
THE OLD MILESTONES ABOUT PHILADELPHIA

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THE OLD MILESTONES ABOUT PHILADELPHIA.¹

Many of the old roads radiating from the city of Philadelphia are guarded by milestones of upwards of a century and a half of service. These silent sentinels have seen the conestoga wagons of the pioneers migrating toward the sunset; the pillion saddles and sedan chairs of the revolutionary period; the intercity stage-coaches that preceded the railroads; the trolley cars, bicycles, and automobiles of the present day; and one of them, perhaps the oldest of all, daily sees the mail-carrying aeroplane break its journey between the metropolis and the capital.

The critical date in milestone history is 1796, when the Philadelphia and Lancaster Turnpike, the first in America, was opened for traffic. In accordance with the stipulations of its charter, this company placed milestones for use in computing toll along its course. This provision was made in the charters of nearly all subsequent turnpike companies until 1859. These stones indicated the distance from the city limits, that being where the turnpike began, and so they can be distinguished from all earlier stones which measured from the old courthouse on Market Street between Front and Second Streets. Another point of difference is that the earlier stones were taken from local quarries, and in some instances were placed by private enterprise, so that they differ among themselves in size, shape, lettering, and material, while the turnpike stones are almost entirely of marble, a substance which came into use for the purpose with the turnpikes.

In this article the various roads will be considered in geographical order, taking up first those north of the city.

THE POINT-NO-POINT ROAD.

This is the old Shackamaxon road taken by William Penn and the Indians when they went out to the Elm tree to sign the treaty. It is now known as Richmond Avenue. There are two mile-

¹ In the preparation of this article acknowledgment of assistance is due to F. H. Shelton, F. Perry Powers, Anthony M. Hance, Dr. Herman Burgin, Chas. F. Jenkins, and John R. Davies.

stones on it, numbered 4 and 5. The first stands near the corner of Venango Street. During the revolution, two American officers, John Laurens and Charles Lee, fought a duel over language used by the latter in speaking of George Washington. Both parties expressed satisfaction with the result, but Alexander Hamilton, Laurens' second, felt called upon to explain how honor could be satisfied without any shedding of blood, and wrote a long account of the affair, in which he states that it took place in the woods near the fourth milestone on the Point-no-point road. It is gratifying to read that both parties behaved like gentlemen.

The stone is very roughly hewn, and so covered with soot that it is difficult to identify its material. It bears no legend other than the numeral.




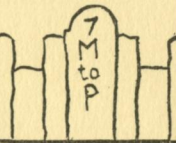
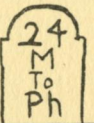
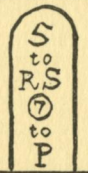
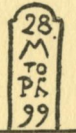
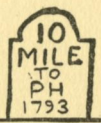
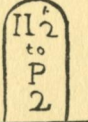
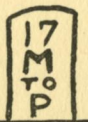
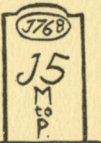
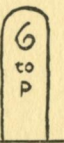
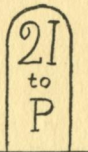
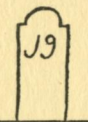
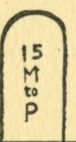
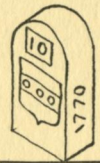
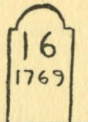
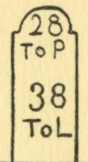
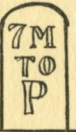
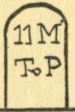
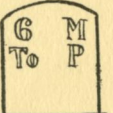
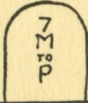

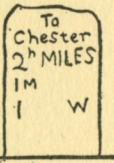
THE BRISTOL ROAD.

The Philadelphia, Bristol, and Morrisville Turnpike was opened in 1804. It began at Front Street and Germantown Road, then the city limits. The milestones now on the road measure from this point, and are typical turnpike stones of Pennsylvania marble. They are marked with the numeral and the letters M T arranged vertically. The M stands for miles, but the meaning of the T is obscure. These are not the original stones on this road, however. As early as 1764 the Philadelphia Contributionship² had erected a series of milestones on this same course, as described in the following minute of that organization :

May 16th 1764: Peter Reeve, Joseph Saunders, and Thomas Wharton, who were requested by the Board of Directors to apply the fines arising from non-attendance of the directors since the year 1761 in purchasing milestones, made the following report, viz :

"We the Subscribers beg leave to Report to the Directors of the Fire Insurance Office, that, agreeable to their Request 'that we would procure a sufficient Number of Milestones and fix them on the Road leading to Trenton Ferry and apply to such persons as would be capable of Measuring the Distance and placing them properly,' That you would pay the Cost and expense thereof out of the Fines that were paid by the Directors for Non Attendance since the year 1761.

