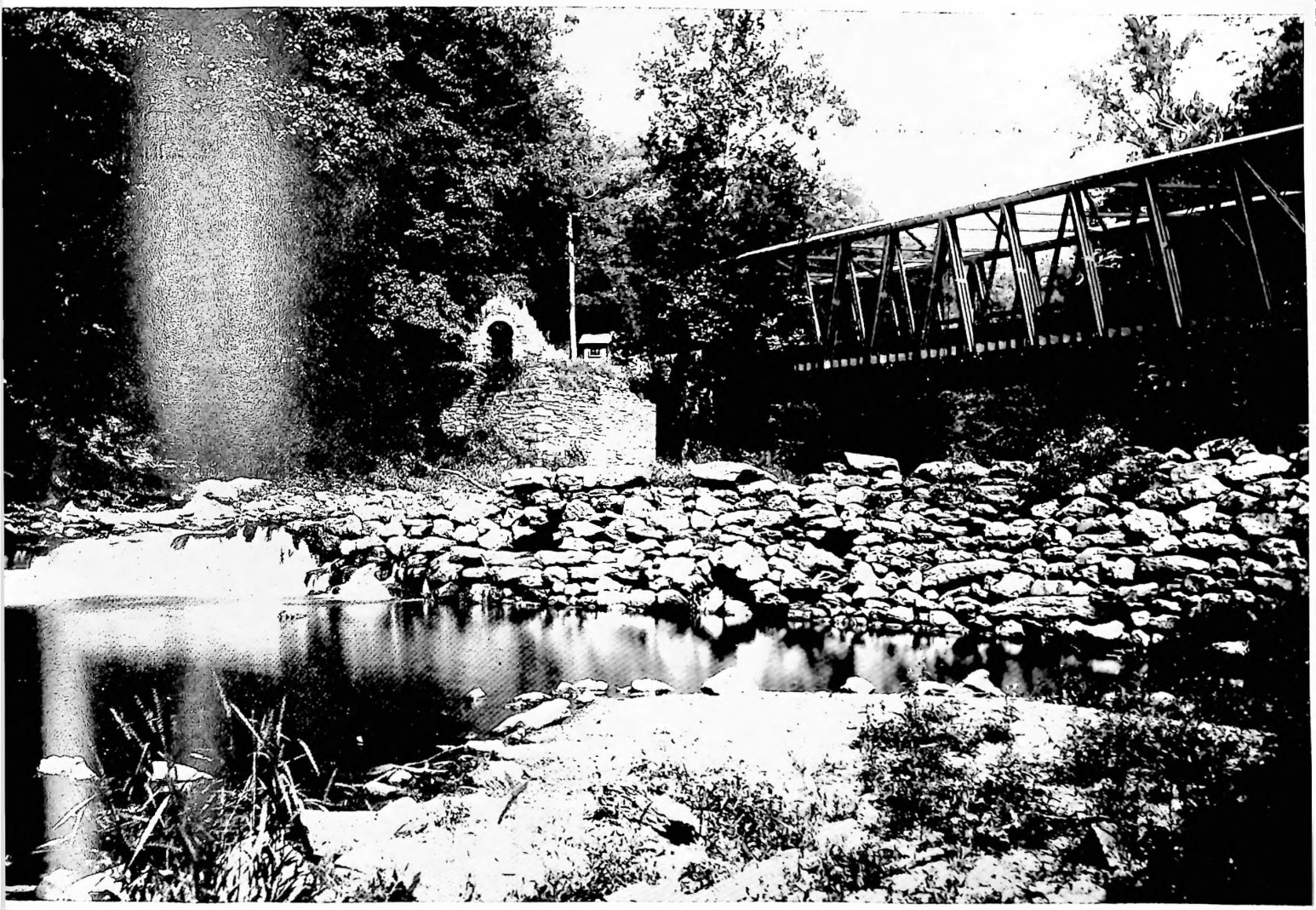
GERMANTOWNE CRIER



Wissahickon at Rex Avenue Bridge (See p. 73)

VOLUME 24, NUMBER 3 FIFTY CENTS SUMMER, 1972

GE 8-6801

THE PROVIDENT

Provident National Bank PHILADELPHIA AND SUBURBS

MEMBER FDIC

150 W. CHELTEN AVENUE

Dependable Electricians

Since 1919

SCHUCK

ELECTRIC

5944 Germantown Avenue

Since 1867

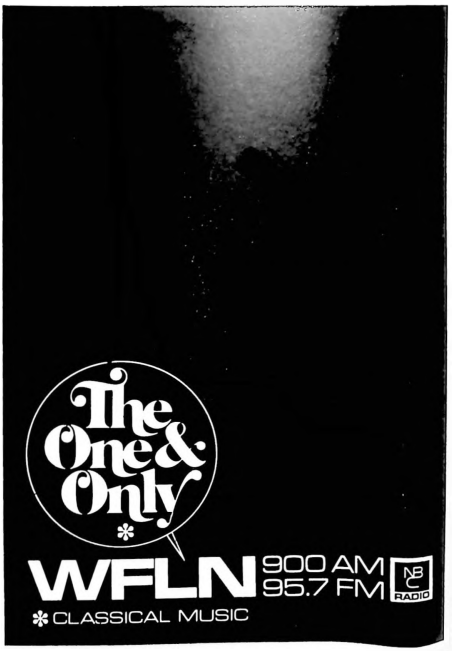
The Ivy Hill Cemetery

Mt. Airy Avenue east of Stenton Avenue

CH 8-4533

Choice Lots Available

(All Lots Include Perpetual Care)



The Trefoil is as much
a part of Philadelphia as the
Walnut Street Theater.



Bank at the Trefoil...
It's a good sign.

THE FIDELITY BANK

Germantown Avenue and School House Lane
in the historic
James de la Plaine house

Member Federal Deposit Insurance Corporation

THE OLDEST SUPPLY HOUSE IN GERMANTOWN

GERMANTOWN PLUMBING
&
HEATING SUPPLY CO.

PLUMBING & HEATING SUPPLIES

5020-22 GERMANTOWN AVE.

PHILADELPHIA, PA. 19144

GE 8-3375

Christian J. VanDen Bergh

THIRD GENERATION OF JEWELERS

5817 Germantown Avenue

GErmantown 8-0550 Phila., Pa. 19144

WE WELCOME YOUR ACCOUNT
FOR ANY AMOUNT
AT
LIBERTY FEDERAL SAVINGS

Friendly, courteous, old-fashioned service in a modern atmosphere.

EARN 5% per yr. on Regular Savings Accounts Computed daily, from day of deposit to day of withdrawal.

EARN 6% per yr. on Saving Certificates

PLUS—Lovely Appreciation Gifts on new accounts.

LIBERTY FEDERAL SAVINGS
and Loan Association

128 W. CHELTEN AVE.

VI 3-4100

Hours: 9 AM to 4 PM Friday to 8 PM

202 N. Broad Stenton & Duval 1625 Wadsworth

THOMAS S. GASSNER CO., INC.

Sheet Metal Fabrication

WAYNE AVENUE & APSLEY STREET
PHILADELPHIA, PA. 19144

Dry Cleaning and Laundering



by

MacDonald Services

8517–19 GERMANTOWN AVENUE
CH 7-3300 CH 7-5149 TU 7-3770
"MacDonald Calls and Delivers"

STATON'S

Galleries

ART
FRAMING
RESTORATION
SINCE 1893

5321 Germantown Ave.
Germantown, Pa. 19144
GE 8-6416

HAMILTON-RELIANCE SAVINGS ASSOCIATION

5% per annum on passbook savings

5¼% per annum on special passbook savings

6% Certificates available—
two to ten years maturity, $500 minimum

ALL ACCOUNTS INSURED TO $20,000

5519 Germantown Ave. (on Market Square)
6782 Germantown Ave.

Main Office: Johnson Highway & Markley Street
Norristown, Pa. 19401

Germantown Historical Society

President
HON. HAROLD D. SAYLOR

Vice-Presidents
FRANCIS SHUNK BROWN, III — EDMUND A. CRENSHAW, JR. — FRANK J. OLLINGER

Secretary
FRANCES HINTON

Board of Managers
MRS. F. EDWARD ATKINS, JR.
MRS. M. BACON BOSTWICK
MRS. SAMUEL CHEW
MISS HELEN M. COMLY
FREDERICK C. FIECHTER, JR.
J. MALCOLM HENDERSON
JACK HORNUNG
HENRY J. MAGAZINER
MRS. J. BRADFORD RITTER
ARTHUR O. ROSENLUND
MRS. LAWRENCE M. C. SMITH
JOHN STAPLES
GORDON W. VENABLE
MRS. ARTHUR E. WEIL
MRS. RICHARD WILSON

Assistant Secretary
LEONARD DENIS

Historian
MISS MABEL E. IRLE

Solicitor
FRANK R. DONAHUE, JR.

Treasurer
WALLACE S. MARTINDALE, JR.

Librarian
MISS MABEL E. IRLE

COMMITTEE CHAIRMEN

Annual Excursion
FRANK R. DONAHUE, JR.

Costume
MRS. J. BRADFORD RITTER

Germantown Week Tour
DR. GORDON W. VENABLE
FRANK J. OLLINGER

Maxwell Mansion
MRS. EDGAR W. WILSON

House
FRANK J. OLLINGER

Library
FRANCIS SHUNK BROWN, III

Meetings
HENRY J. MAGAZINER

Membership
MRS. ARTHUR E. WEIL

Morris House
DR. GORDON W. VENABLE

Morris House Hostesses
MRS. EDWARD T. HORN

Women's Committee of the Morris Hou
MRS. RICHARD WILSON

Publications
MISS HELEN M. COMLY

Relics
MRS. M. BACON BOSTWICK

GERMANTOWN HISTORICAL SOCIETY MUSEUM
5214 GERMANTOWN AVENUE
OPEN EVERY TUESDAY, THURSDAY, AND SATURDAY, 1 TO 5 P.M.
ADMISSION FREE

GERMANTOWN HISTORICAL SOCIETY LIBRARY
5208 GERMANTOWN AVENUE
OPEN EVERY TUESDAY, 1 TO 5 P.M.

