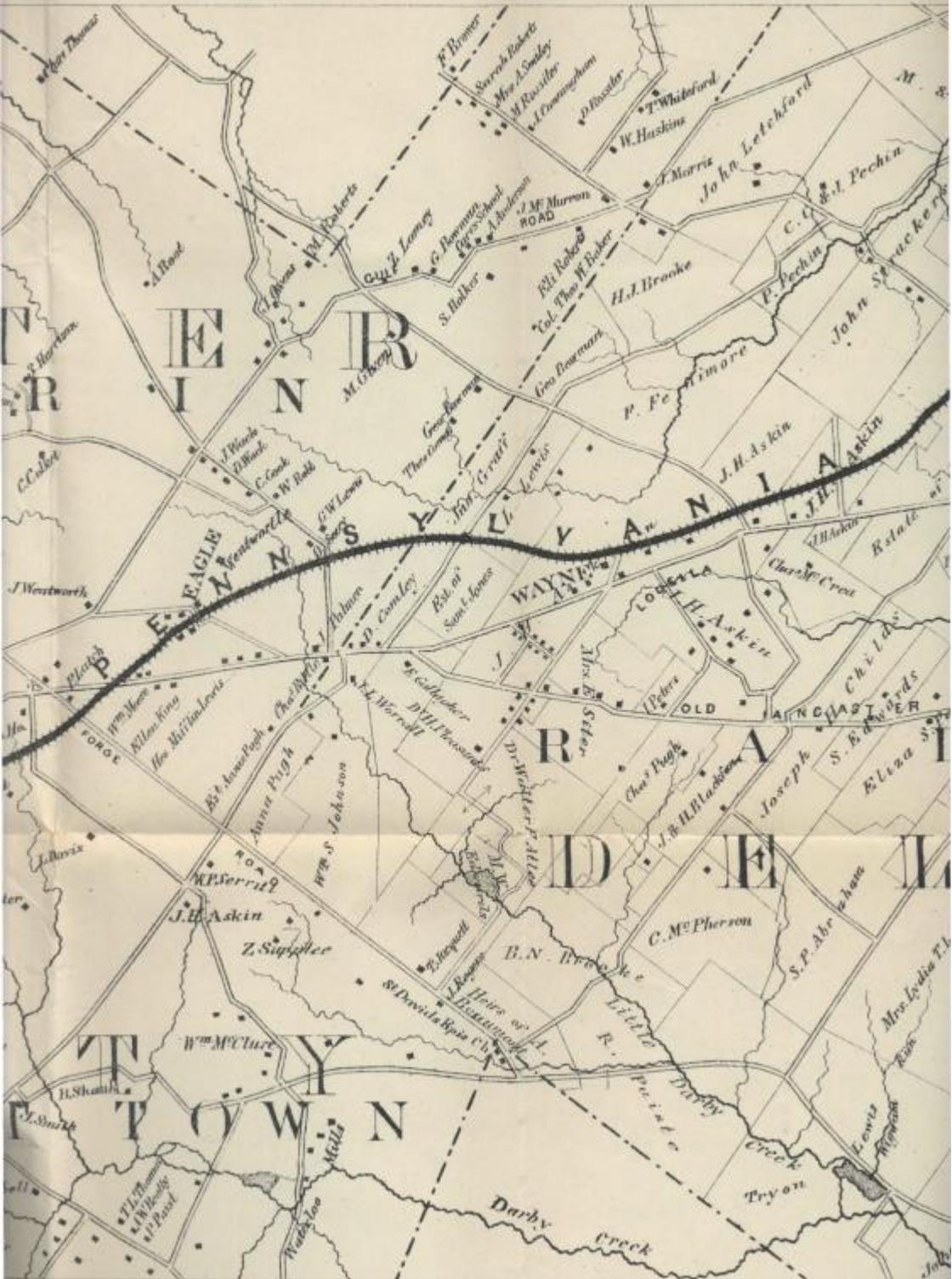
ON THE

PENNSYLVANIA RAILROAD.

PHILADELPHIA:
OFFICE OF THE GENERAL PASSENGER AGENT.

1874.





EAGLE

WAYNE

ROAD

TOWN

CREEK

John Thomas

W. Horton
C. Cook

J. Westworth
Plays P
Wm. Moore
Wm. King
Ho. Milton Lewis

J. Davis
Wm. S. Johnson

H. Shatt
T. Smith
T. H. Shatt
W. W. Shatt
W. P. Shatt

A. Bond

J. Abner
M. G. Wynn

J. White
O. Black
C. Cook
W. Park

E. W. Lewis
J. Abner
D. Comley

E. S. Jones
J. H. Askin
Z. Suggs

W. P. Ferris
J. H. Askin

W. M. Clure

M. Roberts

C. Z. Loney
G. Downer
S. Baker

Geo. Downer
Thos. Long

J. H. Askin
D. Comley

E. S. Jones
J. H. Askin

J. H. Askin
Z. Suggs

W. M. Clure

F. Bremer
S. Baker
Mrs. Askin
M. Rowley
J. Cunningham
D. Bassett

G. Z. Loney
G. Downer
S. Baker

Geo. Downer
Thos. Long

J. H. Askin
D. Comley

E. S. Jones
J. H. Askin

J. H. Askin
Z. Suggs

W. M. Clure

J. M. Murron ROAD

E. S. Jones
Col. Thos. W. Baker
Geo. Downer

J. H. Askin
D. Comley

E. S. Jones
J. H. Askin

J. H. Askin
Z. Suggs

W. M. Clure

T. Whiteford
W. Haskin

E. S. Jones
Col. Thos. W. Baker
Geo. Downer

J. H. Askin
D. Comley

E. S. Jones
J. H. Askin

J. H. Askin
Z. Suggs

W. M. Clure

J. H. Askin
John Letchford

E. S. Jones
Col. Thos. W. Baker
Geo. Downer

J. H. Askin
D. Comley

E. S. Jones
J. H. Askin

J. H. Askin
Z. Suggs

W. M. Clure

J. H. Askin
John Letchford

E. S. Jones
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Geo. Downer

J. H. Askin
D. Comley

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Z. Suggs

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J. H. Askin
John Letchford

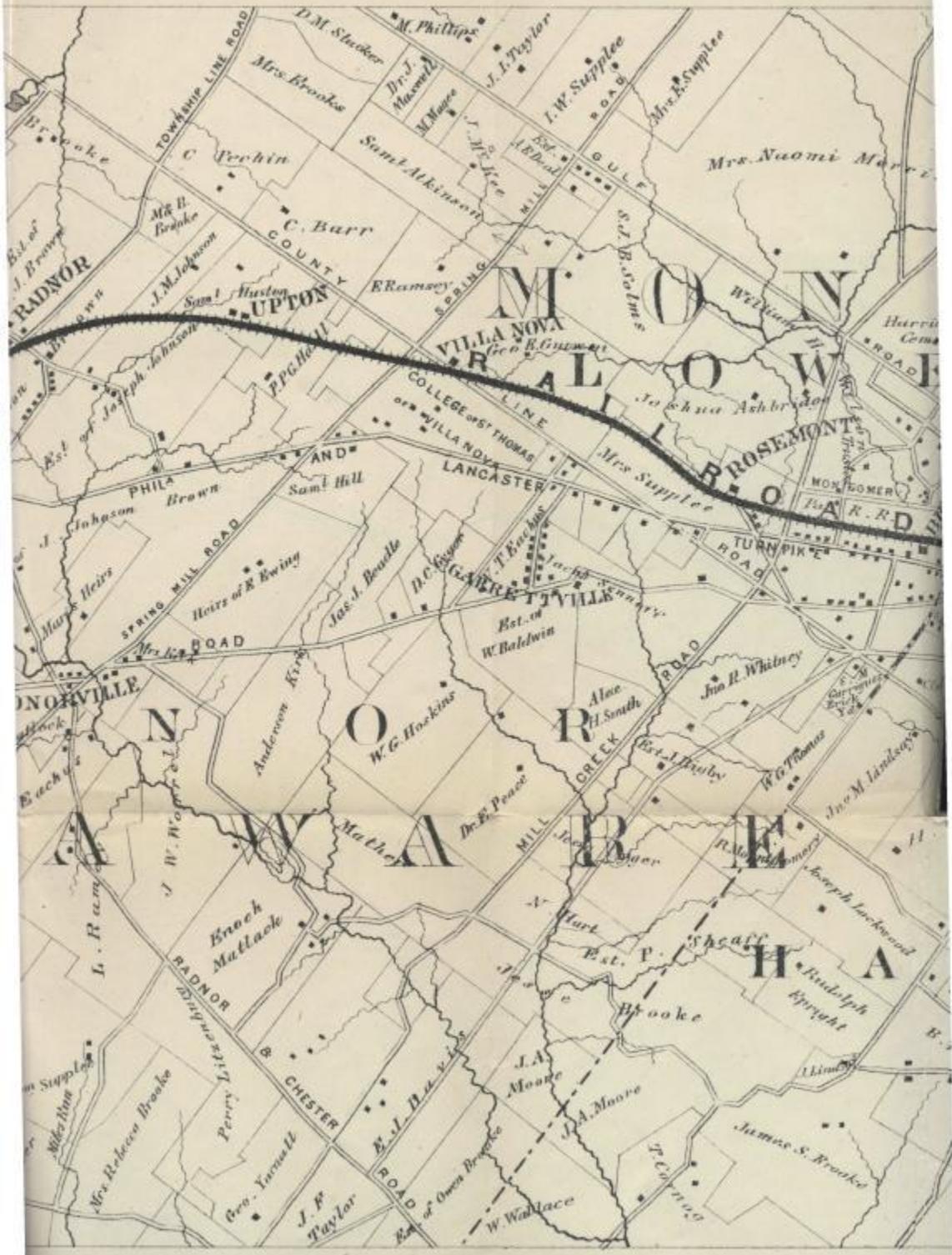
E. S. Jones
Col. Thos. W. Baker
Geo. Downer

J. H. Askin
D. Comley

E. S. Jones
J. H. Askin

J. H. Askin
Z. Suggs

W. M. Clure



Radnor
Onorville

TOWNSHIP LINE ROAD
C. Vechin
Mrs. Brooks
D.M. Stecker
M. Phillips
Dr. J. Maxwell
M. Moore
J. J. Taylor
I.W. Supplee
Mrs. E. Supplee

BARR COUNTY
UPON
Saml. Atkinson
C. Barr
ERamssey
VILLA NOVA
COLLEGE OF ST. THOMAS
OR VILLANVA
LANCASTER