² This is the oldest fire insurance company in the world. Its insignia bears four hands, each clasping the next by the wrist, whence the popular name, "The Hand in Hand."

 Point-no-point Road	 Bristol and Bustleton Pikes	 Second St Pike	 Old York Road.
 Old York Road	 Old York Road Pike	 Easton Road	 Limekiln Road
 Bethlehem Road	 North Wales Road	 Skipack Road	 Germantown Pike
 Germantown Pike	 Ridge Road	 Ridge Pike	 Gulph Road
 Old Lancaster Road	 Old Lancaster Road	 Lancaster Pike	 Westchester Road
 Baltimore Pike	 Newcastle Road	 Newcastle Road	 Providence Road.

"We procured the Stones, and apply'd to John Lukins, Surveyor General, Philip Syng, Jacob Lewis, and Thomas Gordon, Gentn. to join us in measuring the Distance from Philadelphia, to the Edge of the River at the Ferry leading to Trenton, who Cheerfully undertook the Serving, and on the 15th Instant at 5 o Clo. in the Morning we began to Measure from the Middle of Market Street in Front Street, and at the Distance of each Mile, affix'd or planted a Stone marked with the proper Characters to describe the Distance from this City, and when arrived at the Ferry found it to be 29 Miles & 24 Chains to the edge of the River, having passed thro' the New Road leading thro' Pennsburg Manner, as it is the most direct and likely to be used, the distance being short'ned more than One mile.

"The cost of the Stones, with the expence attending the planting them amounts to Thirty three ponds Seven shillings, and five pence, We having purchased two More Stones than was necessary, being numb. 30 & 31 Gave them to Nathl. Parker who promised to fix them on the Road leading to New York."

These old stones have all disappeared. One formerly stood at 943 North Front Street, and read, "1 M to P."³ The two in Trenton were removed when the street was widened, and the rest were doubtless thrown out by the turnpike company when the later stones were placed.

The founder and leading spirit of the Contributionship was Benjamin Franklin. In 1767 he visited New England and while there stones were placed on the old Post Road leading from Boston into Connecticut. Local tradition connects Franklin's name with these milestones and also states that it was his intention to erect stones all the way to Charleston, S. C. In an effort to run out this tradition several years ago Mr. F. Perry Powers visited several libraries in New England but was unable to uncover any documentary evidence in support of it.

THE BUSTLETON ROAD.

This road branches off of the left side of the Bristol Road at Frankford, above the five-milestone of the pike series on the latter. The Bustleton and Smithfield Turnpike was incorporated at about the same time as the Bristol Pike with the same Board of Directors. The stones on this road are essentially the same as

³ Watson's *Annals of Philadelphia*, Vol. III.

those on the Bristol Pike even to the M T after the numeral. Clearly the T cannot be the initial of the starting point, as both sets of stones have it and the two pikes start more than five miles apart. The numerals on the Bustleton Pike stones indicate the distance to Frankford. Probably it stands for Terminus or Turnpike.

Like the Bristol Road, the Bustleton Road also had a set of milestones antedating the turnpike. These were erected by Lawrence Growden on the road from Philadelphia to his country estate "Trevoe" at Byberry.⁴ The first Lawrence Growden came to Pennsylvania at a very early period and settled at Byberry, which is older than Philadelphia. The estate descended to the oldest son, and was purchased in 1731 by the second Lawrence Growden at a sheriff's sale. In 1732 he was appointed by the Penn estate to be one of the commissioners to run the Maryland boundary. Later in life he wrote an exhaustive exegetical treatise on the Book of Revelation. He died at Trevoe in 1770. The time when the stones were planted cannot be fixed with any certainty. Three of them are still standing, owing to the fact that the pike does not follow the line of the old road beyond Bustleton, but turns to the west by way of Somerton, while the old road follows the Bensalem Pike to Byberry. The thirteenth stone stood at the corner of Red Lion Road, but has recently been broken off by an auto-truck. The fragment inscribed "13 M to P" is propped up against a telephone pole. Some public-spirited organization ought to have it set in a concrete base in place, as it is probably the oldest milestone about Philadelphia.