HOWELL HOUSE
5218 GERMANTOWN AVENUE
OPEN EVERY TUESDAY, THURSDAY, AND SATURDAY, 1 TO 5 P.M.
ADMISSION FREE

MORRIS HOUSE
5442 GERMANTOWN AVENUE
OPEN DAILY, EXCEPT MONDAY, 1 TO 4 P.M.
ADMISSION: 25 CENTS

COSTUME MUSEUM
5275 GERMANTOWN AVENUE
OPEN EVERY TUESDAY, THURSDAY, AND SATURDAY, 1 TO 5 P.M.
ADMISSION 25¢; CHILDREN ADMITTED FREE UNDER 10 YEARS OF AGE. MUST BE ACCOMPANIED BY ADULTS

MAXWELL MANSION
BEING RESTORED AS A VICTORIAN MUSEUM
AT GREENE & TULPEHOCKEN STS.

AIMS OF THE SOCIETY

The Germantown Historical Society is a nonprofit organization dedicated to sustaining and promoting the cultural traditional of Germantown—through the preservation of historic landmarks; the maintenance of a museum of relics, a costume museum, and a library; the sponsorship of lectures and tours; and the publication of articles relating to local history.

NEW MEMBERS

MRS. BLANCHE C. YOUNG
MR. THEODORE E. COOPER
MR. GREGORY CALL
MRS. PETER J. CLARK
MISS SARA A. LA PLANTE
MISS GRACE M. TEES
MRS. JOHN P. ELZEROTH
MR. MILLARD E. GLADFELTER
MR. PAUL J. HOLLWAY
MRS. ANTHONY J. MORESCHI, SR.
DR. AND MRS. ROBERT O. PETERSEN
MR. THEODORE E. SMITH

DECEASED

MISS E. MARGARET BROWN
MISS GERTRUDE S. BUTLER
MRS. POWEL FENTON
MRS. WM. O. LA PLANTE
MR. HENRY CARVELL LEWIS
MR. SIDNEY E. MARTIN
MR. A. W. PLATT

HARRIS GRAMM, Inc.

CONCRETE AND CEMENT CONTRACTORS

Established 1913

"When You Pave—Pave Well"

ASPHALT PAVING—DRIVEWAYS—ROADS
PARKING AREAS—PLAYGROUNDS
INDUSTRIAL—PRIVATE

176 E. TULPEHOCKEN ST. GE 8-6060
Germantown, Phila., Pa. 19144 GE 8-6061

Imhof's Restaurant

143 W. Chelten Ave.
Philadelphia, Pa. 19144
VI 4-9422

CH 8-1692

MARTIN F. CONNOR CO.

FUEL OIL • HEATING
AIR CONDITIONING

1005 E. Willow Grove Avenue
Philadelphia, Pa. 19118

GEORGE ROBERTSON & SONS, INC.

FLORISTS

Over 39 Years in Chestnut Hill

8501 GERMANTOWN AVENUE

AD 3-1849 CH 2-6000



Robert F. Foerster & Brother

PHARMACISTS

6122 Greene Street
Germantown, Phila., Pa.
Phone Victor 4-4246

FULLEBORN'S, INC.

PASTRIES

Since 1908

SHOP
8607 Germantown Ave.
Chestnut Hill

PLANT
7204 & 6 Germantown Ave.

CH 7-3743

ST. MARTIN'S COAL CO., INC.

7600 Germantown Avenue

GULF SOLAR HEAT heating oil

GULF FUEL OIL

GULF E. J. OIL BURNERS

Phone: CH 7-0800 Day or Night

JONES LUMBER CO., INC.

229 Church Lane
Philadelphia Pa. 19144

VI 4-3880 VI 4-3731

GERMANTOWNE CRIER



Volume 24 | SUMMER, 1972 | Number 3

CONTENTS

	Page
Wild Life of the Wissahickon *By S. Comfort Carey*	73
"Last of the Steamboats" *By Richard V. Elliott* *Book Digest by Benjamin J. Novak*	75
Drug Containers . . . From B.C. to C.D. (City Dump) *By Jean C. Woodruff*	81
Germantown Historical Society Garden Party	83
Young Washington in Pennsylvania	85
Steam Eclipsed in Spots—Electric Locomotive Speedily Taking the Place of the Other	88
When Money Was Weighed	88
Germantown Adopts the Federal Constitution	88
Curious Paper of the Days of Penn	89
Penn's Plan for a General European Union—A Township Meeting Held to Oppose an Incorporation	91
Historian Resigns	93
Maxwell Mansion Committee Sponsoring Fall Walking Tour	93
Schedule of Events	93

PUBLICATIONS COMMITTEE

Miss Helen M. Comly
The Baynton House, 5208 Germantown Avenue

Editor

Miss Helen M. Comly
615 Vernon Road, Phila., Pa. 19119

Wallace S. Martindale, Jr., *Controller*

EDITORIAL STAFF

Edward Adams
Mrs. Theodore Finckh
Mrs. John W. Farr
Mr. S. Derek Naabe
Charles R. Nash
Mrs. Mulford B. Simons
Miss Nancy C. Sellers
Dr. Margaret B. Tinkcom
Mrs. Arthur Weil

Editorial contributions should be mailed to the Germantowne Crier, 5208 Germantown Avenue, Philadelphia, Pa. 19144

Frank J. Ollinger, *Advertising Representative* 29 W. Walnut Lane, Philadelphia, Pa. 19144 Telephone: VI 3-0295

Published as Spring, Summer, Fall and Winter Issues

Germantown Historical Society
5214 Germantown Avenue
Philadelphia, Pa. 19144
VI 4-0514

BOARDMAN-HAMILTON COMPANY

5434 GERMANTOWN AVENUE • PHILADELPHIA, PENNA. 19144

Phone: VI 8-9200

GENERAL INSURANCE

Specializing in

- ARCHITECT'S & ENGINEERS PROFESSIONAL LIABILITY
- SURETY BONDS
- BUILDERS RISK
- CONTRACTORS LIABILITY
- PENSION PLANS
- GROUP LIFE & HOSPITALIZATION
- SALARY CONTINUATION INS.

Edmund K. Schauseil, President

John H. Hamilton, Jr., Vice President

"Fine cleansing headquarters"

Gerbron

5904 Germantown Ave.

GE 8-2766

Professional Dry Cleaning and Shirt Laundering

COIN OPERATED LAUNDRY

Betty the Caterer

25 East Walnut Lane
Philadelphia, Pa. 19144



For special occasions
PARK CITY WEST
(Facing Fairmount Park)

Phone: TR 8-9039
VI 4-6798

VI 4-5251

J. & R. SMITH, INC.

PLUMBING—HEATING

•••

5201 GERMANTOWN AVENUE

YOU PAY FOR NO LOST TIME

PATRONIZE YOUR ADVERTISERS

Wild Life Of The Wissahickon

By S. Comfort Carey

Prize-winning essay in the contest instituted by the Friends of the Wissahickon. It was won by S. Comfort Carey, a student at the Germantown Friends' School. The title of the paper is: "Wild Life in the Wissahickon Valley."

ALL MY life I have lived on or near the Wissahickon. One of my first recollections of its existence is, when on hot summer afternoons the mothers of the neighborhood, wishing to be free for a few moments of peace, dispatched us for an hour's drive up the Wissahickon under the guidance of "Peter." Peter was the owner of a dilapidated chaise and of an equally dilapidated horse. He used to take us up past Valley Green, pointing out all the spots of interest—bridges, caves, pools, and statues.

Even as a child I can remember stopping on the first stone bridge to look at the great lavender blooms of the paulonia tree. From there we went to the Walnut Lane Bridge where, agast, we watched boys clamber over the arches, longing to be able ourselves to do those daring feats. Next, on the right, the statue of the Indian chief was pointed out by our old guide. We used to imagine that he was old Chief Wissahickon, because mother had told us of the far-away day when the Creek was ceded to Philadelphia by the Indians.

Our fifth Great-grandfather, James Logan, was to receive the grant of land from the Indian chief. The Indian custom was for the chief to exchange names with the white father. Wishing neither to offend the chief nor to change his name, James Logan suggested that the Creek be called Wissahickon and the Indian be called Logan. In this way the Creek got its name. Near this statue were some caves where Peter brought the afternoon to a fitting close by telling us breath-taking tales of hermits who used to inhabit them.

Another early recollection is the waiting and hoping that some day I might be allowed to accompany the older boys and girls on their collecting expeditions for moths around the lights on the drive. I can remember the feeling of tenseness which overcame me the night on which I was first permitted to go with them. We must have been a queer looking lot as we set out with our long-handled nets, cyanide jars, boxes of folded papers, and chloroform. In those days there were rough wooden poles which were easily scaled by the boys, and lights which hung low over the road.

By posting scouts to watch out for the park guards with comparatively little trouble we were able to lower the lights in order to get some rare moth that clung to its edge. Or if this was impossible, Daddy would throw stones to dislodge the sleeping moth. When this was accomplished and the sleeper was flying for some new refuge, it was nip and tuck to see whether we or the bats were quicker to catch the quarry. On very good nights we would return with some of each of the following species: cecropia, polyphemus, promethia, cynthia, angulifera, luna, imperialis, and among the Sphingidae, chersis, drupiferarum, myops, myron, excaecatus, choerilus, celeus, catalpae, amyntor and many others.

This large number of species is accounted for by the variety of vegetation in the Valley. Perhaps the most characteristic trees are the tulip poplars, oaks, and hemlocks. Among others less known are ash-leaved maple, catalpa, beech and hickory, with an undergrowth of viburnum, laurel, dogwood, and honeysuckle, under which grow carpet of hay scented fern, may-apple, and jack-in-the-pulpit. In the early days of June the Valley is sweet with the smell of honeysuckle and the scent of wild grape blooms. Along the drive there are still places where one can see the white violet, and in the low marsh lands forget-me-not is quite abundant. Here on spring evenings the peepers join in nature's chorus.

In the fields of high grass the bobwhites and the ringnecked pheasants find ample cover from the ever present snooping dogs on the drive and its environs. Although many people feel that the honeysuckle is strangling some of the trees, it is nevertheless a greater shelter for the sparrows and many other small birds. The Fox sparrow is perhaps the most characteristic of the sparrows of the Valley.

Carolina wrens, tufted tits, and winter wrens have been reported as wintering near the Creek. Morning is often made hideous by the calling of the crows, but it is a pleasure to be awakened by cuckoos, mourning doves, or cardinals. Almost always in the spring one can hear the friendly scratching of the chewink or the deep woods note of the wood thrush. Distinguishable above all the other songs in the long spring twilights is the often-repeated call of the whippoor-will.