MILWAUKEE
ROSEMONT
Mrs. Naomi Marri
HARRIS
ROAD

PHILA
Brown
J. Johnson
M. Heirs
MRS. H. BOWING
Hors of R. Bowing
J. W. WOODRUFF

AND
Saml. Hill
Jas. J. Beville
D.C. GAYMAN
T. E. GAYMAN
JACKSON
VILLAGE
Est. of W. Baldwin

MILWAUKEE
ROSEMONT
Mrs. Supplee
TURNPIKE ROAD
MONROE
ROAD

ONORVILLE
MRS. H. BOWING
ANDERSON
KIRK
W.G. HASKINS

MILWAUKEE
ROSEMONT
ALICE
H. SOUTH
Jas. R. Whitney
Est. of J. Ruby
W. Thomas
Jas. M. Landis

MILWAUKEE
ROSEMONT
Jas. M. Landis
Joseph Lockwood
Est. P. Sheaff
BROOK
HARRIS
ROAD

ONORVILLE
BROOK
MALLACK
RADNOR
Perry's
CHESTER
Barr
Taylor

MILWAUKEE
ROSEMONT
J.A. Moore
J.A. Moore
W. Wallace
Est. of Owen Dravice

MILWAUKEE
ROSEMONT
Jas. M. Landis
Joseph Lockwood
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BROOK
HARRIS
ROAD

ONORVILLE
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MALLACK
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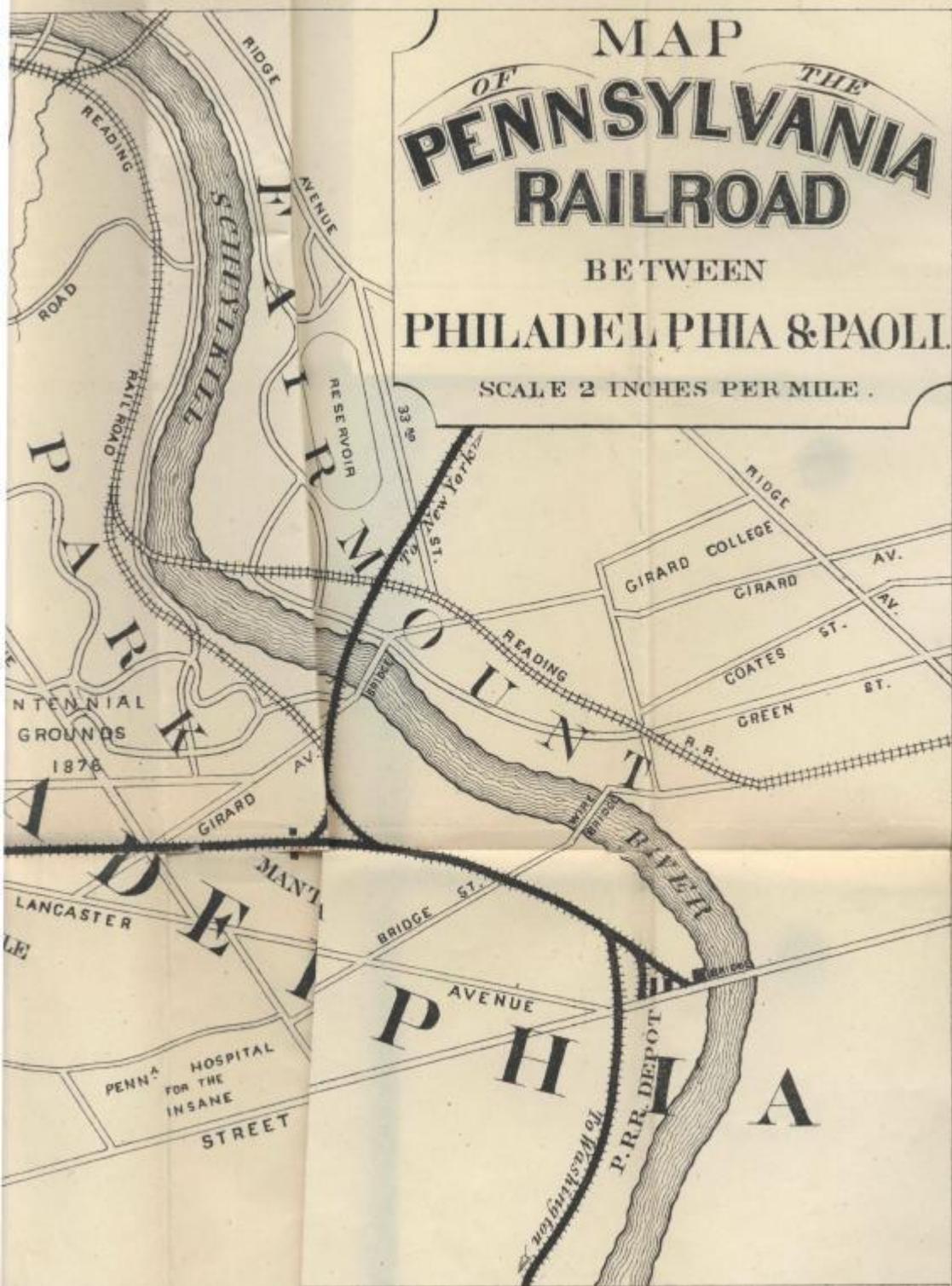
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ROSEMONT
Jas. M. Landis
Joseph Lockwood
Est. P. Sheaff
BROOK
HARRIS
ROAD

MAP OF THE PENNSYLVANIA RAILROAD

BETWEEN
PHILADELPHIA & PAOLI

SCALE 2 INCHES PER MILE.



SUBURBAN STATIONS
AND
RURAL HOMES
ON THE
PENNSYLVANIA RAILROAD.

PHILADELPHIA:
OFFICE OF THE GENERAL PASSENGER AGENT.

1874.

SUBURBAN STATIONS
AND
RURAL HOMES
ON THE
PENNSYLVANIA RAILROAD.

Great cities grow westward. The tendency of population in the centres of civilization is to follow the sun, and to such an extent is this observed that the term "West End" has become synonymous with the locality where refinement resides and comfort creates its homes. Reasons have been assigned for this tendency, based upon natural causes or deduced from ingenious theories, but as yet no conclusive explanation has been reached. The fact remains, and is no less a fact because the reason for it cannot be satisfactorily given.

Philadelphia exemplifies this westward growth of improvement and population to a degree that cannot fail to impress the observer of its progress. When William Penn and his compatriots founded the City of Brotherly Love, he and they concluded that its greatest growth would be along the bank of the Delaware. The proprietor located the manor which he intended as the future home of his family on that river, some miles above the present city limits, and writers upon the new city declared it extremely improbable that the streets leading to the Schuylkill would ever be built up throughout their entire length. The country bordering upon the Delaware was as favorable to improvement as that in any other direction, and besides the great river was,

in itself, a vitalizing artery; but these advantages could not counteract the mysterious westward tendency, and now the centre of population is undoubtedly much nearer the Schuylkill than it is to its majestic neighbor.

The country adjacent to Philadelphia, west of the Schuylkill, was settled at an early date. While the German colonists selected the locality where the beautiful suburb bearing their name is located, the Welsh, who followed Penn about the same time, crossed the river, or went farther north among the hills. Soon after the acquisition of his colony, and previous to his arrival in this country, Penn sold to representative Welshmen a tract of forty thousand acres adjacent to Philadelphia. In 1682 the first immigrants of the Welsh colony arrived and settled upon that portion of this purchase which extended west of the Schuylkill. The settlements made by them were honored with familiar titles in the mother country, and hence originated the names of Merioneth, Haverford, and Radnor, in Pennsylvania,—the three townships into which their settlements were divided being so designated. In course of time Merioneth dropped its final syllable and became simply Merion, and being subsequently divided into Lower and Upper Merion, comprises all of Montgomery county lying west of the Schuylkill. Radnor and Haverford townships were originally in Chester county, and when Delaware county was created became parts of that. "Divers of these early Welsh settlers," says Proud, "were persons of excellent and worthy character, and several of good education, family, and estate, chiefly Quakers; and many of them either eminent preachers in that society, or otherwise well qualified and disposed to do good in various capacities, both in religious and civil, in public and private life." They encountered many hardships,—often suffering for provisions, and were compelled to rely upon the bounty of nature and the kindness of the

Indians, who were their true friends, sharing with them all they could from their limited supplies. Proud, the historian, gives many incidents of their sufferings and patient faith; "but," he continues, "the soil was fertile, the air was mostly clear and healthy, the streams of water were good and plentiful, wood for fire and building in abundance, and, as they were a pious and religious people, knowing their views in this their undertaking to be good, they cheerfully underwent all difficulties, and divine Providence blessed their industries." They had no plows, and were compelled to cultivate the soil with hoes; but even this slow and laborious process soon enabled them to produce more than they could consume, and when Oldmixon visited the country, in 1708, he records that he found the township of Merion "very populous and better cleared than any other in the county." They erected churches and built for themselves substantial homes, some of which are still standing, after a lapse of more than a hundred years. The oldest place of religious worship in Pennsylvania is a Friends' meeting-house, erected in 1695, in Lower Merion township, about five miles from Philadelphia. Like many of the early buildings, it is constructed of stone, with thick walls, and of quaint architectural design. It is well preserved, and promises to endure for centuries more. Old trees surround it, and moss-grown grave-stones mark the resting-places of many who, after lives of hardships and trials, found resting-places beneath its peaceful shadows. These early settlers clung with warm affection to the homes they had conquered from the wilderness, and many of their descendants still dwell upon and own the lands acquired by their pioneer ancestors.