THE OXFORD ROAD.

A short distance west of Frankford is Trinity Church, Oxford, with perhaps the most turbulent history of any house of worship in the state. Originally an Orthodox Friends' Meeting house it became involved in the Keithian schism and withdrew from the Yearly Meeting. But when George Keith returned from England as an ordained clergyman to found Christ Church his con-

⁴ Martindale's *History of Byberry and Moreland Townships*.

gregation could follow him no further and became a separate body calling themselves Christian Quakers and Friends.⁵ Subsequently they became associated with the Seventh Day Baptists, the descendants of the Pietists of the Wissahickon. In about 1720 a lawsuit awarded the property to the Episcopal Church and the Baptists withdrew to found the Cloister at Ephrata.⁶

The Oxford Road, from Frankford to Fox Chase, runs in front of the old church. On John Hill's circular map of ten miles radius about Philadelphia two stones numbered 7 and 8 are shown on this road, above and below the church. They indicate the distance from Market Street. No stones of this series are now standing as far as I know.

THE SECOND STREET PIKE.

The road past the back of Oxford Church was originally known as Rising Sun Lane, later as the Oxford and Fox Chase Turnpike, and the Second Street Pike. It and the Oxford Road come together just above the church. There is only one stone on it so far as I know, south of Fox Chase, that reads "7 M TO" the rest of the inscription being below ground. It is of no special interest, as the pike is of a very late date.

THE OLD YORK ROAD.

The first mention of milestones on the York Road occurs in an order given by General Washington at Pennypacker's Mills⁷ to General Smallwood at Whitemarsh on the eve of the Battle of Germantown. The latter was instructed to leave Whitemarsh Church by the "left hand road⁸ which leads to Jenkins tavern on the Old York Road below Armitage's, beyond the 7 milestone, half a mile from which a road turns off short to the right hand fenced on both sides, which leads through the enemy's encampment to Germantown Market House."⁹

⁵ A. C. Thomas' *History of Friends in America*, 1905, p. 98.

⁶ Dr. Julius Sachse's *The German Sectarians of Pennsylvania*.

⁷ Schwenksville.

⁸ The Church Road. St. Thomas' Church, Whitemarsh, originated as a mission of Trinity Church, Oxford, and the rector opened this road for communication between his charges.

⁹ *The Pennsylvania Magazine*, Vol. I, p. 376.

This seven-milestone is still standing on the Old York Road in the parapet of a stone bridge between the three- and four-milestones of the present turnpike series. The Cheltenham and Willow Grove Turnpike was incorporated in 1803. It began at Rising Sun, which is something over three miles from Market Street. The stones are marked with two sets of distances, *e. g.*, "4 to RS 6 to P." Some distance north of the Neshaminy are three stones marked 23, 24, and 25 M to Ph. These may belong to the original set, though they differ in size and material from the seven-milestone described above. They have rounded tops, but the radius of the curve is so short in proportion to the width of the stone that a square shoulder subtends each extremity of the curve. This pattern is characteristic of several series erected about 1769.

THE PHILADELPHIA AND EASTON ROAD.

This important tributary of the Old York Road runs from Willow Grove to Easton by way of Doylestown. The milestones on the lower half have been obliterated by the Doylestown Pike, and the stones of the pike company have been disturbed by the traction company. But above Doylestown some of the old stones are still standing, one of which near Danboro reads "28 M to P 99" the last two figures indicating the year 1799.

THE LIMEKILN ROAD.

This road runs from the Old York Road near the three-milestone on the latter to Chalfont via Glenside. The only milestone on it I know of is at the corner of Church Road near Wyncote and it reads "10 MILE TO PH 1793." The pike dates from about 1850.

THE GERMANTOWN ROAD.