Of the smaller mammals, of course the most numerous are the gray squirrels and chipmunks, but there are also quite a few red squirrels. Several times we

have been visited by 'possums, once by a baby about six inches long which was all ears and tail, and once by a full grown male, which, when chased by our dogs, lay down by the fence as if dead.

Still another time a skunk visited the garbage pail and a pair of weasels lived in the stone wall. Many muskrats are to be found in the meadows along the upper stream, and when Mother was a little girl she came upon a fox den, where she found bones of several birds, which had evidently been fed to the cubs.

With this abundance of plant and wild life so near to a great city, we realize how fortunate it is that Philadelphia had such farsighted founders. On the bridle paths we can always hear the hoofbeat of cantering horses, and the ravines and foot paths are frequented by enthusiastic hikers. On hot summer nights when other cities have only small parks to offer their sweltering citizens, Philadelphia has many cool, grassy places beside streams which empty into the Wissahickon, where whole families can spend the night. Indeed, the old Indian chief can be well satisfied as he looks down from his high perch, that his lovely Valley is still cool and shelters so many creatures of wood and stream.

Reprinted from May, 1935, issue of "The Beehive" now known as "Germantowne Crier."

Day Phones VI 3-0606 Night Phone VI 3-4778
VI 3-3132

FRANK J. JACQUINTO

ESTATES

Bought and Sold

12 W. RITTENHOUSE STREET

GERMANTOWN, PHILA. 44, PA.

Publications of the Germantown Historical Society

Magazine

The GERMANTOWN CRIER, published in Winter, Spring, Summer and Fall, is available at the subscription rate of $2.00 annually.

Nearly all of the past numbers of the CRIER are currently available. An assortment of available back issues may be had for $8.50, postage paid.

Individual copies of the CRIER can be obtained for 50¢ each.

Pamphlets

BATTLE OF GERMANTOWN ..... 25¢

EARLY GERMANTOWN *by* Judge Harold D. Saylor 25¢

WASHINGTON VISITS GERMANTOWN *by* Charles F. Jenkins 1.00

No. 2—EARLY TRANSPORTATION TO GERMANTOWN *by* Naaman H. Keyser, D.D.S.; THE CONCORD SCHOOL HOUSE *by* Romaine Keyser. Illustrated. 36 pages. ..... 50¢

No. 3—DRAMATIC FEATURES OF PENNSYLVANIA HISTORY *by* Hampton L. Carson. Map. 22 pages. 25¢

No. 4—GRUMBLETHORPE *by* Edwin C. Jellet; POMONA GROVE *by* Mary W. Shoemaker; NOTES ON POMONA *by* Edwin C. Jellet. Three full-page illustrations. 38 pages. ..... 50¢

No. 5—THE EARLY PHYSICIANS OF GERMANTOWN *by* I. Pearson Willits, M.D. 18 pages. ..... 25¢

No. 6—TRAVELS NEAR HOME *by* Harrison E. Morris ..... 25¢

No. 7—THE CRICKET GROUNDS OF GERMANTOWN *by* George M. Newhall. Map and 12 full-page illustrations, 24 pages. ..... 25¢

No. 9—THE ARTISTS OF GERMANTOWN *by* Herbert Welsh ..... 25¢

No. II-3—SOME ACCOUNT OF WYCK AND ITS OWNERS *by* Caspar Wistar Haines. Ten full-page illustrations. 26 pages. ..... 25¢

No. II-4—NEWSPAPER ITEMS RELATING TO GERMANTOWN, 1721-1807. 32 pages. ..... 50¢

No. II-7—THE GREAT ROAD THROUGH GERMANTOWN; CONRAD WEISER'S INDIAN FRIENDS AND THE COAL LANDS *by* George Wheeler; MILESTONES AND OTHER LANDMARKS *by* Anthony M. Hance. ..... 50¢

Post Cards

An assortment of ten color post cards featuring views of historic buildings in Germantown is available for 75¢, or 10¢ each.

Orders for the above publications may be sent to:

GERMANTOWNE CRIER
5208 Germantown Avenue
Philadelphia, Pa. 19144

Checks should be made payable to the Germantown Historical Society. On orders for pamphlets, post cards, and individual copies of the CRIER, ADD 25¢ TO COVER POSTAGE AND HANDLING.

"Last of the Steamboats"
The Saga of the Wilson Line

By Richard V. Elliott
Tidewater Publishers, Cambridge, Maryland, 1970

Book Digest

By Benjamin J. Novak

Vice Principal, Frankford High School, Philadelphia; Lecturer, Pennsylvania State University, Ogontz Center, Pennsylvania

WHILE residents of Germantown did not, to be sure, board their favorite "Wilson liner" on the shores of the Wissahickon Creek, the odyssey of this venerable institution is of more than passing interest. In almost a century of operation, at the height of which the line operated more than 100 steamboats, and in 1926 had 200 sailings a day, more than a quarter of a billion passengers including many Clivedeners, of course, pursued business or pleasure on Wilson Line decks. The writer has been researched well, tells an exciting story, and includes over 200 beautiful and nostalgic photographs. "Wilson liners" ranged from early tugs and sidewheelers, down to an avant-gard hydrofoil.

How It All Began

The author reminds us that the steamboat had its beginnings on the South and North Rivers, as the Delaware and Hudson Rivers, respectively, were called by the early Dutch settlers. John Fitch, a native of East Windsor, Connecticut, launched a 45-foot steam paddleboat on the Delaware in 1787, and by 1790 had a larger steamer making 8 miles an hour placed in regular service between Arch Street and Bordentown, New Jersey, with occasional trips to Chester and Wilmington. Fitch was a real pioneer, but being ahead of his time, and lacking strong financial support, he became depressed, ultimately committed suicide in 1798. It remained for Lancaster, Pennsylvania, born Robert Fulton to ride his paddle-wheel steamer "Clermont" in triumph up the Hudson in 1807. Colonel John Stevens, an early competitor of Fulton's, made the first ocean trip by steamboat from New York to Philadelphia in 1809. Stevens established a regular steamer route between Philadelphia and Trenton. At Trenton, stage coaches, and later, steam railroads, continued the journey to New York.

The opening of the Chesapeake and Delaware Canal in 1829, completed an all-water route between Baltimore and Philadelphia. Wilmington and New Castle became important intermediate ports. In 1820 a steamer trip between Wilmington and Philadelphia, took eight hours, and cost a dollar.

Various competing steamship lines and shipyards grew along the Delaware. The Pennsylvania Railroad was among the steamship operators, gaining a stranglehold on the lower Delaware, especially in the lucrative Philadelphia-Wilmington area. After the Civil War, however, there appeared on the scene the talented and ambitious J. Shields Wilson. His father, born in Washington, was a successful lawyer who had once been on President Lincoln's staff. Young "Shields," however, was excited over ships, and after serving prior apprenticeships, advanced by 1870 to chief engineer at Philadelphia's famed Cramp's shipyard. His brilliant engine-designing genius helped this yard to become world renowned in producing vessels of all sorts, commercial and naval.

The chronology of the Wilson Line begins in relative obscurity. Shields Wilson began operating tugboats out of Philadelphia in 1876, and 1882 he took over the unincorporated Wilmington Steamboat Company, with its steamer "Wilmington."

The Cramp family and its shipyard personnel at first held a majority interest, but Shields Wilson and his son Horace soon took control. Young Horace was impatient and wanted to go west with the Pennsylvania Railroad. The steamboat venture would therefore serve two purposes. One was to keep Horace busy at home, and the other was to provide daily service between Philadelphia and Wilmington the year round. The railroad boats had operated only during the summer months. The venture succeeded, and the 1000 passenger "Brandywine" was launched in 1885. Its 1000 horsepower compound engine gave it a record speed of 23 miles an hour, and under 23 year old redhaired Captain Horace Wilson, it became a success. The railroad eventually left the run to "Wilson's Lines" as people began to call it, which carried freight and passengers dependably, at a profit. The "Brandywine" became noted even to English sailors for its fine qualities, and in 1887 the larger 1200 passenger "City of Chester," was launched, again by the Harland and Hollingsmith yards on the Christiana River. The luxurious vessel, boasting electric lights, Brussels carpet, and fitted with red plush seats, set a speed

record of 1 hour and 46 minutes for the run from Wilmington to Philadelphia, with a stop of six minutes in Chester.

The "Wilmington" was sold in 1891 to a Captain John W. Harper, who sailed her to North Carolina, where she had a long career as "The River Queen" on Cape Fear River. Meanwhile the "Brandywine" and "City of Chester" made six trips each, daily between Philadelphia and Wilmington. The Wilmington Steamboat Company established an outstanding reputation. Hundreds of thousands enjoyed river cruises. Philadelphians picnicked at Penn's Grove or along the Brandywine Creek, while Wilmingtonians browsed in Philadelphia's Leary's Book Store and shops, or visited Independence Hall. There were occasional "moonlight sails." Meanwhile, political and related developments in the Upper Delaware led to competition. Other lines sailed the Delaware north of Philadelphia, while Wilson honored a sort of tacit understanding, and remained on southern Delaware routes.

A Twentieth Century Power Struggle

The century opened with assorted rumors, but whatever the facts, Captain Horace Wilson, now vice-president and general manager of the Wilmington Steamboat Company, learned that the newly organized Delaware River Navigation Company—reportedly encouraged by the railroads, was planning to start a new line to Wilmington. Wilson accepted the challenge, and the war was on. Informed people knew that there was only enough business for one line on each route. Wilson's two ships were outnumbered by the six of the opposing line. Wilson thereupon ordered two new vessels. Twin screws, high horsepower, and hulls designed for the narrow Upper Delaware, featured the "City of Trenton" and her twin "Quaker City," both launched by Neafie and Levy in Wilmington in the spring of 1901.

Getting off first, the opponent's "Diamond State" trying to live up to advertised speed boasts, raced from Trenton to Wilmington, on June 19, 1901, but en route struck a log, losing two propeller blades, thus limping into Wilmington an hour late. The "John A. Warner" also was active on the run, thus getting ahead of Wilson's lone competitor on the Upper Delaware, the "City of Trenton." An incident that spring generated a loud public outcry against the Delaware River Navigation Company, when officers of its steamer "Pokanoket" trailing the "City of Trenton," refused to assist young victims of an overturned sailboat. One boy drowned. At a later date before Philadelphia Coroner Dugan, it was declared that it was inhuman not to attempt a rescue. Dugan blamed the shipline rivalry as the basic cause.