It is through a region thus blessed by nature and made interesting by many associations, that the Pennsylvania Railroad runs immediately after leaving Philadelphia. So abrupt is the rise from the Schuylkill river

to the plateau along which the road is carried, that the engineers who constructed the first railroad over it deemed it necessary to overcome the ascent by an inclined plane of eighty-seven feet rise and two thousand eight hundred and five feet length. Remains of this plane can yet be seen in Fairmount Park; but the progress of engineering science long since rendered it useless, and the present road overcomes the elevation by an easy and regular gradient. Reaching the hill forming the barrier of the Schuylkill, the road follows its summit for over twenty miles, and runs at an average distance of about three miles from the river. From the elevation of this summit the streams flowing into the Schuylkill are rapid, affording available water-power, and by their perfect drainage preventing the possibility of swamps and marshes. On the south side of the railroad the descent is more gentle but is quite perceptible, and several creeks lead away through the undulating landscape to find their outlets in the Delaware. Glimpses of the Schuylkill can be had from points along the road, and wherever seen it presents an unvarying beauty. It is a peculiar stream, and merits, for many reasons, more than a passing notice. A hundred miles from Philadelphia it is a little rivulet, discolored and poisoned by the drainage of thousands of coal mines. Collecting together many mountain tributaries, it soon grows to respectable size and flows majestically through the rich valleys of Berks county, where the chemical action of limestone neutralizes the sulphurous poisons of the mines and renders the water healthful and life sustaining. Nearing the great city, it attains the dignity and usefulness of a river; and where the passenger crosses it on his way to the Pennsylvania Railroad depot, it bears upon its bosom stately sea-going vessels and is busy with the activity of commerce. The Indians called it *Manaiunk*, and the Swedes named it *Linde Kilen*, from the many linden

trees growing upon its banks. The Dutch, when they had acquired the territory adjacent by the memorable conquest of Peter Stuyvesant, gave to it its present name, composed of *Schuil*, in the Dutch language meaning hidden or secret, and *kil*, signifying river, from the fact that its mouth was so hidden among the reeds and grass that it could readily be passed by the navigator without being seen. Not only is it remarkable in these respects, and for the variety of scenery along its course, but near its banks cluster more of romantic history and legendary incident than are attached to any other American stream. It was on it, in early colonial times, that the boatmen above and the fishermen below contended for the mastery of the channel, each seeking to monopolize it to the exclusion of the other. It was near it, and on both of its banks, that the American and British armies manœuvred and fought, after the disastrous battle of Brandywine had given the invaders possession of Philadelphia. It was by its waters, then congealed by a bitter winter, that Washington and his tattered and starving heroes suffered through the weary months at Valley Forge. It was within hearing of its murmurs that many of the great and noted men of our early history had their homes, and that Tom Moore lived during his sojourn in America, embalming its name in his beautiful melodies. The memorable and beautiful in life have left impressions all along it, and death has selected its picturesque shores for one of his loveliest resting-places. The same water which bursts from the mountain fastnesses, where utility alone is worshiped, bears the pleasure-boats through Fairmount Park, and adds to the beauties of that wonderful creation of nature and art; and the celebration of the Nation's Centennial near its margin will soon add another imperishable memory to its renown.

A few years ago all that portion of the city west of the Schuylkill was known as the District of Penn,

and placid meadows and thrifty truck-farms were its distinguishing peculiarities. Now it contains a population of more than sixty thousand, and its public and private edifices are widely celebrated for their magnificence and beauty. A few years ago the suburban seats of Philadelphians were found only on the banks of the Delaware or near the Wissahickon and Neshaminy. Now they are extending along the west bank of the Schuylkill and seeking out the beautiful vistas rising from it. This change in the tide of improvement is not to be wondered at when the facts and attendant circumstances are considered. Conceding all the advantages possessed by the country adjacent to the city on the north and north-west, the superiority of the region traversed by the Pennsylvania Railroad must yet be insisted upon. It is elevated: its atmosphere is pure: it is thoroughly drained by numerous streams: its soil is fertile; and it is in a striking degree picturesque. Nature—the great landscape-gardener—has carved and moulded it into rolling hills and placid vales, and so studded it with trees and interlaced it with crystal rivulets, that the picture everywhere is lovely to look upon. Added to all are the improvements made by the Pennsylvania Railroad Company. Station-houses that are models of beauty and comfort are placed along the road, so that every locality is accommodated, and trains of comfortable and luxurious cars are run to suit every convenience and requirement. Splendid hotels and comfortable boarding-houses have grown up for the accommodation of those who seek retreats in the country from the city's heat in summer. Individual enterprise is adding to these attractions, and many beautiful homes are erected each year to supply the constant demand for them. It is to show the present and prospective advantages of this region that the reader is invited to these suburban retreats within thirty miles of Philadelphia.

WEST PHILADELPHIA.

General passenger depot of the Pennsylvania Railroad, where trains depart for, and arrive from, New York, Baltimore, Washington, and the West and North-west. Sixty-two regular passenger trains enter and leave this depot during every twenty-four hours. The cars on the Market Street City Passenger Railway run to the entrance of the depot, and those on Chestnut and Walnut streets pass within one square, thus enabling passengers to reach any point on the line of those streets; and by connections with the lines on the various cross streets, all portions of the city are rendered easily accessible. Leaving the depot on a westward-bound train, the passenger has a view of the immense shops of the company, covering an area of five and a half acres. These shops have been designed and constructed with great care, and are probably as complete and perfect as any of the kind in the United States. They embrace thirty-two different buildings and structures, devoted to all branches of construction, repair, and management of railroad business. Connecting these shops with the main lines of road, are sidings and shop-tracks aggregating twenty-seven miles in length. The total area of ground owned here by the Pennsylvania Railroad Company is two hundred and thirteen and a half acres. As the train moves on, glimpses of the Schuylkill are had, and across it rise the renowned Fairmount Water-works, from which the larger portion of Philadelphia is supplied. This view is comprehensive and striking, embracing portions of the great Park—the

lake-like dam, around which are clustered neat boat-houses—the fairy craft darting in all directions—the terraced precipices of what was once Morris' Hill—the rich verdure of the grass-plots, and the clean graveled walks and roads, where thousands of people congregate to enjoy the beauty and quiet of the scene. A little further on, through a busy scene of manufactories and industries, by the ever-changing river panorama, and the train is at

MANTUA JUNCTION.

Two miles from the city. Here through trains from the West to New York leave the main line and pass on, over the Connecting road, to their destination; while those from the East unite at this point with express trains from Philadelphia to the West. Nothing is to be seen but endless lines of cars of every description, and nothing heard but the puffs of steam, the jar of trains, and the shouts of train-men. It is purely a railroad point, where travel and traffic are continually coming together and separating,—a business artery throbbing with the life-current of the two great hearts of the Eastern States. Emerging from this din, a few green spots which were once fields are seen, but the encroachments of population have converted them into "lots" waiting to be built upon. Portions of Fairmount Park, including Belmont, are passed, and

HESTONVILLE

Is reached. This village, three miles from the depot at West Philadelphia, is embraced in the limits of the city. It received its designation from a family of Friends who, at one time, were large property-owners



VIEW NEAR HESTONVILLE.

in the vicinity. One by one these outlying suburbs are being encroached upon and absorbed by the expanding city, and Hestonville is now undergoing the process. Its rural lanes are becoming paved streets, its fields are being divided into building-lots, and

lines of fences are superseded by lines of houses. A few years more, and the now semi-isolated village will be only a name remembered by old residents. Manufactories of various kinds are in operation here, and in the immediate future great improvements and progress will inevitably be made. The locality possesses many advantages, both for residences and business, and the spread of population and industry westward must necessarily stimulate it into rapid growth.

As the train progresses the passenger can plainly see, on his right, the eminence included in Fairmount Park, known as "George's Hill," surmounted by its flag-staff and pavilion, and intersected by beautiful roadways and walks. This splendid addition to the great pleasure-ground of Philadelphia was the free gift of Jesse George and his sister, members of the Society of Friends, who resided in Hestonville. George's Hill is the highest point in the Park, and from it a magnificent view of Philadelphia is had, embracing the Schuylkill, with its windings and grassy slopes; the hurrying trains on various railroads; the gigantic manufactories belching forth their smoke; the wilderness of buildings stretching far away in all directions, and the broad Delaware bearing upon its bosom myriads of vessels. It is in this vicinity that the buildings for the Centennial Exposition are to be erected, and from a point between Hestonville and Mantua, railroad connections will be made to accommodate the visitors and exhibitors from all parts of the world. Mr. George also founded and liberally endowed, at Hestonville, a library, connected with which is a hall for the free use of the people for literary and scientific purposes. This is called the "Georges' Institute," and, in its design and the liberal provision made for its maintenance, is a charity that will ever perpetuate the good heart and good sense of the man who established it. The next station is—



OVERBROOK STATION

OVERBROOK,

Four and one-half miles from the city, immediately on the line dividing Philadelphia from Lower Merion township, Montgomery county. Near Overbrook, with which it is connected by a good road, is the great College of St. Charles Borromeo, one of the largest and finest edifices devoted to educational purposes in the United States. This institution is under the control of the Catholic diocese of Philadelphia, and is conducted on liberal and efficient principles. Soon

after leaving the station, it will be observed that the train is ascending a perceptible grade, rendered necessary in order to reach the summit of the table-land extending, for twenty miles, between Philadelphia and the great Chester valley. As the road climbs this ascent through a cut, glimpses can be had of the adjacent country, every eminence being surmounted with a home, and the landscape adorned with numerous clumps of picturesque trees. Some of the adjacent residences are venerable in their antiquity, having been built when all this region was productive farms, and the densely-shaded lanes leading to them are particularly inviting in their coolness and seclusion. The accessibility of this station, the pleasant drives surrounding it, and the beauty of the adjacent country, cause a rapid increase in improvements and population.

MERION,

Five miles from the city, named after the township in which it is located, is next reached. It is the first station in Montgomery county, but the character of suburban Philadelphia, beyond Hestonville, is so rural that no change is observable in passing from the city to the country. Less than a score of years ago this portion of Montgomery county was essentially a farming region, and fields of cereals or pastures crowded close up to the limits of West Philadelphia; but now the entire character of the region is changed. With the exception of a few truck-farms, the land adjacent to the railroad is devoted to suburban residences, and from year to year is divided and subdivided into smaller and smaller parcels. As the sizes of the various places diminish, their value increases, and ten acres are more readily sold at a thousand dollars an acre now, than a hundred acres at one-tenth the amount per acre a score of years ago.

According to the last census there were, in Montgomery county, three farms containing less than three acres, four hundred and ninety-six less than ten acres, and eight hundred and forty-five less than twenty acres. This demonstrates the progress of agriculture; for the owner is to-day richer on his truck-garden than his ancestor was on his widely-extended fields.