Even apart from its revolutionary associations the Germantown Road will always be one of the historic highways of America. The home of Gilbert Stuart—the house where Louisa May Alcott was born—the place where Germantown wagons were first made—the home of Christopher Sauer the printer who cast his own

type and printed the first Bible in America—the studio of Thomas Hovenden—the house where David Rittenhouse and Benjamin Franklin observed the transit of Venus in 1769—the Norriton Church built in 1698 and therefore the second oldest house of worship in the state—Methacten Meeting house with the grave of the younger Christopher Sower, the conscientious objector who was abducted by revolutionary soldiers and marched from Germantown to Valley Forge in his night clothes before breakfast—all these contribute to the interest of the road.¹⁰

The milestones begin with 5, east of Chelten Avenue, and end with 24 at the Perkiomen. All are in place but the 11th, they were placed in 1801 by the Germantown and Perkiomen Turnpike Company, which began at Third and Vine Streets and ran north on Third to Germantown Road. In 1840 the city annexed considerable territory north of Vine Street which had previously been the boundary, and the stones were recut to read one mile less. In John Melish's map of 1817 the stones are shown in their present position but the present 5 is called 6, and the present 24 is marked 25. For no apparent reason the stones up to and including 10 differ in lettering from those from 12 on. Both have the numeral and "to P" but the western ones are much more ornamental and the figures are larger.

But before the turnpike there were other stones on this course. The act of incorporation refers to the ten-milestone on Chestnut Hill. This is just ten miles from the courthouse, which is half a mile south of Vine Street. Chestnut Hill is half way between the present eight- and nine-milestones. The earlier stones are mentioned by several writers,¹¹ but there is no trace of what they were like.

THE BETHLEHEM ROAD.

The name Bethlehem Pike is a misnomer, as there never was a turnpike company operating over the entire distance between Philadelphia and Bethlehem. Beyond Chestnut Hill the Chestnut Hill and Springhouse Turnpike Company covered the first eight

¹⁰ John T. Faris' *Old Roads Leading out of Philadelphia*.

¹¹ General Wilkinson's *Memoirs*. Justin Winsor's *Narrative and Critical History*.

miles or so, and then other short pikes were linked together the rest of the way. The stones of the Springhouse pike are of marble with two distances indicated. The first stone reads "10½ M to P 1 to C.H." The second distance is underground on most stones. The distance to Philadelphia is to Vine Street, which indicates that the pike was incorporated prior to the recutting of the Germantown Pike stones.

There is one odd stone on the Bethlehem Road south of Ambler that differs from all stones so far considered in being red sandstone and in the use of J for 1. Thus it reads "J768. J5 M to P." This distance is from the courthouse and this stone may be one of the original Germantown Road stones.

There are other turnpike stones north of Springhouse.

THE NORTH WALES ROAD.

The first three stones on the road from Springhouse to North Wales are numbered 17, 18, and 19. They measure the distance from the point that the Germantown Pike stones do, indicating that this pike dates from not earlier than 1840. The fact that the three stones show no resemblance whatever to each other seems to indicate that the Springhouse and Sumneytown Pike set whatever old stones were available instead of making new ones. The 19 is of the square shoulder pattern already mentioned and the 18 is similar to the J stone at Ambler. In a revolutionary document an American officer states that after the Battle of Germantown some of the wounded were taken to an improvised hospital in the Friends' Meeting House near the 20th milestone on the North Wales Road.¹² The records of Gwynedd Meeting show that the building used for this purpose stood at the same point as the present Meeting house, which is near the 18 stone, which fact implies that the 18 stone does not occupy its original position.

THE SKIPPACK ROAD.

This road was opened in 1714 from Whitemarsh to Pennypacker's Mills by an ancestor of the late ex-governor. It was

¹² Anthony M. Hance's *Historic Whitemarsh*.

subsequently extended to Boyertown and Reading, and a branch from Skippack northward was later added, which became the main road from Philadelphia to New York and New England. Shortly west of Broad Axe is an old tombstone in a corn field erected to the memory of Ann Bate who died in 1715. The stone is ornamented with the head and wings of an angel, and a long piece of versification has been nearly obliterated by time. There are no other graves near, and one is at a loss to understand how this one came to be where it is.

The stones on this road begin with 15. They are of red sandstone and have the J for I. Three of them are dated—the 15th 1768, the 27th north of Skippack 1769, and the 34th west of the Perkiomen 177, the last figure being broken off. The 18th was formerly marked 81, and a recent recutting has obliterated the J. The 21st is marked “2J M to P” consistently with others of the set.