As the competition intensified during the summer, the Wilmington Line seemed to be gaining an advantage. "Moonlight" trips (excluding liquor or dancing), became increasingly popular. Then came the worst accident in the Wilmington Line's history. En route to Trenton on the afternoon of August 28, the "City of Trenton's" port boiler exploded while she was opposite Torresdale. The heroic crew and Pilot Curry managed to beach the damaged vessel, which then burst into flames. Twenty-four of the 117 passengers died, and many were injured. The rival "Twilight" and "Columbia" were close by, but as in the case of the "Pokanoket," the officers rejected pleas by their passengers to turn back. A passing freighter, the "Fannie", did change course and stand by. The explosion was attributed either to high speed, or to a defective fusible safety boiler plug.

The wrecked ship was sold to two Massachusetts men, rebuilt, and led an interesting career under several successive names. As the "Princeton" she was berthed near the "Twilight" at the Camden Shipbuilding Company yards when fire broke out on October 17, 1923, damaging her slightly, but ironically destroying the "Twilight." Dieselized, the erstwhile "City of Trenton" was last heard (in 1969) operating steadily out of Cuba as the "Pinero."

The "Quaker City" had an equally varied career. For a while she sailed under charter between Miami and Key West, returned to the Delaware, then went to New York. After that, as the "Sieur de Monts" she ran in Maine between Mount Desert, Dark Harbor, and Castine, for many years. In World War I she served as "Major L'Enfant" and "General Matthews." Subsequently, she entered service on the Chesapeake Bay, catching fire at Norfolk in 1930. Her hull became an oil barge before her final demise in 1949.

The "City of Trenton" tragedy preyed on J. Shields Wilson, and broken in spirit he died in 1903. Captain Horace Wilson took over responsibility for the line. Meanwhile, all sorts of ill-luck pursued the ships of the opposing Delaware River Navigation Company. Only a week after the "City of Trenton" accident, "Twilight" tore a hole in her bottom on a rock near Morris Island. "Bristol" was damaged by fire in 1902, and the "John A. Warner" sank after striking a rock near Bordentown in 1911.

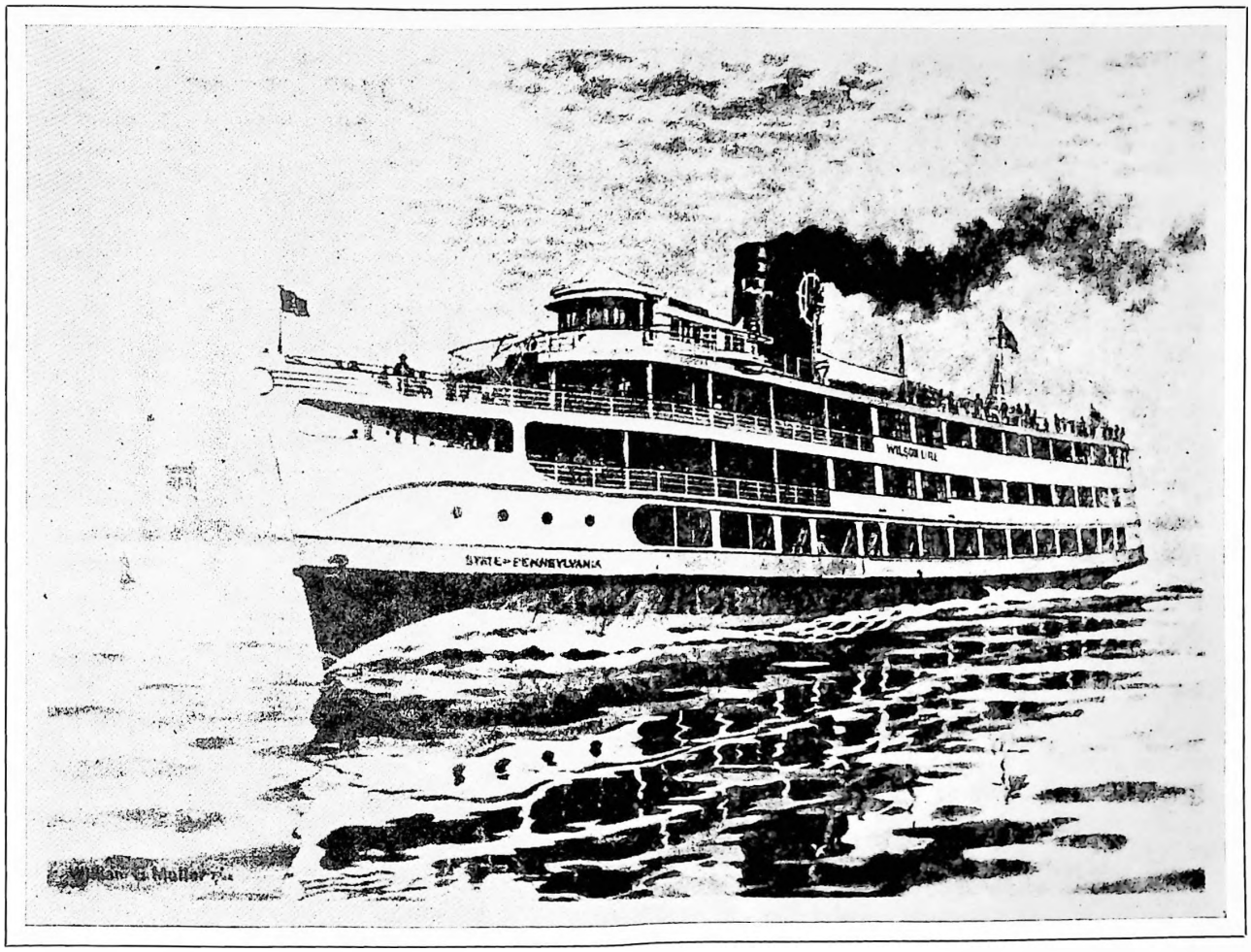
As the Wilmington Line gained in strength, Captain Horace Wilson turned to professional and civic affairs. He received many honors, and in 1906 was elected mayor of Wilmington. In 1906 also, the Wilmington Steamboat Company made formal the name on everyone's lips, "Wilson Line."

Forging an Empire

In 1909 two new steamers, the "City of Philadelphia" and "City of Wilmington" were launched together at the Harlan & Hollingsworth's yards in Wilmington. Miss Eleanor Rayburn, daughter of

Philadelphia Mayor John E. Rayburn, christened the former. Mindful of the danger of fire, the advanced ships were 60 percent steel. Their speed was 18 miles per hour. On March 19, 1910, the wireless telegraph was tried out on the "City of Wilmington." The new schedules between Philadelphia and Wilmington in 1910 were "fully competitive" with the Pennsylvania Railroad.

People continued to remain loyal to boats, and fares were economical compared to train travel. The round trip between Wilmington and Philadelphia was only 25 cents. As the massive World War I Hog Island ship construction got under way, the Wilson Line provided ferry service there, too. By 1917, excursions to Riverview Beach were gaining in popularity. During the summer of 1918, excursions were offered up the



From Book Jacket Cover "Last of the Steamboats" By Richard V. Elliott (Tidewater Publishers (1970) $10.00)

Captain Horace Wilson's only son, Joseph S., enters the scene, at this time. He was graduated from Cornell University in 1909, gained subsequent experience as an engineer, and spent two years at sea. In 1912, the New Jersey and Wilmington Ferry Company, whose little boat "Ulrica" carried four automobiles at a time across the river, was acquired, and young Joseph appointed vice-president in charge of operations. Assorted ferryboats, like the "Long Beach," "Arctic," "Cape May," "Peerless," and "City of Reading" were acquired, from various sources. Electric trucks were purchased to replace horses for shoreside deliveries. The DuPont works at Carney's Point, and other booming industries in World War I, stimulated ferry and other transportation. The Penn's Grove ferry route was heavily used. Still other boats were purchased, and the "City of Camden" was launched in 1916.

Delaware on the old sidewheeler "Dolphin," and on the "Trenton."

As trucking developed, the Wilson Line acquired its own freight trucks, and with the inevitable cutbacks following the Armistice, Captain Wilson acquired in 1919 the St. Petersburg Transportation Company, providing freight and passenger service between Tampa, Bradentown, Palmetto, and other points. Besides expanding operations, some of the Delaware steamers, otherwise idle in winter, could be sent to Tampa during that season, returning in the Spring. The "City of Philadelphia" was sent to Tampa in November, 1919, ran aground en route, was found to be too large to be useful, and was returned to Wilmington. A 188 foot sidewheeler "Mandeville," built in 1914 in Wilmington as the "Hanover," served at Tampa and several other places before returning to the Delaware in 1925, being renamed the "William

Penn" in 1928. In 1930 she ran excursions from Newark to Coney Island, being destroyed by fire in 1934 at Perth Amboy.

The Florida service was liquidated in 1925.

Everyone Takes An Excursion

During the 1920's the Wilson Line came into its own with river excursions. Other operators had abandoned such noted ships as the "Thomas Clyde," "Penn," and the "President," the latter the largest steamboat on the river.

Special excursion vessels for Riverview Beach were designed, and in 1923, the Pusey & Jones yards in Wilmington launched the elegant "State of Delaware" and "State of Pennsylvania." They were equipped with radio, and decorations were by John Wanamaker. By now, dancing was permitted on the moonlight cruises to Riverview Beach. Regular orchestras were on board. Fares from Philadelphia's Chestnut Street wharf still were only 25 cents each way. Boat rides boomed, and became social events, sponsored by industrial, fraternal, and private groups. Refreshments, but not meals or alcohol, were served aboard. A rebuilt "City of Chester" appeared in 1926.