Lower Merion township, through which the Pennsylvania Railroad runs for a distance of six miles, contains an area of fourteen thousand six hundred and eleven acres, of which fourteen thousand three hundred and eighty-five acres are improved, and a population, according to the census of 1870, of four thousand eight hundred and eighty-six. The value of its farms and farming implements was given at \$4,896,609, its live stock at \$222,553, and its productions at \$368,964. It was the only township in Pennsylvania in which the farm valuation amounted to \$4,000,000. Its surface is rolling and its soil a fertile loam, easily cultivated and very productive. Extending through it is a belt of serpentine, accompanied by steatite, or soap-stone, which is extensively quarried near the bank of the Schuylkill. A peculiarity of the region is the number of springs that burst forth, discharging immense quantities of the purest and sweetest water, which gathers itself into rills, brooks, and creeks, and wanders away, in musical murmurs, through ravines and valleys, to the great rivers.

ELM,

Six miles from the city. As the train-nears this station, the passenger finds himself rapidly approaching the summit of the elevation he has been ascending since leaving Overbrook. A short distance to the south of the road the domes and gilded cross of St. Charles Borromeo can plainly be seen, and as the altitude increases the view of the surrounding country opens, showing its undulating



"WYNNEWOOD"—RESIDENCE OF COL. OWEN JONES.

outlines to advantage. The Pencoyd Iron Works are located here, and contribute materially to the prosperity of the place. A driving-park, modeled after "Jerome Park," at New York, is now being established and built near this station, on the line of Montgomery avenue.

WYNNEWOOD,

Six miles and a half from the city. The country adjacent to the railroad in this vicinity rises into well-defined hills, some of them crowned by handsome rural homes. The station is named after Thomas Wynne, president of the first Provincial Assembly convened by Penn, at Philadelphia, on the 21st of January, 1683, who owned the property upon which it stands, as well as much of that adjacent. This property has never been sold, but remains in possession of one of his descendants at the present time. Thomas Wynne is described by Proud as "one of the people called Quakers, a preacher among them, and came from North Wales,—a person of note and good character. He was the author of some pieces written in defense of the Quakers in his native country." There are many beautiful building-sites convenient to the road in this locality, and the tide of improvement must soon bring them into requisition.

ARDMORE,

Seven and a half miles from the city. Here the railroad reaches the summit dividing the waters of the Schuylkill from those flowing directly into the Delaware, having attained an altitude of three hundred and fifty-one feet above tide; and a branch of Mill creek, flowing in a rapid and tortuous channel into the Schuylkill, interlocks with tributaries of Indian creek, which finds its outlet, after meandering through an extended



ARDMORE STATION.

and rich pasture and agricultural region, in the Delaware, a short distance below Philadelphia. This station was formerly known as Athensville, and has for many years been the business centre of a thickly-populated neighborhood. There are some extensive manufactories located in the vicinity, and the various branches of domestic merchandising, the ordinary mechanical trades, and the professions, are represented among its industries and inhabitants. It contains several churches, public and private schools, a Masonic hall, and a public library.

The advantages presented by this locality have caused the erection of a number of elegant residences in the vicinity recently, and the demand for building-sites is active. Probably no station in the neighborhood of Philadelphia has greater promise than this, and it was to encourage its growth, and accommodate its travel, that the railroad company erected here one of the most beautiful and convenient passenger stations on their line.

HAVERFORD COLLEGE,

Eight miles from the city. This station, located midway between Ardmore and Bryn Mawr, is chiefly devoted to country seats, some of which are extensive and elegant. The elevation above tide is about four hundred feet, and the contiguous country is undulating, presenting distant and pleasing views. Improvements are in contemplation that will add to its many attractions as a place of summer residence.

The College of Haverford, from which the station derives its name, is a short distance south of it, on the old line of the Columbia Railroad—the straightening of a curve having placed the tracks a quarter of a mile from the edifice. It belongs to and is controlled by the Society of Friends, but is open to all students, and its educational system is liberal and efficient. The college buildings are spacious and comfortable, and the grounds

surrounding them extensive and beautiful, being noted for the number of rare trees they contain. A quiet air of peaceful seclusion pervades the venerable college, harmonizing well with its character as an educational institution.

Not far from Haverford College (which is in Delaware county, while the station is in Montgomery,) is still standing the stone house in which Benjamin West, the great artist, was born. He was of Quaker parentage, and remained true to the creed and practices of his ancestors in the midst of all the temptations of European court-life, and the great popularity he enjoyed as an artist and a man. Born on the 10th of October, 1738, he, at the age of seven years, made a drawing, in red and black ink, of a sleeping infant niece, while in charge of her cradle, which indicated his talent, although at that time, it is said, he had never seen a picture or engraving. His mother was charmed with his performance and encouraged him to persevere. At his labors on the farm and in school he was constantly drawing. A party of Indians taught him to prepare red and yellow colors, such as they used to decorate themselves; his mother gave him some indigo; and thus supplied, he improvised brushes and worked away. When sixteen years old he went to Philadelphia, with the consent of his parents, to pursue painting as a profession. In 1759 he went to Italy, and in 1763 to London, where he attained the summit of his fame. He became quite popular with King George III., and was offered knight-hood by that monarch, but declined the distinction. He died in London, at the age of eighty-one, and was buried in St. Paul's Cathedral. Several of his large paintings, and many of his smaller ones, are preserved in Pennsylvania. "Christ Healing the Sick" was painted for and is owned by the Pennsylvania Hospital. "Death on the Pale Horse" is among the collection of the Philadelphia Academy of the Fine

Arts, and "Christ Rejected" (the property of a gentleman lately deceased) is now exhibited in the free art gallery at Fairmount Park.

BRYN MAWR.

This station, nine miles from the city, is rapidly growing into one of the most attractive and important suburbs of Philadelphia. It occupies the highest of a series of contiguous tables,—the station being at an elevation of four hundred and ten feet above tide,—and from it the view extends over a wide expanse, dotted with numerous residences, until it reaches the distant and dim horizon. This rolling vista is alternated with fields and forests, the variety adding greatly to the charm. To the north and east the undulations are carved into beautiful outlines by the streams flowing to the Schuylkill, and their courses can be plainly traced by the wooded growth along their banks. Added to this elevated position, with its beautiful perspectives, are the advantages of an abundance of pure water, a soil extremely fertile, and an atmosphere free from all deleterious exhalations. It thus can be readily understood why the place was selected as a site for a *rus in urbe*. The town now contains a permanent population of several hundreds, and during the summer months more than two thousand persons are congregated within a mile of the station.

When the old Lancaster turnpike was the great highway between the east and west, a small village sprang up here called Humphreyville. At a later period, when the Columbia Railroad was in its glory, a large hotel, called White Hall, was erected for the accommodation of summer boarders, and a station of that name existed on the road. The progress of improvement led to a change in the location of the road after it came into the possession of the Pennsylvania Railroad Company,



BRYN MAWR STATION.

by which its curves were straightened, and this carried it away from White Hall. The new route was through the high ground north of the old Columbia road, and a long cut was necessary to overcome the additional elevation. This some of the owners of the land considered a serious injury to their farms, and the railroad company discovered that very heavy damages would have to be paid for the new right of way. Careful consideration forced the conclusion that it would be cheaper to buy the property outright than pay the damages demanded, and the purchase was therefore made. Some additional ground was bought to render the entire plot available, and then the town of Bryn Mawr was laid out and improvements commenced. The name was borrowed from a locality in Wales,* and was doubtless bestowed in compliment to the early settlers of this portion of the State, who were generally Welsh. Near the present town was the home of Charles Thomson, secretary of the Continental Congress, and the trusted adviser and friend of the men who led the colonies through their struggle for independence.

The plan of the town was so designed as to preserve unimpaired the natural beauties of the site, and permit their enhancement by progressive improvement. With that foresight which characterizes the management of the Pennsylvania Railroad, the principle was established that whatever was done here should be well and thoroughly done; and already the wisdom of this is seen in the value of the building lots, which now readily command prices equal to that of an ordinary farm in the same locality a score of years ago. The rules governing the sale of these lots, and to which all purchasers are bound to comply, are as follows:—

1st. All buildings must be set back from the lines of

*Prof. in his "History of Pennsylvania," says that Rowland Ellis, a prominent man among the early Welsh settlers, came from "Bryn Mawr, a place near Dolgelly, in the county of Merioneth." *Bryn* signifies hill, and *Mawr*, big—broad. And *Mawr* means precisely the same in Irish.



BRYN MAWR HOTEL.

the streets such distance as shall be agreed upon and designated in the deed.

2d. The improvements on the lots fronting upon Montgomery avenue must be of not less value than \$8000; and upon other avenues, streets, or lanes, of not less value than \$5000.

3d. The erection of buildings must be commenced within two years, and completed, so far as to render the same inhabitable, within three years from the date of purchase.

4th. The erection of any buildings included in the following classification will be expressly prohibited, namely:—Hotels, taverns, drinking-saloons, blacksmith, carpenter, or wheelwright shops, steam mills, tanneries, slaughter-houses, skin-dressing establishments, livery stables, glue, candle, soap, or starch manufactories, or other buildings of offensive occupation.

5th. The whole amount of the purchase-money may be paid in cash, or, if the purchaser should prefer, one-third of the amount may be paid in cash, and the balance secured by bond and mortgage upon the premises, payable in three years.

Being established on a basis so well matured and defined, with no contracted views of false economy to hamper its progress, it grows from year to year into a complete picture of suburban comfort and elegance. Wide avenues, roomy and open ornamental grounds, and spacious lots for building purposes are among its characteristics, while laudable emulation causes the erection of homes of more than ordinary architectural taste. Standing on the ornamental bridge spanning the railroad at the station, the intelligent observer cannot fail to note the many advantages of a design which will, within the next decade, undoubtedly cause the place to grow into a town of wonderful convenience and attractiveness.

The station buildings of the railroad company are all

constructed of stone,—the architectural designs being graceful and striking, and the workmanship of a superior kind. The interior of the passenger station is finished with hard wood, highly polished, and the waiting rooms are models of comfort and taste. A cut, over which convenient bridges are thrown, carries the railroad by the station, and the sides of this are carefully sodded, presenting parterres as smooth as those of a well-kept garden. The railroad buildings and grounds surrounding them, as well as the track, which is planked over, are kept scrupulously neat and clean. At least thirty trains a day stop at this station, and yet it always looks as tidy and trim as if specially arranged for a holiday occasion.