For one day after the evacuation of Philadelphia, Pennypacker's Mills was the capital of the United States. Washington's Headquarters were in the old Pennypacker homestead, now nearly 200 years old. It was over the Skippack Road that the Continental army marched on its way to Germantown.

THE RIDGE ROAD.

On August 12th, 1768, Jacob Hiltzheimer wrote in his diary:

“Went up the Wissahockon Road to set milestones. Dined at Leberon's with Hugh Roberts, Pearson Smith, Edward Milner, and John Lukens, Sr. and afterwards, a little beyond his home, we placed the XIII stone.”

About a decade later Lafayette marched past this stone on his way from Swedesford to reinforce the American army near Germantown.¹³ A map made by his engineers shows the 11th stone in place just south of St. Peter's Church, Barren Hill. In 1811 these stones were taken up by the Ridge Turnpike Company and a new set, measuring from the city limits at 9th and Vine Streets set up. The pike company, however, seems to have salvaged as

¹³ Charlemagne Tower's *The Marquis Lafayette in the American Revolution*.

many as possible of the old stones and set them in new positions, as there are two distinct types on this course. For instance, the 11th stone mentioned above is now north of the church, is of sandstone, square shoulder pattern, marked with numerals but no further legend. The 12th stone is a typical turnpike stone of marble with round top and square edges, and reads "12 M to P." All of the sandstones have been whitewashed and the inscription repainted.

The Ridge Road and the Germantown Road come together east of the Perkiomen. At this point there is a stone on the Ridge Road marked "23½ to P." It does not belong to either Ridge Road type. It resembles the Germantown Pike stones but can not belong to that series as the 24th stone of the Germantown Pike is across the road. It was probably placed by that pike to make it clear that the 24 stone refers to the Germantown route.

THE GULPH ROAD.

The Gulph Road is the oldest road between Philadelphia and Lancaster still open throughout its entire course. Leaving the Old Lancaster Road just west of the eighth milestone, it follows the general course of Mill Creek past the mill of John Roberts, whose convictions concerning warfare cost him his life during the revolution. Beyond is Harriton, built in 1704, where Charles Thomson, first congressional secretary, made the first complete English translation of the Greek Septuagint. Thence it runs to the Gulph, crossing the longest diabase dyke in the world, according to Dr. Henry Carvill Lewis, and by way of Valley Forge to Moore Hall,¹⁴ where it divides, one fork going to Potts' Grove and Reading, the other to Lancaster via French Creek Falls.

The old iron foundry at Coventry was at one time operated by Mordecai Lincoln, great-grandfather of the president, and many revolutionary cannon were cast here. Anyone who has ever driven through a triassic shale road axle-deep with chocolate colored mud can perhaps appreciate the experience of the double-spanned teams that dragged these armaments over the Gulph Road to Philadelphia before the days of McAdam and Telford.

¹⁴ Phoenixville.

The stones on this road are of great interest. They are roughly hewn out of a fine-grained gneiss of dark color, not dressed at all except that some have a square panel out in the face to receive the numeral. The characteristic feature of these stones is on the back, where the shield and three balls of the Penn Arms is engraved. The first one is the 9, and being a mile from the 8 on the Old Lancaster Road they continue that run. The last is the 18, beyond the King of Prussia.

THE OLD LANCASTER ROAD.

In William Penn's correspondence he states his intention to build a city on the Susquehanna "in the most convenient place for communication with the plantations on the east, which by land is as good as done already."¹⁵ He probably referred to the Great Conestoga Road, whose western terminus was Pequea, the first settlement by Europeans on the Susquehanna. Lancaster was not yet founded.¹⁶

The course of this old road cannot now be identified, but it probably included part of the Old Lancaster Road, opened in 1744, which can still be traced except for a few stretches abandoned or obliterated by the Pennsylvania Railroad. The first milestone now standing is the 6 at Wynnefield Avenue and 54th Street, which bears a plate stating that it marks the course of the Blockley and Merion Turnpike opened in 1690. This is very misleading as there were no turnpikes in America prior to 1796. There can be no doubt that the road is a very old one, as along its course are the homesteads of the Wynne and Owen families dating from 1690 and 1695; Merion Meeting, the oldest house of worship in the state, 1695; the second oldest hotel in the state, the General Wayne, 1704; the Buck Inn, 1735; and Radnor Meeting, 1718. But the milestones belong to a later date. The 16th near Strafford is dated 1769. These stones are of the square shoulder pattern like those on the Ridge Road, the Skippack Road, and the Bethlehem Road, and being placed at the same time were probably the work of the same agency.