In 1925, competition appeared in the form of a rival "White-Line" ferry, four miles south of Penn's Grove. It ran a favorable route between New Castle, Delaware, and Pennsville, New Jersey, and cut heavily into the Wilson Line business. Embarrassingly, on the inaugural trip, the White Line's old sidewheeler "New Castle," with local dignitaries aboard, ran aground at Pennsville. Rival "Brandywine" was damaged attempting to pull her free, and another vessel, the "State of Delaware," finally was successful. The Wilson Line moved to an adjoining slip at Pennsville, but local interests favored the White Line, which thrived during 1926. Early in 1927, Wilson bought out its rival and set up a subsidiary called the Delaware-New Jersey Ferry Company. Captain Wilson was president, and his shrewd erstwhile competitor, Captain L. H. Garrison became general manager. The joint fleet of nine boats provided reliable service which led to a delay of many years in building a Delaware River bridge at New Castle.

Under New Management

Rising labor costs, truck competition, and the electrification of trains to Wilmington, led Captain Wilson to sell out in 1928 to a syndicate headed by George B. Junkin, of Bryn Mawr. Captain Wilson realized over a million dollars in the transaction.

George B. Junkin, a Naval Academy graduate, became president of Wilson Line, Inc., and introduced new ideas and practices. Frederick Reybold was made director of public relations. Wider geographic service was planned.

The "City of Chester" was renamed the "City of Washington," and in 1930 began to ply the Potomac, taking passengers to Mount Vernon. The "State of Delaware" was put on a passenger and excursion run between Baltimore and Seaside Park on the Chesapeake Bay. While other lines were going bankrupt, Wilson Line, Inc., managed to survive and show a modest profit, besides. The "Jersey Shore" was built for $250,000 by Pusey-Jones in 1931. It was the first diesel powered ferry boat on the Delaware.

Rumors persisted that the new Wilson Line was a subsidiary of the Pennsylvania Railroad, probably because George Junkin was a son-in-law of Samuel Rea, president of the Philadelphia Railroad from 1913 to 1923. The assignment of some of the ships beyond the Delaware seemed also to support the rumor, which was denied by all parties.

After extended negotiations, the Virginia Ferry Corporation was chartered in 1933, combining interests from the Pennsylvania Railroad and the Wilson Lines, Inc., to provide passenger and vehicle ferry service between Cape Charles and Norfolk.

Various existing vessels were organized into a fleet. The new "Del-Mar-Va" was launched in Wilmington in 1933. It carried 1200 passengers and 90 automobiles when it entered service in 1934. General Manager Captain L. H. Garrison shrewdly promoted the line, and persuaded businessmen ranging from New York to Miami, to form an association dubbed the "Ocean Highway" to promote traffic along this artery. In 1936 the costly ultra-modern, "Princess Anne," costing $690,000, was launched at Sun Shipbuilding Company in Chester. It had ship-to-shore radio telephone service, among other features. Older ships were renovated, and the 51 year old "Brandywine" was reconstructed and transformed into the more modern "Dixie."

Putting the "State of Delaware" in service on the Hudson met with formidable opposition from established lines there, even though several were in receivership or close to it. The solvent newcomer had to be content with charter service until a Bear Mountain or some other route became available. The "Delaware," nevertheless became popular for her daily moonlight sails up the Hudson, and frequent 120 mile non-stop Long Island Sound cruises. In the face of stiff competition the "State of Delaware" offered moonlight "Broadway Revues," motion pictures, live radio broadcasts, and a fourteen piece "NBC" Dance Band, led by Andy Sannella. One of the Marx Brothers was among the nationally known entertainers. On June 1, 1936, the "Delaware" made headlines as she carried 3,000 English partisans alongside the "Queen Mary" as she came to New York Harbor on her maiden voyage. Bands, a military color guard, and former heavyweight champion Jack Dempsey, all were part of the welcoming pageantry. Thereafter, excursions took the popular vessel to

Poughkeepsie, Bear Mountain, West Point, Staten Island, Bridgeport, Rye Beach, and many other places. Its owners cleverly exploited its accomplishments in all publicity media. It became known as a "friendly" boat, and had all the business it could handle. In July, 1941, she was chartered by a party of 3,000 Democrats for a Rockaway trip. A similar excursion was made a few days later with a similar number of Republican faithful.

Restlessness attributed to the war in Europe brought several incidents on cruise ships, including threats of bombing. In August, 1941, the "City of Delaware" was the target of a plot in which bogus tickets brought a crush of 6,000 persons, or twice its capacity, at the west 132nd St. pier. In the melee, three women were trampled fatally.

Meanwhile, back on the Delaware, there was progress apace. The "City of Philadelphia" was transformed in 1938 by Baltimore shipbuilders into the gay "Liberty Belle" showboat. She and the "State of Pennsylvania" carried many excursions, including frequent mass outings by Du Pont employees. Captain Horace Wilson died at age 76 in 1938.

In 1940, the "City of Camden" was transformed at the Sun Shipyard into a modern "Mount Vernon," and a year later the "City of Wilmington" underwent a similar transformation, becoming the "Bay Belle."

At the time of Pearl Harbor, the Wilson Line then was the nation's largest and most modern river and bay fleet, having prospered during the depression.

To War Again

Wartime fuel rationing brought reduced auto travel on ferries and minimal pleasure cruising. In the Chesapeake, the "Bay Belle" and "Dixie" were pressed into transport service for shipworkers between Baltimore and the shipyards. The Navy requisitioned the "Liberty Belle" and altered it for minesweeper training lasting until 1944. The "Christina" served the Navy until 1945 as an auxiliary and seaplane tender.

In 1943, the Ericsson Line went out of business, its "John Cadwalader" burning and sinking in the Delaware while being prepared for service to England. The Wilson Line was now the sole surviving steamship company on the river.

The "State of Delaware" was among a convoy of assorted ships requisitioned to sail to Brazil to transport rubber on the Amazon. En route, several of the motley craft were torpedoed, but the brave grey-painted Wilson Liner survived, and sailed between Amazon River ports regularly with its cargo of rubber. The project made little practical impact, as synthetic rubber arrived on the American scene.

In 1944, the "State of Pennsylvania" was rebuilt, and as the war ended in 1945, the resumption of peace-time pursuits claimed prime attention.

Postwar Decline and Demise

Peace in 1945 brought plans for a new bridge, presaging an end of the lucrative Delaware-New Jersey ferry service. The energetic Wilson Line officials nevertheless went bravely ahead, overhauling the fleet one-by-one. The "Mount Vernon" re-established herself in Washington, and the old "Dixie" was renamed again, becoming the "Pilgrim Belle" for Boston Harbor sightseeing. Despite her age, she became America's first radar-equipped excursion steamer and was a success in New England. The "Bay Belle" returned to Chesapeake service, ironically finding her sister ship "Liberty Belle," not reacquired by the Wilson Line after the war, now a competitor bearing the name of "Tolchester."

In 1946 the "Delaware Belle" was built by the Lancaster Iron Works in Maryland as a replacement for the "State of Delaware" on the Riverview Beach-Philadelphia run. With the Delaware Bridge imminent, the management realistically purchased surplus naval craft, (LST, LSM, and PC's) for conversion, rather than constructing expensive new ships. Although the company remained solvent, full payment as late as 1947 had not been received from the government for the "State of Delaware," which changed hands several times in South America, before sinking there in 1951.

A converted naval patrol boat was transformed in 1948 into the "Liberty Belle II," and replaced the "Pilgrim Belle" in Boston. The "State of Pennsylvania" began service between Jersey City, New York and Rockaway, in 1948, becoming an especial favorite with Yonkers children.

Times were good for the line in 1948. The prewar level of two million excursion passengers was regained. Over two million vehicles used the Delaware-New Jersey fleet in that year, and the Chesapeake boats transported over a million passengers and almost 400,000 vehicles between Cape Charles and Little Creek, Virginia.

Another converted Naval patrol boat became the 3,000 passenger "Boston Belle." The "Liberty Belle" was then placed on the Rockaway Line in New York, leaving the "State of Pennsylvania" for charter traffic.

The Delaware-New Jersey Ferry Company continued to flourish as traffic increased, but people clamored for greater speed. The Delaware Memorial Bridge opened August 16, 1951. The ferry operations ended the night before, and the fleet was disbanded. The State of Delaware made a settlement of $2,500,000 to the line for the Delaware-New Jersey assets.

This marked the turning point in the Wilson Line's fortunes. In 1951 there was a modest profit, but only three of the eight passenger boats in operation were earning above costs. Rising expenses, the inroads of automobile transportation, and hooliganism by some

disruptive passengers, all contributed to declining patronage.

In the spring of 1953, another naval conversion became the "Sea Belle," for the Boston run. The Boston operations now surpassed Philadelphia's in importance. Now that a vehicular crossing was a certainty for the Chesapeake Bay, liquidation was counseled.

The Virginia Ferry Corporation continued to do well, but the larger-sized postwar vehicles reduced carrying capacity. The "Princess Anne" was "jumboized" at a cost of $750,000 by the insertion of a 90 foot midbody. Soon after this, the Wilson Line sold out its interest to the Pennsylvania Railroad, and Virginians rightly feared that the service would be abandoned altogether, just as the railroad had earlier done with the Cape Charles-Norfolk ferry. On January 1, 1955, the Wilson Line itself sold out for a million dollars, to the City Investing Company of New York. Employee morale declined in the process, and key personnel retired or went into other employment.

The new management repainted the ships and changed their names, the Boston service ending up with two "Pilgrim Belles." Celebrities from the entertainment media were booked for evening "Showboat Cruises," but bad weather and operating mishaps plagued the Boston operation. Elsewhere, the expensive air-conditioned "Sea Belle" found little business when sent to Houston, Texas. In 1956, the "Pilgrim Belle I" was scrapped, and in 1957 the beach at Riverview and the "State of Pennsylvania" were sold for a $280,000 promissory note to Riverview Lines, Inc. Despite other expedients, the final throes were not far off. In 1958 the "Liberty Belle" was sold as an auto-passenger transport between Cuba and the Isles of Pines, her new owners renaming her "Isla del Tesoro" (Treasure Island). Shortly after that, this ship was commandeered by Fidel Castro. In 1959, a Marylander, Joseph I. Goldstein, bought the Washington Division with its "Mount Vernon," retaining the Wilson Line of Washington name.

The "State of Pennsylvania" made its last trip to Riverview Beach in 1960. The "City of Chester" was scrapped, and "Boston Belle" went off to a new career in Argentina. The remaining several ships were tied up in Wilmington, where the Wilson Shipyard still existed under City Investing Company control. In 1962 a 34 foot, 40 knot hydrofoil was completed, America's first hydrofoil licensed by the Coast Guard to carry passengers. It proved to be too advanced for its day.