A short distance from the station the proprietors have erected a hotel, which in size, finish, and surroundings will compare favorably with the finest in the country. It is built of stone, four stories high, surmounted by a mansard roof, and covers over twenty-six thousand square feet of surface. The grounds of the hotel embrace an area of twenty-five and a half acres, and these are being terraced, planted with trees and shrubbery, and otherwise ornamented, as rapidly as the work can be done. Immediately in front of the hotel is an artificial pond, and farther away, at the foot of the hill, is a large spring from which water is elevated, by steam-power, into all parts of the building. This spring is enclosed in a pavilion, roofed with various colored slates, and the interior arranged with permanent seats surrounding the crystal pool, in the depths of which the smallest pebbles can be plainly seen. The design of this building may have been purely utilitarian and ornamental, but it would be difficult to construct one more inviting to romance, or better suited for those confidences which occupy so important a place in life's young dream.

The hotel, the station buildings, and many of the private residences, are lighted with gas manufactured



"PEMBROKE"—RESIDENCE OF MR. CHARLES WHEELER.
(NEAR BRYN MAWR.)

on the premises. The roads surrounding Bryn Mawr being generally good, and the distance to Philadelphia affording only a pleasant drive, many horses are kept here in the summer season, and the best arrangements are provided for the accommodation of these equine favorites. To facilitate this kind of intercourse with Philadelphia and the beautiful country lying between Bryn Mawr and the city, an act of the legislature was passed during the session of 1873, authorizing the construction of a State road from the south-west end of Montgomery avenue, the principal street of Bryn Mawr, to Belmont

avenue, in the city of Philadelphia, with a branch to Fairmount Park. This magnificent road, known as Montgomery avenue, now being constructed, will connect the most frequented portion of the Park with Bryn Mawr, affording a continuous wide and smooth thoroughfare about nine miles in length, through an attractive rural country and by numerous suburban residences of more than ordinary beauty. Besides the manifest convenience of this improvement, it cannot fail, from its excellence and attractions, to become one of the most popular drives in the vicinity of Philadelphia, and will undoubtedly contribute materially to the development of the country it traverses.

Notwithstanding the contiguity of this region to one of the great cities of the world, there are communities in the immediate vicinity of Bryn Mawr as secluded, and almost as little affected by the busy world around them, as the least frequented hamlets among the Allegheny mountains. The people composing these settlements are as primitive in their habits, and as simple in their lives, as any agricultural communities remote from lines of railroad and centres of business activity. Living, as many of them do, on the farms inherited from their ancestors, who carved them out of the forests trod by the red men, the houses in which they were born serve them until they die; and generation after generation follows in the same routine—tilling the earth as their fathers tilled it—regulating their lives by rules their fathers established—worshiping in the venerable churches their fathers built—and at last lying down to their rest in graves dug beside those of their fathers.

Mill creek, which rises near Bryn Mawr and empties into the Schuylkill above Manayunk, is a wonderfully wild and picturesque stream. It flows, with a rapid descent, through a region fairly rivaling the Wissahickon in beauty, and a drive from its source to its mouth traverses scenery as rugged, and as little impressed by the

improvements of art, as can be found within a circuit of many miles. From eminences along the banks of this stream extended views of the Schuylkill valley can be had, embracing the entire region from Norristown to Manayunk, with Chestnut Hill in the distance, and some three miles south-west of Bryn Mawr is an elevated point, known as Prospect Hill, from which there is a vista of unsurpassed beauty. Trout run, a branch of Mill creek, was so named from the abundance of trout it contained when the region was first settled, and it is one of the few streams in the vicinity of Philadelphia where the "speckled beauties" are still found.

ROSEMONT,

Ten miles from the city. This is essentially a rural region,—the country sinking away from the station in varying undulations, permitting an extended view, and is highly cultivated and rich in the products of farms, dairies, and gardens. The shipment of these and other productions causes an active local trade, and this in summer is increased by the number of visitors who seek seclusion and comfort in the vicinity. All the conveniences of village life are provided, and a more quiet and agreeable retreat from the city's glare and crowd than is afforded here could not easily be found.

VILLA NOVA,

Eleven miles from the city. Soon after leaving Rosemont the road passes from the limits of Montgomery county, and this station is in Radnor township, Delaware county. Radnor is one of the old Welsh names, and was embraced in the early settlements made by the colonists from ancient Cambria who followed Penn. The township contained, according to the last census,

five thousand nine hundred and seven acres of improved land; its farms and farming implements were valued at \$1,928,260; its live stock at \$141,385; and its annual productions at \$286,296. Its population then was one thousand four hundred and thirty-one. The station of Villa Nova is four hundred and twenty-five feet above tide, and the locality is, in many respects, a delightful one. Villa Nova College, from which the station derives its title, is plainly seen south of the railroad, situated on the brow of a gently-ascending hill and surrounded by an extensive lawn. It was founded in 1846, by the Augustinian Fathers, and incorporated in 1848, with power to confer degrees in the arts and sciences. It employs twelve professors, and has about one hundred students in attendance. New buildings have recently been erected, adding materially to the comfort and capacity of the institution, and other extensions are in contemplation.

UPTON,

Eleven and a half miles from the city. This station was, until a recent period, called Radnor, but a change of titles became necessary, for euphonistic or utilitarian reasons, and so Radnor became Upton, and Morgan's Corner was blotted out to make way for Radnor. It is pleasantly situated, at an elevation of four hundred and one feet above ocean level, and the country around it shows many signs of improvement,—some beautiful country residences having been erected near the line of railroad within the past year. A peculiarity of the country near this and the adjacent stations is the number of cone-shaped cedar trees which dot the fields and stand in sentry-like rows along the lanes. The deep, dark green of their foliage contrasts beautifully with the lighter tints of the maples, walnuts and poplars, while the wealth of fruit-blossoms in early spring surrounds them like a frosted-silver setting to an emerald.

RADNOR,

Twelve and a quarter miles from the city, is an important local station, being the centre of a rich country, in which there are several mills and other industries, as well as an extensive business in agriculture and dairy-farming. Near this station the character of the country bordering the railroad appears to change,—buildings are wider apart, and fields expand into broad areas, devoted to the cultivation of wheat, corn, oats, and other cereals. Lines of trees are seen, indicating that the tracts owned by different proprietors are extensive enough to permit them to indulge in the preservation of "forests primeval," and, in short, everything shows that the encroachments of the great city are not yet sufficiently pressing to change the region from an agricultural to a suburban aspect. The line of the old Columbia Railroad is observed, sweeping on both sides of the present track in its abandoned curves; and, from an embankment, over which the train passes immediately on leaving the station, a lovely landscape opens, both to the south and north.

WAYNE,

Fourteen miles from the city. It would be difficult to find anywhere a more attractive place than this, both as nature fashioned it and as art has adorned it. The station of Wayne is situated on an estate of some six hundred acres, called "Louella." This embraces a wide expanse of rolling, fertile land, extending on both sides of the railroad for the distance of a mile, and fronting on the old Lancaster road and the Lancaster turnpike, with many other avenues intersecting it in all directions. The general elevation of the place is about four hundred and fifty feet above tide, and the perfect drainage caused by its altitude renders it peculiarly healthful and pleasant.



“LAVILLA” RESIDENCE OF MR. J. HENRY ASKIN, WAYNE STATION

For several years improvements here have been steadily progressing, and now the estate embraces most of the conveniences, and many of the luxuries, of city life, added to the attractions of the country. A commodious hall, a pleasant church, a comfortable school-house—all, as well as several of the dwellings, being lighted with gas and abundantly supplied with the purest spring-water from a large reservoir,—are clustered around the beautiful station buildings, and make a picture of suburban elegance and comfort lovely to look upon.

A number of residences have been erected here recently, and each year sees the aggregate increased to meet the demand for them. Progress is written all over the estate, and enterprise is seen on every part of it. That the location is destined soon to take a prominent rank among the most attractive suburbs of Philadelphia, may be considered a fixed fact of the future.

As at other stations on the line, the road here follows the summit of the dividing hill,—Gulf creek flowing near the road on the north, emptying into the Schuylkill; and Ithan creek, which heads at various springs south of the road, flowing into the Delaware. This elevation naturally opens a wide view, which, from its extent and variety, is at all times agreeable—the varying seasons toning it into the many shades and tints peculiar to the undulating limestone formations of the eastern counties of Pennsylvania.

EAGLE,

Fifteen miles from the city. This station is situated in Tredyffrin township, Chester county,—the line of Delaware county having been crossed soon after leaving Wayne. Tredyffrin township contained, in 1870, nine thousand and thirty-seven acres of improved land; its farms and farming implements were valued at \$1,772,948;

its live stock at \$129,202; the value of its productions was given at \$276,278, and its population at 1897. The name, Tredyffrin, is Welsh, and means "stony valley." The country adjacent to the station is devoted to agricultural and dairy purposes, and is well improved.

The line of the Pennsylvania Railroad through all this region follows closely the venerable Lancaster turnpike, and the names of several stations are borrowed from noted taverns, which, in former years, were landmarks on that great thoroughfare between the East and West. Eagle is one of the appropriated names, as are also Paoli and Green Tree. Others, familiar a few years ago, have given way to more modern, and possibly more euphonious, designations. The importance of these old roadside taverns, in the days of Conestoga wagons and Troy coaches, cannot be realized by the travelers of the present age. Then they were temporary homes for all kinds and classes of people, and consequently their names, their merits, their proprietors, and their surroundings were discussed far and wide. It was not an uncommon thing to meet, among the keepers of these hotels, individuals who knew, more or less intimately, all the dignitaries of the nation, and could detail, by the hour, anecdotes of them, in connection with their travels and sojourns. But all this is changed by improvements which render traveling by night as comfortable as by day, and necessitates no stoppages until destination is reached, whether that be a hundred or a thousand miles away.

"No more we hear the cracking whip,
Or the strong wheel's rumbling sound,
For the hissing steam now drives us on,
And an iron steed is found.
The coach stands rusting in the yard;
The horse has sought the plow;
We have spanned the world with iron rails,
And the steam-king rules us now."

REESEVILLE,

Seventeen miles from the city, is a respectable village, in Easttown township, Chester county. This township, which was undoubtedly named by English residents, contained, in 1870, four thousand one hundred and seventy-four acres of improved land; its farms and farming implements were valued at \$688,349; its live stock at \$53,868; its annual productions were given at \$138,451, and its population at 736. The village is scattered over a number of eminences, and presents a pleasant picture from the railroad,—full of business animation and local importance. It has a population of about two hundred.

Soon after leaving this station the railroad and turnpike are side by side—so close at some points that a wall or fence is necessary to separate them—and thus they continue until Paoli is reached. Nature appears to have settled the engineering question of location here, as all the lines of communication between the east and west, from the Indian trail to the Pennsylvania Railroad, have passed over this same route. Looking north from the cars, as they pass along this stretch of elevation, vistas of Chester valley can occasionally be seen, opening like pictures to the observer.