¹⁵ Hazard's *Register of Pennsylvania*.

¹⁶ Charles I. Landis' *The First Long Turnpike in America*.

THE LANCASTER TURNPIKE.

The first turnpike in America was opened in 1796 between Philadelphia and Lancaster. The former was the largest city in America at that time and the latter was the largest inland town. All traffic from the west came either by the Great Lakes or the Ohio River, and then by portages to the Susquehanna, being concentrated in Lancaster County. In addition all traffic from the south came through Lancaster, as there was no bridge or ferry south of the county. When Elizabeth Drinker went to Virginia to see her husband, exiled because a conscientious objector, she went by way of Lancaster, as did Dr. Schoepf, in his "Travels Through the Confederacy." But this was before the turnpike was built. Shortly after it was incorporated the yellow fever epidemic broke out and New York surpassed Philadelphia in population, and the opening of the Erie Canal permanently diverted western traffic from Philadelphia.

The milestones are of carefully dressed marble, and set the fashion for the stones of all subsequent pikes. They measure from the Market Street bridge, which accounts for the 14th stone of this series being west of the 16th stone of the Old Lancaster Road.

THE OLD HAVERFORD ROAD.

The Haverford Road was opened at a very early date. It began at about 20th and Vine Streets and ran in a northwesterly direction to the Schuylkill, which it crossed on the first suspension bridge in the United States. Just outside of the city limits is a large rock from which Rebecca Wood is said to have mounted William Penn's horse when he gave her a lift on the way to Haverford Meeting. The Pont Reading house of uncertain date, and the Llewellyn house, known as Castle Br'th where William Penn was seen at prayer¹⁷ and whose date stone announces that it was built in 1699, testify to age of this road. There was formerly a stone since removed to the Haverford Campus nearby that read "MD LL 1683." The letters stand for Morris and

¹⁷ Philip C. Garrett's *History of Haverford College*.

David Llewellyn, the former being William Penn's Deputy Surveyor.¹⁸

The milestones on this road have been hit pretty hard by the souvenir hunter. One is in the basement of the Historical Society of Pennsylvania, one is underground owing to a change in grading, two adorn private lawns, and only three remain on the road. One of these is on Haverford College property. These stones are similar to the Gulph Road stones in bearing the insignia of the Penn family.

The origin of these stones is wrapped in mystery. Watson, the annalist, assigns them to the Mutual Assurance Company. But that company was not founded until 1784,¹⁹ while one of the Gulph stones is dated 1770. Circumstantial evidence would involve them with the boundary stones between the domains of Penn and Lord Baltimore, for the stones marking the western boundary of Delaware are almost identical. They were placed by Mason and Dixon in 1765. The stones on the southern boundary of Pennsylvania are altogether different.

THE HAVERFORD AND DARBY ROAD.

This road is also known as the Coopertown Road. There is only one milestone on it, and that one is west of Grassland. It is one of the Penn Arm stones, numbered 10, and stands just one mile west of the number 9 on the Haverford Road, so it must be considered a tributary of that system. The road between the two runs past the old Haverford Meeting house built in 1700, the second oldest Friends Meeting house in the state, but the road is perhaps even older, and may have been originally laid out by the Dutch East India Company.

THE PHILADELPHIA AND STRASBURG ROAD.

This road dates from about 1770, but its original course is hard to trace. Following the course of the present Westchester Pike to the vicinity of Darby Creek, it made its way via the grounds

¹⁸ Thomas Allen Glenn's *Merion in the Welsh Tract*.

¹⁹ The Contributionship did not insure houses with trees. Hence the later company was organized for the purpose and adopted a tree for its insignia.

of the Radnor Hunt Club to Old Newtown Square, where William Penn intended to build the first town west of Philadelphia. The Meeting House at this point was built in 1711. Thence it made its way via the Boot and Downingtown to the Gap and Strasburg. Subsequently it was rerouted to pass through Westchester, and still later Castle Rock, the scene of the capture of James Fitzpatrick, the original of Sandy Flash in Bayard Taylor's "Story of Kennett."