The Wilson Line of Washington retired the "Mount Vernon" in 1962. Two hydrofoils acquired in 1965 and 1966, were too fast for sightseeing, and soon were sold off. The State of Virginia operated the Virginia Ferry Corporation until 1964, when the 17 mile, $200 million Chesapeake Bay Bridge Tunnel opened.

Former Wilson Liners are amazingly long-lived, and are found throughout the Western Hemisphere. The former Delaware-New Jersey Company ferryboats, "Florida" and "New York," now the "Jamestown" and "Newport," maintain ferry service between Newport and Jamestown, Rhode Island.

"Liberty Belle II" and "City of Trenton" (now named "Pinero"), are working out of Cuba. "Little Wilmington" built in 1870 at Cramps shipyard, was a ferry at Tampa, Florida, became a fishing boat, and since 1966 has been plying the Amazon River as the "Pinellas." The twin "City of Philadelphia" and "City of Wilmington," both launched in 1909, now called the "S.S. Potomac" and the "Bay Belle," went into the New York Harbor excursion trade. The "Bay Belle" is the oldest active steamboat on the Atlantic Seaboard, while since 1967 the "S.S. Potomac" has been laid up in Baltimore.

By 1970, the "Sea Belle" remained alone at Wilmington, awaiting a buyer. Joseph S. Wilson, grandson of the line's founder died in 1967 in Wilmington, after a distinguished career, including also the mayoralty of Wilmington.

At this writing the Wilson Line of Washington still survives, as does the Wilson Shipyard, still at the Fourth Street Wharf in Wilmington.

Writing insurance — and history — since 1843

GERMANTOWN INSURANCE COMPANY

now writes LIFE INSURANCE thru its subsidiary

GERMANTOWN LIFE INSURANCE COMPANY

Germantown Market Square
Philadelphia, Pa. 19144

Drug Containers . . . From B.C. To C.D. (City Dump)

By JEAN C. WOODRUFF

DRUGS to alleviate disease are as old as the history of man. Until the last century they were based mainly on superstition, magic, religion or at best a hit or miss—trial and error pattern.

In Greek legend, Aesculapius, son of Apollo and God of the healing art delegated the beautiful Hygeia the duties of compounding his remedies. It is written in the Book of Exodus that Moses "was directed by the Lord to prepare ointment compound after the art of the Apothecary."

European medicine before the 14th Century showed a rigid adherence to the doctrine of the ancient Greeks . . . principally to those of Galen (A.D. 131–201). His writings were accepted as absolute authority for more than a thousand years. Experimentation was discouraged and often forbidden.

The first successful rebel was Paracelaus (A.D. 1493–1541). He wandered through Northern Europe where he was always in trouble with the local authorities, but because of his therapeutic successes soon overcame the objections of his contemporaries. New remedies which he introduced and advocated were prescriptions with few ingredients rather than those with dozens handed down by Galen. A stone tablet of ancient Babylonia is believed to have been the earliest writing on Pharmacopiea inscribed about 1700 B.C.

The earliest problem for those who prepared and sold drugs was the preservation and storing without the loss of healing power. Since the beginnings, remedies must have resulted from man's instinct for self preservation so the use of containers must be almost as old as the age of man.

From the earliest writings we have a record of trade in drugs dating back to 2000 B.C. At this time there was important traffic (perhaps a wrong word to use today) in drugs and spices between Babylonia and Egypt. Dealers had their stalls together on a street separate from those of other commodities in Suppara on the Euphrates. This dates to the time of the Babylonian King Hammurabi. Drug vendors also sold their goods in the streets of Thebes and other ancient Egyptian cities along the Nile.

Drug containers took a variety of forms in ancient Egypt. Alabaster pots were common for eye cosmetics and ointments (apparently beauty aids and medicines were sold by the same merchants then as now).

The Greeks had reached a high level in the making of ceramics and had developed distinctive styles of decoration and shapes with special names and designed for specific purposes. A jar called lekythos held oils and other liquids used in small amounts both for medicines and cosmetics. Through the 1st to 5th century A.D. the most widespread was a container



Concerve of Violets Italian Majolica Jar—Mid 16th Century

made by the Romans. This was a glass toilet bottle known as an unguentarium.

Privately owned but governmentally supervised shops were established in Baghdad probably by the 9th Century and for the first time these could be called pharmacies.

Specialized drug jar production is thought to have begun in the Middle East during the period of the Islamic conquest. Persia and the surrounding area produced many precious drugs and spices. The necessity for containers caused potters to develop new kinds of ceramics and unique types of jars which are now intimately associated with pharmacy. One innovation was the use of a glaze to produce non-porous earthen-ware suitable for storing liquid and semi-liquid medicaments. This jar was developed in the Middle East and called an albarello. It was cylindrical in shape with concave sides. The earliest of these came from Rakka, Mesopotamia, on the Euphrates River and dating from about 1200 A.D. They show a black Arabic decoration under turquoise glaze.

When Spain was conquered during the 8th century by Islamic armies, their culture was carried with them and Cordova became an important drug and spice market. Public pharmacies soon followed the pattern of Baghdad. At Malaga were the earliest established potteries on the Mediterranean near the coast of Gibraltar. The art of lustre painting was perfected up the coast from Malaga at Valencia and in nearby Menesses and Paterna. Hispano-Moresque lustre is the term usually used for this pottery made by the Moors in Spain. It is decorated with a golden-copper lustre and dates probably up to 1450.

By the 18th century ceramic centers at Talavera and Catalan improved and albarello were commonly decorated in blue monochrome with leaf design.

In Italy until the 13th Century the production of pottery remained a crude art, then the Islamic influence penetrated. With the commerce in drugs new centers were established for the manufacture of glazed earthenware called Majolica. Some of the earliest of this was made at or near Arvieto during the 14th Century. In the 15th Century probably inspired by the first Chinese importations a design called "Oak-leaf" was used in underglaze with a black and blue decoration.

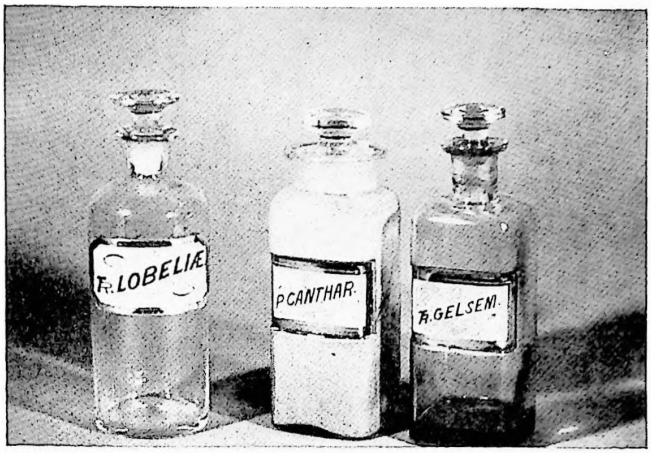
Faience was developed at Faenza in the 15th Century. Some of the Albarello made here used a "Gothic Foliage" decoration. It has a predominance of dark blue, manganese brown with a somewhat bluish-white glaze. The inscription on these jars was distinctive and the lettering Gothic. Early in the 16th Century ewers and syrup pitchers were made in Majolica. The spout was a dragon's head and they had broad strap handles. The decorations were typical of the period. 1505–1520 seems to be the only period in which these were made. Since potters were a "fiddle-footed" type of workmen certain features of the work are difficult to establish with a certainty for any particular region.

By the 16th Century the skill of the Italian potter spread into France—as early as 1512 they were known to be working in Lyons. In Roven it is recorded that large numbers of "drug pots" were made for the local apothecary. These were decorated in "Italian Style," so there is no doubt from whom the French potter learned his trade. In Germany vessels made of box wood were common until the 19th Century. They are almost impossible to identify as to the source or region. Some faience jars were made in the 18th Century at Creussen by Lorenze Speckner which had an all over spiral decoration exclusively in Blue and White. Glass jars were manufactured in the central part of Germany and Bohemia. These were used from the 17th Century until the middle of the 19th Century.

Tin enameling was introduced in the Netherlands also by Italian potters who settled in Antwerp. The first made were crude ointment pots in blue and orange design. Some drug jars were made by the Flemish in the 16th Century and have their own characteristic design. The Dutch town of Delft became famous for the manufacture of glazed earthenware, decorated in blue and white, imitating the Chinese in the 17th Century. Because of the success of the Dutch potters, the general term "delftware" finally replaced faience and majolica for the tin-glazed ware of Holland. The most typical decoration was the peacock and this continued to be used from 1665 for the next hundred years.

A petition to Queen Elizabeth I by two potters from Antwerp for permission to manufacture "Galley paving tiles and Vessels for Apothecaries" in 1567 was the beginning of this type of work in England. Here the early 17th Century drug jars were either unpainted or had a simple stripped pattern covered with a slightly pink glaze. Jars of this type were found in early Jamestown in Virginia and other American Colony settlements. By the second half of the 17th Century English potters had developed unique designs. The most common, an "Angel with Outstretched Wings." Drug jars were made at Bristol and Liverpool, but the center of production was at Lambeth. The design of the "Cherub" is more frequently seen than any other in the 18th Century—drug jar of Lambeth Delph. The production of this ware ended by the introduction by Josiah Wedgwood of glazed earthenware which was both light in weight and creamy in color. During the 19th Century this was known as "Creamware" and later as "Queen's Ware." It was used widely for ointment and extract jars during this century.

Porcelain was used in China for hundreds of years before it was introduced to the Western World. Many attempts had been made to discover the secret



1860 Glass Label—American

of this porcelain. One resulted in the making of milk glass in German Drug Jars. Finally it was Johann Frederick Boettger, a German Chemist, who discovered the true formula in 1709. This led to the establishment of a factory at Meissen, near Dresden. In 1720 a worker at the pottery there carried the secret to Vienna and this resulted in the Vienna Porcelain Factory. A great number of porcelain factories were built in Limoges, France about this time following the discovery of excellent kaolin deposits nearby. Few if any porcelain jars were made in France in the 18th Century but huge quantities were made in the mid-19th Century. Many were produced in all European Countries in the 20th Century.