PAOLI,

Nineteen miles from the city. This is the point to which the accommodation trains from Philadelphia are run, and eight of these pass over the road each way per day. Beyond this station three accommodation trains only are run,—one to Parkesburg, one to Lancaster, and one to Harrisburg. Paoli is an old settlement, in the midst of some beautiful scenery, at an elevation of five hundred and twenty-seven feet above tide. Pleasant groves are here, and shady roads lead into the adjacent



PAOLI.

country, passing through quiet valleys and over gentle hills, where many scenes of beauty and interest can be discovered. From a point immediately north of the station, Valley Forge, on the Schuylkill, can be seen. Paoli was a noted point on the Lancaster turnpike before railroads were constructed, and, being a day's journey from the city, its tavern-yard was nightly crowded with Conestoga wagons, and all kinds of vehicles engaged in transporting produce to and from Philadelphia. The old Lancaster road, opened and used in colonial times, on the line of the Indian trail connecting the Delaware and the Susquehanna, passed this station, and

it is probable that a tavern called after the heroic Corsican existed here then, as a portion of the present Paoli inn was certainly built before the Revolutionary war. Pasquale di Paoli, the celebrated Corsican general, was born in 1726, and at the age of twenty-nine years was chosen general-in-chief of the Corsicans, who were in revolt against the Genoese. He was successful as a leader, and soon rendered himself master of most of the island, organizing a government for it on the representative plan. When the island of Corsica was ceded to France he was continued in command, with the rank of lieutenant-general, but subsequently transferred his allegiance to England, and died near London, in 1807. Such a hero could not fail to become popular in the American colonies at the time they were preparing to achieve their own independence. The name, applied to this locality, was, at that period, very generally known, and appears to have embraced the entire region surrounding it, as the "Massacre of the Paoli" occurred more than two miles from the tavern, which immediately adjoins the station, and has been in possession of the family of its present owner for near a century.

The house in which Gen. Anthony Wayne was born, and where he spent most of his life when not engaged in military campaigns, stands about one mile south of Paoli. It is now owned and occupied by one of his descendants, who preserves intact the magnificent old homestead of five hundred acres, as well as the apartments occupied by the general during his life, with all their furniture unchanged.

GREEN TREE,

Twenty miles from the city, is in Williston township, and, like Eagle and Paoli, perpetuates the name of a hostelry. This township, in 1870, contained ten thousand one hundred and fifty-one acres of improved land;

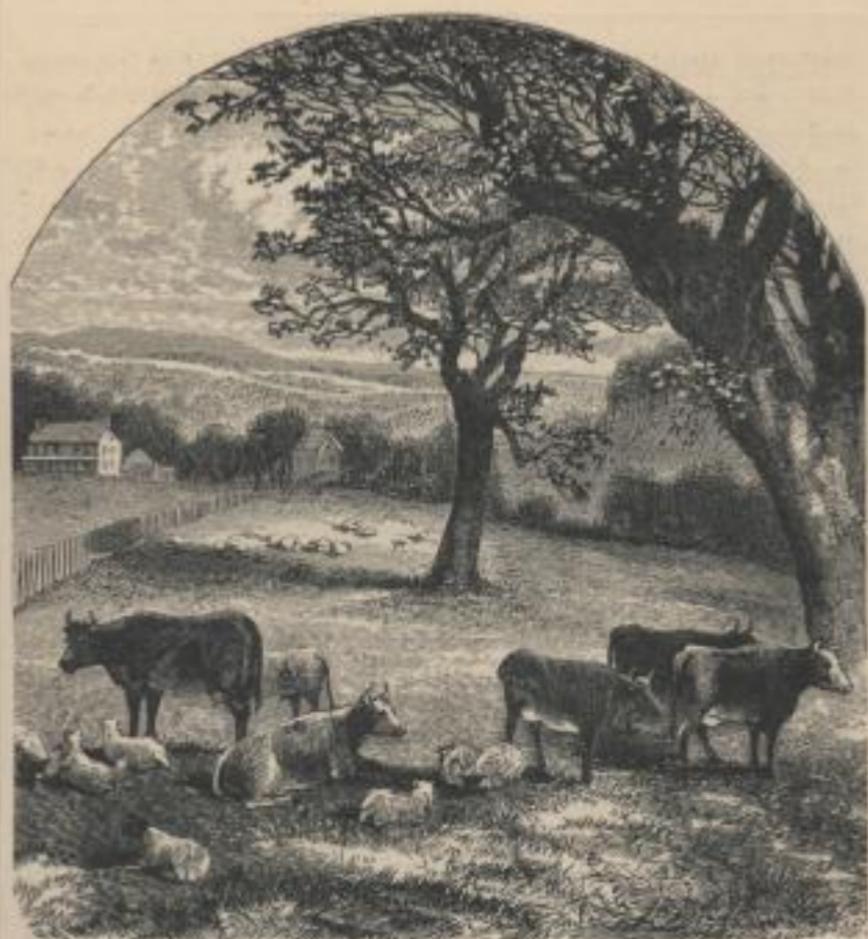
its farms and farming implements were valued at \$1,602,401; its live stock at \$156,627; its annual productions were given at \$302,059, and its population at 1552. The magnitude of the agricultural wealth of this, and other townships in Chester county, can only be realized by comparing them with various sections of the Union, when it will be found that the majority of counties in the United States fall below them in aggregates.

The old Green Tree hotel is wedged in between the Lancaster turnpike and the railroad, and from its northern front a ravine opens into the Chester valley, through the wooded slopes of which some pleasant farms are distinctly visible.

MALVERN,

Twenty-one miles from the city, is at the junction of the railroad to West Chester, and was formerly known as West Chester Intersection. At this station the culmination of the high ground between Philadelphia and the Chester valley is reached,—the road here being at an elevation of five hundred and forty-five feet above the level of the Atlantic, and from it the descent into the valley is rapid, being nearly two hundred feet in a distance of ten miles. The abrupt ridge forming the south-eastern boundary of the valley, drops immediately away from the railroad, and, through openings in the trees, charming glimpses of the highly-improved farms below can be had, bounded by the twin elevation on the north-west.

It was about half a mile south-west of Malvern that the treacherous and disastrous surprise of a detachment of the American army, under General Wayne, occurred, on the night of the 20th of September, 1777, known in history as the "Paoli massacre." After the battle of Brandywine, Washington withdrew across the Schuylkill river, and sent General Wayne, with a force of fifteen hundred



FARM SCENE NEAR MALVERN.

men, to join General Smallwood and annoy the rear of the enemy, then advancing toward Philadelphia. Wayne, on the night of the massacre, had encamped his detachment in a very retired position, near the present monument, and at some distance from the public road. The British commander receiving information from the Tories of Wayne's position, detached General Grey, a brave and desperate officer, to cut him off. Piloted by these Tories, who knew every defile and pathway, Grey

stole his way through the woods and up the narrow defile near Glen Loch, drove in the American pickets, and rushed upon the sleeping camp. Some volleys were fired by the Americans, but they were soon overpowered. General Grey, it is said, ordered his troops to give no quarter; and one hundred and fifty American soldiers were killed, many of them in cold blood, after all resistance was over. The enemy set fire to the straw of the camp, and some of the wounded, being unable to escape, perished in the flames. The whole American force must have been cut off and destroyed if Wayne had not preserved his coolness. He rallied a few detachments, who withstood the shock of the enemy and covered the retreat of the others.

The bodies of fifty-three Americans killed in this attack were found near the scene of action and buried in one grave on the field. On the 20th of September, 1817, forty years after the massacre, a monument, composed of a blue marble base and white marble pyramid, the whole being about eight feet high, was erected over their remains. This monument bears upon its four sides the following inscriptions:—East side—“This memorial, in honor of Revolutionary patriotism, was erected September 20th, 1817, by the Republican Artillerists of Chester county, aided by the contributions of their fellow citizens.” West side—“Sacred to the memory of the patriots who, on this spot, fell a sacrifice to British barbarity, during the struggle for American independence, on the night of the 20th September, 1777.” North side—“The atrocious massacre which this stone commemorates was perpetrated by British troops, under the immediate command of Major General Grey.” South side—“Here repose the remains of fifty-three American soldiers, who were the victims of cold-blooded cruelty in the well-known massacre at the Paoli, while under the command of Gen. Anthony Wayne, an officer whose military conduct, bravery, and humanity

were equally conspicuous throughout the Revolutionary war."

The monument is reached after a walk of about half a mile through the fields from Malvern station. It stands on the centre of the grave in which the slaughtered heroes were buried, in the south-east corner of a large field, owned and used by the military organizations of Chester county for parades and encampments. The grave itself is about sixty feet long by twenty wide, is surrounded by a stone wall some two feet high, and is covered by a smooth, green sward. Immediately adjacent to it, and encircling the field, are some fine old oak, chestnut, and other trees, many of which must have been of good size when the massacre occurred. The entire scene of the memorable conflict is probably the best preserved of any that marked the progress of the Revolutionary war, and no doubt will always remain a sacred shrine to the citizens of a free country. But, unfortunately, the relic-hunters have so battered and broken the monument that its outlines are destroyed, and portions of the inscriptions effaced. Unless soon protected and restored, it promises, before another half century has elapsed, to crumble entirely away under the combined attacks of vandalism and time.

FRAZER,

Twenty-three and a half miles from the city, is in East Whiteland township, which contained, in 1870, five thousand seven hundred and twelve acres of improved land; farms and farming implements to the value of \$1,005,687; live stock to the value of \$95,941; and yielded annual productions valued at \$169,409. Its population was 1222. The station is located for the accommodation of the local business of the region.

GLEN LOCH,

Twenty-five miles from the city. Here is one of the many evidences, on the line of the Pennsylvania Railroad, of what taste and liberality can do in creating a suburban home, surrounded by many beauties of adornment and embracing every comfort. The hill upon which this station stands is a summit dividing the waters of the Brandywine from those of the Schuylkill. One of the streams flowing into the last-named river passes through a wildly-romantic glen, and from this the station derives its name. It was through this glen that the British forces marched the night they surprised and massacred the Americans, under Wayne, near the present station of Malvern. The region is prolific in springs of pure water,—no less than thirty-seven bursting forth within a very short distance of the station. From several of these the water is collected to supply the engines on the railroad—the flow from them being sufficient to fill a six-inch pipe. Magnificent views of the great Chester valley can be had from the vicinity, spreading out, northward and westward, in an extended panorama of pastoral beauty.