The Turnpike Company was incorporated in 1848 and never extended west of Newtown Square. The stones were standing in 1807 according to Hill's map already quoted, and in their present position, which is somewhat remarkable as they measure from 32d street, where the turnpike began forty years later. They extend well beyond Westchester, and probably all the way to Strasburg. They are of Leiperville granite.

THE GARRETT ROAD.

There was formerly a six-milestone on this road near Garrettford. The distance would apply to 32d street. It is said that this stone was placed by Dr. Joshua Ash, who surveyed Delaware County in 1865, pushing his surveying outfit ahead of him in a wheelbarrow as he worked. His map has been the basis of all maps made since, but there is no apparent reason why he should be connected with this stone.

THE BALTIMORE PIKE.

The Philadelphia, Brandywine, and New London Turnpike Company was incorporated in 1811 to operate on this road, but it never materialized and no toll gates or milestones were ever set up.²⁰ The only stone on the course is at Clifton, east of the tracks, and reads "6 M TO P." As it is not shown on Ash's map, and as Dr. Ash was a most painstaking man, the inference is that it was erected since 1865.

²⁰ F. H. Shelton in the *Proceedings of the Delaware County Institute of Science*, 1915.

THE ROAD TO NEWCASTLE.

This is the oldest road leading out of the city in any direction. It was used by the Swedes in going from their capital at Christina²¹ to the settlements at Tinicum and Weccacoe. The oldest city in the state, Chester, is on its course. Yet there was never a turnpike on it until after the date when turnpikes stopped setting milestones. There is a minute of the Contributionship referring to the setting up of stones on this road, but apparently the stones now on the road belong to another series. They measure from the courthouse, but only a few are standing. The seven-milestone in Colwyn is altogether different from the rest and may be an interpolation. The 9th and 15th (the latter in front of the town hall in Chester, which is the oldest municipal building in the United States) are against stone walls, the 16th is without, and the 19th and 20th in Marcus Hook, with the Penn Arms. All have "M to P" after the numerals. The 21st has been broken off, but the stump still stands near Claymont, and the rest of the stones to the south have been replaced by modern ones.

THE PROVIDENCE ROAD.

The milestones on this road do not properly belong to this article as they measure the distance not from Philadelphia but from Chester. Their great age makes them of interest however. Of the original five, the first and third have disappeared, the third being replaced. But the other three are standing and display great originality. The most interesting is the fifth in front of Providence Meeting, Media, for it bears the date 1705. If this is correct, and there seems to be no good reason why it is not, this is the oldest milestone in the United States. There is one near Boston dated 1706. The Providence road was laid out in 1684 by five commissioners who met at the home of Thomas Nossiter, and as the stone bears the initials T N as well as the date and the numeral, the proof of its age seems to me at least to be conclusive, although there are some who think that the top of the stone is broken off and the date should read 1765. This would leave no satisfactory explanation of the initials.

²¹ Wilmington.

With these we shall take leave of the milestones, at least for the present. There is still much room for investigation, however, and I will always be interested to hear anything from those to whom the subject may appeal. If this article shall have been instrumental in preserving any of these links with the past, I shall consider my object fully attained.

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THE SECOND PERIOD OF QUAKERISM.¹

“The present volume is a sequel to *The Beginnings of Quakerism*, published in 1912, and completes, after fourteen years, my contribution to the History of Quakerism projected by my friend, the late John Wilhelm Rowntree.” Such are the opening words of William C. Braithwaite in the Preface to his new work, *The Second Period of Quakerism*. This work is of the same scholarly, thorough character as the one which preceded it, and all students of Quaker History owe an inestimable debt of gratitude to the author. The book is simply indispensable for the right study and clear understanding of the Quaker movement, and is not likely ever to be superseded any more than Sewel's and Besse's great works.

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¹ *The Second Period of Quakerism*, by William C. Braithwaite, B.A., LL.B. With Introduction by Rufus M. Jones, M.A., D.Litt. Macmillan and Co., Limited, London. 5½ × 8½ in., pp. xlvii, 668. 15s. \$5.50.



1. William Penn stone on Haverford Road near City Line.
 3. Lawrence Growden's 13th stone on Bensalem Road.

2. Thomas Nossiter's stone in front of Providence Meeting.
 4. J. stone on Bethlehem Road near Ambler.