Glass predominated over all types of containers in America, though it is not known when the first medicine bottles were made here. There is a possibility that some were blown in Jamestown, Virginia in 1608. The 18th Century found advertising by Richard Wistar in New Jersey, 1769 for "Medicine vials and other Apothecarie Supplies." From Manheim, Pennsylvania in 1771 also came advertising of these wares by the Glass Works owned by Baron Henry Steigel in that town. It was reported in 1856 by pharmacist Edward Parrish that there were two kinds of American made bottles, those blown and finished without a mould, which are the most transparent and smoothest kind, but those blown in a mould were preferred for their uniformity of size and shape. Bottles with wide mouths were known as "salt-mouths" and those with narrow mouth as "tinctures." Bottles were used from 1841 and probably earlier for both snuff and medicine. A. A. Cooley is listed as a Druggist and Apothecary in Albany, N. Y. at that date. The Philadelphia College of Pharmacy was established in 1821. Before that time you apprenticed yourself to a practicing pharmacist and learned the business the hard way.

Medicine bottles and vials were a staple product of the later 18th Century and the early 19th Century. The early ones were blown from ordinary bottle glass and made by the thousands in the glass houses of that time. Colors were principally in shades of aquamarine, amber, olive-amber and olive green. These were blown in a large range of sizes and shapes. Many bottles were molded in a two piece mould or in moulds with the name of the patent medicine and dispenser embossed on the outside. Kensington Glass Works in Philadelphia made and sold many of these. One well known and highly "collectible" is "Dr. Robertson's Family Medicine Prepared only by T. W. Dyott." Dyott acted as agent for these works and later owned them.

Drug bottles—in fact all types—more or less command premium prices today. Many people are making a hobby of digging in dumps or old farm yards where it is thought that folks of yesteryear buried trash. Abandoned farms and along the banks of rivers and creeks or where ever a town dump was known to have been are the favorites of treasure hunters. So if you can locate such a place . . . good digging to you.

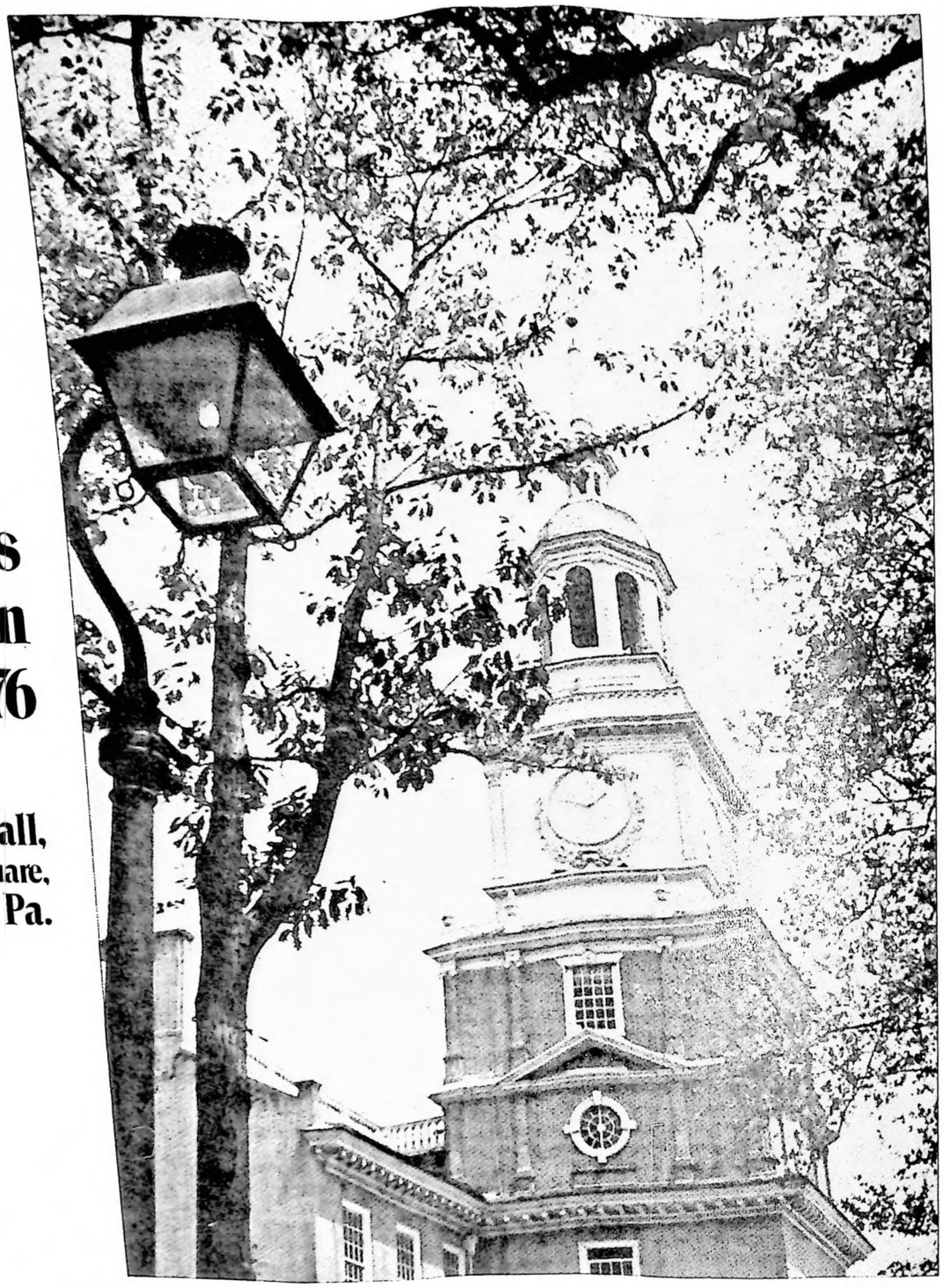


Typical Green Glass—19th Century American

GERMANTOWN HISTORICAL SOCIETY GARDEN PARTY

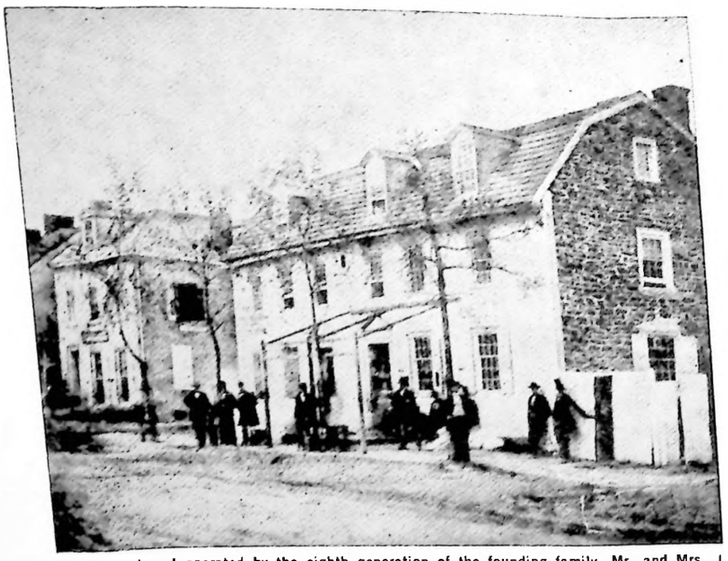
The regular June "Garden Party" of the Germantown Historical Society was held on Thursday evening, June 1, 1972 in the Parish House of Trinity Church, 5300 Germantown Ave.

Refreshments were served, followed by a short meeting, after which the speaker, Mrs. Alber Wolf, was introduced. Mrs. Wolf was amply qualified to speak on "A New View of 18th Century Germantown" (a M.A. in History, having done a History of the Centennial, and a Ph.D. in History, on Germantown History) which everyone enjoyed. As usual, attendance was excellent.



History was made here on July 4, 1776

Independence Hall, on Independence Square, Philadelphia, Pa.



History was made here, too

On May 6, 1761, with the founding of Kirk & Nice, the first and oldest funeral establishment in America.

Kirk & Nice is small building (with sign on front) at far left. Larger building in center of picture is old Washington Hotel. Narrow street separating two buildings is early Washington Lane.

KIRK & NICE

Germantown Ave. & Washington Lane, Philadelphia, Pa. 19144 GE 8-6328

Still owned and operated by the eighth generation of the founding family, Mr. and Mrs. J. Malcolm Henderson • Also: The Kirk & Nice Suburban Chapel, Germantown Pike & Marple Lane, in historic Plymouth Meeting, Pa. 828-7845

Young Washington in Pennsylvania

WITHIN the present boundaries of Pennsylvania the young George Washington performed his first important public services, in connection with the first great war in which Americans and Britons fought side by side "for the blessings of religious and civil liberty." The conflict which was known in America as the French and Indian War began in the wilderness of western Pennsylvania, and the man who later gained the title of Father of his Country played a highly significant part in the opening phase of the war.

The future of America was at stake in 1753, when a French army from Canada invaded the upper Allegheny Valley as the opening thrust of a drive to control the Ohio Valley. Control of this great interior valley of North America would halt the westward expansion of the British colonies and confine them to the narrow region east of the Appalachians, condemning them to relative insignificance. The free institutions inherited from the British motherland would be stifled in the shadow of absolute monarchy.

The energetic Governor Robert Dinwiddie of Virginia was not slow to challenge this aggressive move into land claimed by the King of England. His first measure was naturally to give notice of trespass to the French intruders. This would not be an easy task, for hundreds of miles of wilderness lay between the frontier settlements of Virginia and the nearest French post, Fort Le Boeuf (now Waterford, Erie County). He asked a young man of twenty-one, member of a leading Virginia family, to undertake the mission. The young man accepted without hesitation. Thus George Washington began his first great adventure.

He set out from Williamsburg, Virginia, on October 31, 1753, traveling first to Wills Creek (now Cumberland, Maryland), where he hired Christopher Gist to act as his guide. The next day, November 15, he left this post on the edge of the settled regions, and with Gist and four other companions went on through rain and snow. He reached the forks of the Ohio, the present site of Pittsburgh, about November 23, and described the place as "extremely well situated for a Fort." Next he came to Logstown (near present-day Ambridge). At this famous Indian town he spent five days, in council with the Indians, endeavoring to strengthen their friendship for the English. As a result, three Indian leaders—the Half King, Jeskakake, White Thunder—and a hunter accompanied him when he resumed his journey on November 30.