In former years, when the Columbia Railroad was owned by the State, and, in fact, after it was acquired by the Pennsylvania Railroad Company, this station was known as "Steamboat," and many travelers have looked around in vain for the water which gave the place its nautical title. The name was only a name, however, and originated from a tavern which flourished here in former years, and had for its sign a steamboat. The old tavern has passed away, and the sign is long since forgotten, but the name still lingers in the memory of travelers.

Near the station is an Episcopal church, erected in 1828, and recently refitted and beautified. It occupies



"GLEN LOCH"—RESIDENCE OF MR. W. E. LOCKWOOD.

a lovely situation, and is surrounded by many venerable associations. The Methodists and Presbyterians each have a church in the vicinity. Glen Loch is a coaling station of the railroad, and the arrangements provided for supplying the locomotives with fuel are so complete that a few moments are sufficient to fill the tender of the largest engine. The region is rich in iron ore, marble, and limestone, and mines of the former are extensively worked in the vicinity.

WHITELAND,

Twenty-seven miles from the city, is the first station reached in West Whiteland township, which is thus recorded in the census return of 1870:—Number of acres improved, 6318; value of farms and farming implements, \$987,302; value of live stock, \$87,264; annual value of all productions, \$302,059; population, 1177. Like some other stations, Whiteland is designed to facilitate the traffic of the country adjacent, and has few points of interest.

OAKLAND,

Twenty-eight miles from the city, is the first station reached in the great Chester valley—the road having descended from the ridge it has been traversing since it climbed out of the cut at Elm. Through this valley it runs for twenty miles, and it is safe to say that nowhere in the Eastern States can more beautiful scenery be enjoyed than during the hour's ride between Oakland and the entrance into the Pequea valley of Lancaster county. The hills skirting the Chester valley, with marked regularity both of outline and altitude, are covered with a dense growth of timber, generally what are called "chestnut sprouts," from the fact that, when a chestnut tree is cut down, three, four, or five sprouts spring from the stump, and, being nourished and stimulated by the vigorous roots of the parent tree, soon grow to a respectable and useful size. From these wooded hills issue innumerable springs of pure, clear water, which flows in unfailling streams through the fields below, imparting an unsurpassed richness to their verdure.

Near Oakland quarries are extensively worked, producing the white marble so commonly used for architectural purposes in Philadelphia. Iron ore is mined in the vicinity, and lime-burning is carried on. The

station is finely situated, and many splendid farms exist in the neighborhood.

WOODBINE,

Thirty-three and a half miles from the city, is in the township of Caln, which contained, in 1870, four thousand nine hundred and fifty-seven acres of improved land; had farms and farming implements valued at \$802,090; live stock valued at \$73,585; annual productions valued at \$106,211, and contained a population of 1309. The station is located for the accommodation of an agricultural community.

DOWNINGTOWN,

Thirty-two miles from Philadelphia, is a beautifully-situated borough, in the midst of the great valley, on the Brandywine,—a stream noted for its scenery and historical interest,—and had a population in 1870 of 1077. It was first settled about 1700, although a deed for a part of the ground on which it stands is dated in 1682. The first brick house in the place was built in 1728. Downingtown was originally called Milltown, from the fact of a grist-mill being erected here about 1735 by Thomas Downing, and eventually the town was named after that family, one of whom, Richard Downing, was a commissary in the Revolutionary army. During the early years of its history it was a peculiarly quiet and conservative place,—noted for its spacious, substantial houses, shaded by tall elms and pines, and situated in the midst of verdant yards and gardens,—characteristics that are still observable in some of its streets. An early historian describes it as “one of the very few green spots that have been left unscathed by the mania of modern speculation. Not even the passage of the railroad along its southern border could

seduce the old-fashioned citizens from their quiet, staid, and thrifty ways into the delusive dream of making haste to be rich. Even the temptation of being the county seat was resisted; and although at an early date the commissioners had obtained the refusal of a single lot, not another lot in the vicinity would any one sell. They were opposed both to parting with their homesteads and to the noise and brawling of a county town."

During the Revolutionary war Downingtown was used as a garrison for American troops and as a commissary post. It had its stirring incidents and exciting events, and suffered many of the hardships attendant upon the conflict. About eight miles from the town, at a place afterwards known as Yellow Springs,—a popular summer resort,—Washington erected barracks for the sick and wounded of the American army. One of the schools established by the State of Pennsylvania for the education of soldiers' orphans is now located at the same place.

Downingtown exhibits now its full share of enterprise, and has a flourishing and growing business. Its educational institutions, for both sexes, enjoy a high reputation and are well patronized; while as a place of summer sojourn its popularity is thoroughly established. During the early years of railroading through Pennsylvania, it was one of the most noted "eating-stations" between Philadelphia and Pittsburg, and the familiar announcement, "Downingtown, four minutes for refreshments!" was a welcome sound to many hungry travelers. If the time was short, the supply of edibles was always abundant in quantity and excellent in quality. From this place stages run to West Chester and Guthrieville daily, and connection is made here with the branch road to Waynesburg, distant eighteen miles, on the line of which are many pleasant places of summer resort.

Hotels and Boarding-houses on the Pennsylvania Railroad between Overbrook and Downingtown.

In addition to the establishments here given, many Farm-houses accommodate Boarders in summer.

STATION.	ESTABLISHMENT.	PROPRIETOR.	CAPA- CITY.
OVERBROOK.....	Boarding-house.....	Miss Kate Jones.....	10
".....	".....	Edward Maxwell.....	15
".....	".....	Lewis Smith.....	25
MERION..... } (P. O., Gen'l Wayde)	".....	Zebediah Duffield.....	7
ELM..... } (P. O., Gen'l Wayde)	Wildwood Boarding-house.....	M. S. Moore.....	10
".....	Wayne Hotel.....	Mrs. Young.....	30
ARDMORE.....	Ardmore Hotel.....	G. P. Yocum.....	30
".....	Boarding-house.....	Mrs. Baum.....	75
".....	".....	Mrs. Morgan.....	8
".....	".....	Mrs. Wildgoss.....	20
HAVERFORD COLLEGE.....	".....	".....	".....
BRYN MAWR.....	Bryn Mawr Hotel.....	D. Ruth.....	250
".....	White Hall Hotel.....	Charles J. Arthur.....	50
".....	Summit Grove House.....	Isaac H. Evans.....	80
".....	Old Buck House.....	Misses Hawkins.....	40
".....	Corbin House.....	Mrs. Clay.....	25
".....	Brookfield House.....	Mrs. E. R. Garrett.....	20
".....	Shallivall House.....	William Shallivall.....	15
".....	Boarding-house.....	Miss Bullock.....	12
ROSEMONT..... } (P. O., Bryn Mawr)	".....	Mrs. G. W. Carr.....	50
".....	".....	William Harman.....	40
".....	".....	Charles J. Arthur.....	25
".....	".....	Levi Warner.....	15
".....	".....	Virgil Eachus.....	25
VILLA NOVA.....	".....	John McKee.....	7
".....	".....	Mrs. Deal.....	5
WAYNE (P. O., Louella)	".....	William Marsh.....	12
EAGLE..... } (P. O., Spread Eagle)	Eagle Hotel.....	David Crumley.....	20
".....	Eagle Boarding-house.....	Mrs. H. M. Rush.....	50
".....	Rockwood House.....	William P. Sewill.....	12
".....	Boarding-house.....	Elijah Wilds.....	10
REESEVILLE.....	".....	Isaac A. Cleaver.....	35
".....	".....	D. I. Leeds.....	10
".....	".....	Miss M. J. Stenson.....	20
".....	".....	Mrs. E. G. Lobb.....	40
PAOLI.....	Paoli Hotel.....	John D. Evans.....	12
".....	Boarding-house.....	Mrs. Ann Eavenson.....	20
".....	".....	Davis Coates.....	12
".....	".....	Lewis J. Thompson.....	25
".....	".....	Miss Mary Ogden.....	15
GREEN TREE } (P. O., Paoli)	".....	James Beale.....	25
MALVERN (P. O., Paoli)	".....	Miss Mary Thomas.....	12
".....	".....	Mrs. John Williams.....	10
GLEN LOCH.....	".....	John Dunwoody.....	50
".....	".....	John Stone.....	15
".....	".....	Mr. Doan.....	20
".....	".....	John Barrey.....	15
OAKLAND..... } (P. O., W. Whiteland)	Oakland Hotel.....	H. E. Gray.....	40
".....	Lionville Hotel.....	Abner Jones.....	20
".....	Lionville Boarding-house.....	James Dauwan.....	10
".....	".....	William E. House.....	5
DOWNINGTOWN.....	Pennsylvania R. R. Hotel.....	R. M. Boldridge.....	50
".....	Boarding-house.....	Mrs. M. A. Hines.....	20
".....	".....	Edward B. Crouse.....	15
".....	".....	Joseph Roberts.....	12

PENNSYLVANIA RAILROAD COMPANY.

Local Ticket Rates and Distances between Philadelphia, Downingtown, and all Intermediate Stations.
IN EFFECT MAY 1ST, 1874.

Sta. No.	6	10	14	16	18	20	23	25	28	30	33	35	37	40	45	51	55	61	63	71	75	82	84	90	92
2-0	4	8	10	12	14	17	19	22	24	27	29	31	35	38	40	45	52	55	57	65	69	76	78	86	88
3-2	5	6	8	10	12	14	15	18	20	23	25	28	32	35	37	41	48	50	54	61	65	72	75	83	87
4-7	1-5	2-3	3-1	3-4	3-6	3-7	3-9	3-10	3-11	3-12	3-13	3-14	3-15	3-16	3-17	3-18	3-19	3-20	3-21	3-22	3-23	3-24	3-25	3-26	3-27
5-9	2-0	2-5	3-0	3-4	3-6	3-7	3-9	3-10	3-11	3-12	3-13	3-14	3-15	3-16	3-17	3-18	3-19	3-20	3-21	3-22	3-23	3-24	3-25	3-26	3-27
6-0	2-5	3-0	3-4	3-6	3-7	3-9	3-10	3-11	3-12	3-13	3-14	3-15	3-16	3-17	3-18	3-19	3-20	3-21	3-22	3-23	3-24	3-25	3-26	3-27	3-28
6-6	3-4	3-9	4-4	4-6	4-7	4-9	4-10	4-11	4-12	4-13	4-14	4-15	4-16	4-17	4-18	4-19	4-20	4-21	4-22	4-23	4-24	4-25	4-26	4-27	4-28
7-7	4-5	5-0	5-5	5-7	5-9	5-10	5-11	5-12	5-13	5-14	5-15	5-16	5-17	5-18	5-19	5-20	5-21	5-22	5-23	5-24	5-25	5-26	5-27	5-28	5-29
8-3	5-1	5-6	6-1	6-3	6-4	6-6	6-7	6-8	6-9	6-10	6-11	6-12	6-13	6-14	6-15	6-16	6-17	6-18	6-19	6-20	6-21	6-22	6-23	6-24	6-25
9-3	6-1	6-6	7-1	7-3	7-4	7-6	7-7	7-8	7-9	7-10	7-11	7-12	7-13	7-14	7-15	7-16	7-17	7-18	7-19	7-20	7-21	7-22	7-23	7-24	7-25
9-9	7-3	7-8	8-3	8-5	8-6	8-8	8-9	8-10	8-11	8-12	8-13	8-14	8-15	8-16	8-17	8-18	8-19	8-20	8-21	8-22	8-23	8-24	8-25	8-26	8-27
10-9	8-0	8-5	9-0	9-2	9-3	9-5	9-6	9-7	9-8	9-9	9-10	9-11	9-12	9-13	9-14	9-15	9-16	9-17	9-18	9-19	9-20	9-21	9-22	9-23	9-24
11-6	9-5	10-0	10-5	10-7	10-8	11-0	11-1	11-2	11-3	11-4	11-5	11-6	11-7	11-8	11-9	11-10	11-11	11-12	11-13	11-14	11-15	11-16	11-17	11-18	11-19
12-4	10-4	10-9	11-4	11-6	11-7	11-9	12-0	12-1	12-2	12-3	12-4	12-5	12-6	12-7	12-8	12-9	12-10	12-11	12-12	12-13	12-14	12-15	12-16	12-17	12-18
14-0	10-8	11-3	11-8	12-0	12-1	12-3	12-4	12-5	12-6	12-7	12-8	12-9	12-10	12-11	12-12	12-13	12-14	12-15	12-16	12-17	12-18	12-19	12-20	12-21	12-22
15-3	11-3	11-8	12-3	12-5	12-6	12-8	12-9	12-10	12-11	12-12	12-13	12-14	12-15	12-16	12-17	12-18	12-19	12-20	12-21	12-22	12-23	12-24	12-25	12-26	12-27
16-9	12-9	13-4	13-9	14-1	14-2	14-4	14-5	14-6	14-7	14-8	14-9	14-10	14-11	14-12	14-13	14-14	14-15	14-16	14-17	14-18	14-19	14-20	14-21	14-22	14-23
19-3	17-3	18-1	18-6	19-1	19-2	19-4	19-5	19-6	19-7	19-8	19-9	19-10	19-11	19-12	19-13	19-14	19-15	19-16	19-17	19-18	19-19	19-20	19-21	19-22	19-23
20-4	18-4	19-2	19-7	20-2	20-3	20-5	20-6	20-7	20-8	20-9	20-10	20-11	20-12	20-13	20-14	20-15	20-16	20-17	20-18	20-19	20-20	20-21	20-22	20-23	20-24
21-1	19-1	19-9	20-4	20-9	21-0	21-2	21-3	21-4	21-5	21-6	21-7	21-8	21-9	21-10	21-11	21-12	21-13	21-14	21-15	21-16	21-17	21-18	21-19	21-20	21-21
23-5	20-5	20-3	21-8	21-3	21-4	21-6	21-7	21-8	21-9	21-10	21-11	21-12	21-13	21-14	21-15	21-16	21-17	21-18	21-19	21-20	21-21	21-22	21-23	21-24	21-25
25-0	23-0	22-8	24-3	23-8	23-9	24-1	24-2	24-3	24-4	24-5	24-6	24-7	24-8	24-9	24-10	24-11	24-12	24-13	24-14	24-15	24-16	24-17	24-18	24-19	24-20
27-1	25-1	24-0	25-5	25-0	25-1	25-3	25-4	25-5	25-6	25-7	25-8	25-9	25-10	25-11	25-12	25-13	25-14	25-15	25-16	25-17	25-18	25-19	25-20	25-21	25-22
28-1	26-1	24-9	26-4	25-9	26-0	26-2	26-3	26-4	26-5	26-6	26-7	26-8	26-9	26-10	26-11	26-12	26-13	26-14	26-15	26-16	26-17	26-18	26-19	26-20	26-21
30-7	28-7	27-5	29-0	28-5	28-6	28-8	28-9	28-10	28-11	28-12	28-13	28-14	28-15	28-16	28-17	28-18	28-19	28-20	28-21	28-22	28-23	28-24	28-25	28-26	28-27
32-3	30-3	29-1	30-6	30-1	30-2	30-4	30-5	30-6	30-7	30-8	30-9	30-10	30-11	30-12	30-13	30-14	30-15	30-16	30-17	30-18	30-19	30-20	30-21	30-22	30-23

Stations marked with a * are Ticket Stations, at which tickets can be purchased in all points.

RATES.

PENNSYLVANIA RAILROAD CO.

MONTHLY TICKET RATES

Between Philadelphia and stations given below.

IN EFFECT MAY 1st, 1874.

*Mantua.....	\$2 50	*Wayne.....	\$6 90
*Hestonville.....	3 70	*Eagle.....	7 30
*Overbrook.....	3 25	Reeseville.....	7 75
Merion.....	3 45	*Paoli.....	8 25
*Elm.....	3 60	Green Tree.....	8 40
*Wynnewood.....	3 80	*Malvern.....	8 50
*Ardmore.....	4 60	Frazer.....	9 25
*Haverford College.....	4 85	*Glen Loch.....	9 75
*Bryn Mawr.....	5 10	Whiteland.....	10 25
*Rosemont.....	5 40	*Oakland.....	10 75
*Villa Nova.....	5 80	Woodbine.....	11 50
Upton.....	6 00	*Downingtown.....	12 00
*Radnor.....	6 50		

MONTHLY TICKETS may be purchased at Depot Office, West Philadelphia, to all stations as far as Downingtown. They can also be purchased from or ordered through the agents at stations marked with a (*) on the above list. These Monthly Tickets consist of fifty-four rides, are good only during the month for which issued, and for the purchaser only, whose name must be given in full, using no initials. The contract must be signed before they will be valid for passage. Agents are instructed not to issue the ticket unless the contract is signed. The tickets are sold on the last five and first five days of each month. Conductors will refuse to receive these tickets for passage unless they are signed by the party in whose name they are issued, and will strictly enforce all their conditions.

The following are the conditions of the Monthly Tickets:—

1. This commutation ticket is to be used by no one but myself, and to be forfeited if lent or transferred.
2. It is received subject to the right of the Company at any time to change the time of arrival or departure of any train to or from any station, or to diminish the number of trains at pleasure.
3. It is subject to the general rules and regulations of the Company, and gives no privilege of transporting goods or express matter.
4. No part of the amount paid is to be returned for the reason that I am unable at any time to use the privilege.
5. This ticket is to be presented to the conductor each trip, who will cancel one of the marginal numbers, and is to be shown, when requested, in the same manner as are other passenger tickets.
6. This ticket is good only on trains regularly stopping at the stations named, and if used to ride from one intermediate station to another, it will be considered as one passage.
7. This commutation ticket and the privilege of commuting hereafter are to be forfeited, without repayment of the amount paid for it, or any part thereof, upon any infringement of these rules. No duplicate ticket will be issued under any circumstances.
8. This ticket is to be delivered to the conductor on the day of its expiration.
9. This ticket is only valid for passage in the month for which it is issued.

I have purchased this ticket, and hereby agree to its use, subject to the above conditions.

[SIGNATURE.]

PENNSYLVANIA RAILROAD CO.

SCHOOL TICKET RATES

Between Philadelphia and stations given below.

IN EFFECT MAY 1st, 1874.

*Mantua.....	\$1 70	*Wayne.....	\$4 60
*Hestonville.....	1 80	*Eagle.....	4 90
*Overbrook.....	2 15	Reeseville.....	5 20
Merion.....	2 30	*Paoli.....	5 50
*Elm.....	2 40	Green Tree.....	5 60
*Wynnwood.....	2 50	*Malvern.....	5 70
*Ardmore.....	3 05	Frazer.....	6 15
*Haverford.....	3 25	*Glen Loch.....	6 50
*Bryn Mawr.....	3 40	Whiteland.....	6 85
*Rosemont.....	3 60	*Oakland.....	7 15
*Villa Nova.....	3 90	Woodbine.....	7 65
Upton.....	4 00	*Downingtown.....	8 00
*Radnor.....	4 35		

SCHOOL TICKETS can be purchased at Depot Office, West Philadelphia, to all stations as far as Downingtown. They can also be purchased from or ordered through the agents, at stations marked with a (*), to Philadelphia. The School Tickets consist of forty-six rides, and are good only during the month for which issued, and for the purchaser only, whose name must be given in full, using no initials. They will be sold on the last five and the first five days of each month. In all applications for School Tickets a certificate must accompany the application, signed by the teacher or parents, setting forth that the applicant is not over eighteen years of age and attending school. The parents or guardians of the child must sign the contract on these tickets, and conductors are strictly required to enforce all the conditions of the agreement.

The conditions upon which the School Tickets are sold by the Pennsylvania Railroad Company, and purchased and agreed to be used by the holder, are as follows:—

1. That the holder is not over eighteen years of age, and is attending school.
2. That this ticket, if not used within the month for which it is issued, will be void.
3. The ticket is not transferable, and the conductor will take it up and collect fare if it is presented by any person other than the one named on it.
4. This ticket is to be presented to the conductor each trip, who will cancel one of the marginal numbers, and is to be shown when requested, in the same manner as are other passage tickets.
5. Passage must be taken only on such trains as stop at the stations named on the ticket; and a ride from one intermediate station to another will be considered as one passage.
6. The holder will not be permitted to ride on the platforms, to stand in the doorway, or to pass back and forth through the cars while the train is in motion.
7. This ticket is to be delivered to the conductor on the last trip made at the close of the month, or on the day of its expiration.
8. The Company reserve the right to refuse the issue of School Tickets to scholars who persist in violating any of the above conditions, the general rules of the Company made for the comfort and safety of passengers, or who disobey the instructions of conductors.

I have purchased this ticket, and hereby agree that it will be used subject to the above conditions.

[SIGNATURE.]