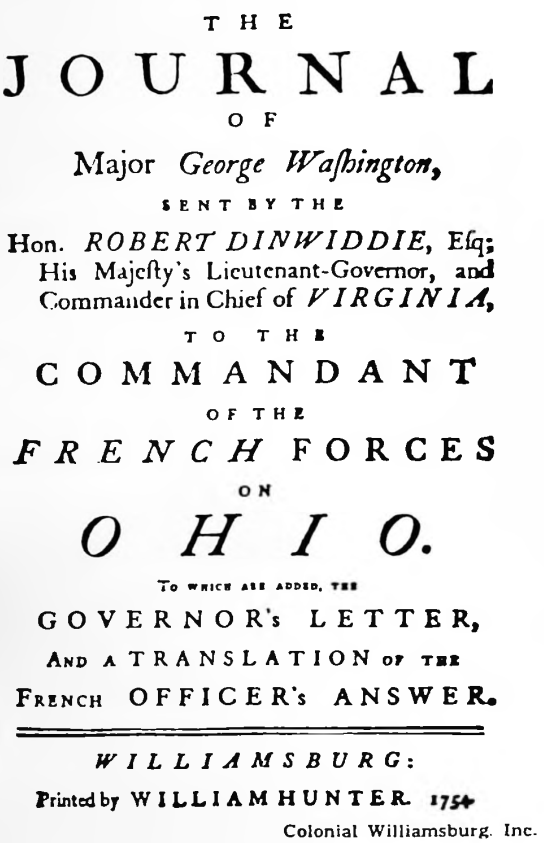
December 4, Washington and his oddly-assorted escort reached Venango (now Franklin), where French Creek enters the Allegheny River. Here he met the famous French Indian agent Joncaire, who had taken possession of the house of an English trader. Joncaire and his fellow officers entertained the Virginian, with food and otherwise: "The Wine, as they dosed themselves pretty plentifully with it, soon banished the Restraint which at first appeared in their Conversation; and gave a license to the Tongues to reveal their Sentiments more freely. They told me, That it was their absolute Design to take Possession of the Ohio. . . . They were sensible the English could raise two Men for their one; yet they knew their Motions were too slow and dilatory to prevent any Undertaking of theirs. They pretend to have an undoubted Right to the River, from a Discovery made by one La Salle; and the Rise of this Expedition is, to prevent our settling on the River or Waters of it, as they had heard of some Families moving-out. . . ."

Next day it rained so heavily that Washington could not continue his journey. The wily Joncaire took full advantage of his opportunity to influence his Indian companions, plying them with liquor and urging them to remain at Venango for a council. As a result, Washington could not leave until the morning of December 7. Because of "excessive Rains, Snows, and bad Traveling, through many Mires and Swamps," he did not arrive at Fort Le Boeuf until the 11th.

The commander, Legardeur de Saint Pierre, received him with courtesy. Legardeur de Repentigny, commanding at Fort Presque Isle, who had some knowledge of English, came to translate Dinwiddie's letter. Thus was the challenge stated:

> The lands upon the River Ohio, in the western parts of the Colony of Virginia, are so notoriously known to be the property of the Crown of Great Britain that it is a matter of equal concern and surprise to me, to hear that a body of French forces are erecting fortresses and making settlements upon that river, within his Majesty's dominions.
>
> . . . It becomes my duty to require your peaceable departure; and that you would forbear prosecuting a purpose so interruptive of the harmony and good understanding, which his Majesty is desirous to continue and cultivate with the most Christian King.

The "elderly Gentleman," as Washington described Saint Pierre, was unwavering in his resolve to carry out the orders of the French Governor, Marquis Duquesne. When Washington asked him "by what Authority he had made Prisoners of several of our English Subjects," he replied "that the Country


THE
JOURNAL
OF
Major *George Waſhington*,
SENT BY THE
Hon. *ROBERT DINWIDDIE*, Eſq;
His Majeſty's Lieutenant-Governor, and
Commander in Chief of *VIRGINIA*,
TO THE
COMMANDANT
OF THE
FRENCH FORCES
ON
OHIO.
TO WHICH ARE ADDED, THE
GOVERNOR's LETTER,
AND A TRANSLATION OF THE
FRENCH OFFICER's ANSWER.
WILLIAMSBURG:
Printed by WILLIAM HUNTER. 1754.
Colonial Williamsburg, Inc.

Title page of Washington's Journal *of the expedition to Fort Le Boeuf, Williamsburg, 1754.*

belong'd to them; that no Englishman had a Right to trade upon those Waters; and that he had Orders to make every Person Prisoner who attempted it on the Ohio, or the Waters of it." His letter of reply to the Governor of Virginia was equally firm. A single line of this answer sums it up: "As to the summons you send me to retire, I do not think myself obliged to obey it." The letter closed with polite expressions of esteem for the Governor and his representative: "I have made it my duty to treat Mr. Washington with all the respect owing to your dignity and his personal merit, and I flatter myself, Sir, that he will do me the justice to be my witness for it with you. . . ." Continuous intrigue and interference by the French with his Indian escort revealed the aggressive intention under the friendly veneer.

The journey homeward was even more arduous than the trip to the French fort. The French gave Washington and his party a canoe for the trip down French Creek, but they had "a tedious and very fatiguing Passage." The stream was turbulent and full of floating ice; several times they had to "remain in the Water Half an Hour or more, getting over the Shoals." Though they left Fort Le Boeuf on December 16, they did not arrive at Venango until the 22nd. Here the Indians gave in to the blandishments of the French, and Washington went on with only his white companions. The horses were tired and overloaded with baggage, so that they traveled very slowly. After three days of slow progress, Washington decided to set out with Gist by the "nearest Way through the Woods, on Foot." He left the interpreter Van Braam in charge of the baggage, to bring it along as fast as might be convenient.

Never did Washington more clearly demonstrate his courage and determination to do his duty than when he set out on the 26th with Gist as his sole companion. To the heavy snow and icy winds was added the peril from hostile Indians. One fired a shot at them the next day, and they traveled by night to escape pursuit. Poling across the Allegheny River on a hastily-contrived raft, Washington was thrown into the half-frozen river, but caught hold of the raft and saved himself. They spent the night on an island; next day the river had frozen enough to permit them to cross on solid ice.

Washington returned to Williamsburg on January 16, 1754, and delivered the French reply to Governor Dinwiddie. He also gave the Governor the journal which he had kept of his adventures, and was much surprised when Dinwiddie ordered it to be printed. This straightforward, if unpolished, narrative—with its many details describing the French fort and the French attitude—made a strong impression both in the American colonies and in Great Britain. Keen-minded, alert to observe, young Washington had prepared convincing proof of the actuality of danger from the French.

The issue was made plain, and in the war which developed from Dinwiddie's challenge to the French invasion, Washington rendered other notable services. In the spring of 1754, he commanded a force of Virginia militia sent to aid the new British fort which was being erected at the forks of the Ohio. The French captured it before he had crossed the mountains, but he continued his advance into southwestern Pennsylvania. On May 28, he surprised a small French detachment under Villiers de Jumonville on Laurel Hill in Fayette County. The skirmish which followed was the first battle of the French and Indian War. Jumonville was killed, and all but one of his party killed or taken prisoner.

Knowing that his force was inferior in number to the French, Washington finally retreated to the Great Meadows (ten miles east of present-day Uniontown, on the National Road), where Fort Necessity was hastily built. Beseiged by French and Indians in superior numbers on July 3, Washington was compelled to surrender. The French permitted him and the garrison to "retire into his own country." Shortage of supplies and ammunition and lack of men had led to the first defeat of Washington's career.

He served with distinction on the two later campaigns against the French in western Pennsylvania. In 1755, as volunteer aide on the staff of General Edward Braddock, he gave the British commander good advice which, if followed, might have averted the crushing defeat on July 9. Four bullet holes in his clothing, two horses shot under hlm, were evidence of of his personal bravery in this disastrous battle. He helped carry the mortally wounded Braddock from the field.

Appreciation of his ability and leadership was then manifested by the government of Virginia, which made him colonel and commander-in-chief of the forces protecting the frontier of that colony. He did not take part in another major campaign on Pennsylvania soil until 1758, when he joined the expedition led by General John Forbes to capture Fort Duquesne, the French fort on the site of modern Pittsburgh. He was with the advance troops which occupied the ruins of Fort Duquesne on November 25, 1758, shortly after the French had burned the fort and retreated to Venango. This success virtually ended the war as far as Virginia was concerned. After four years of faithful service to both the colonies and the mother country, Colonel George Washington resigned his commission and returned to the pleasant and industrious life of his Virginia estates. Six weeks later, he married Mrs. Martha Dandridge Custis.

The experience and training which George Washington gained during the stirring years of the French and Indian War in western Pennsylvania were of inestimable value in later years when he led the armies of the United States in the War for Independence. He came out of the French and Indian War the most distinguished soldier in all the thirteen colonies. Acquaintance with many noted officers had been made, some of whom were to fight with him, some against him, in later years. He had seen the mistakes of others and had learned from them. He had demonstrated courage and resourcefulness, and faithfulness in carrying out every task assigned to him.

To many of us the French and Indian War seems lost in the dim past, obscured by the thrilling events of the Revolutionary War. Its significance as a struggle for liberty, as a conflict between the free principles of English institutions and the authoritarianism of the old French Regime, has been slighted, largely because the French King for reasons of self-interest helped us to win independence. Victory in the French and Indian War made possible the settlement of western Pennsylvania, and the western expansion of the American people. While the French threat stlll existed in the north, Americans could not think of severing their political ties with the mother country. The downfall of the French empire in America thus opened the way for American independence.

Published by the Commonwealth of Pennsylvania, Pennsylvania Historical and Museum Commission, Harrisburg, 1969. Second edition. Text by Donald H. Kent; edited by Dr. S. K. Stevens and Donald H. Kent.

We are indebted to the Commission for permission to reproduce it in the GERMANTOWNE CRIER.



MEMBERSHIP INFORMATION

The Germantown Historical Society welcomes new members. Privileges of membership include attendance at all lectures, tours, and other functions sponsored by the Society. Members also receive current issues of the GERMANTOWNE CRIER without charge. Society dues are as follows:

Life (payable quarterly or at once)	$100.00
Sustaining or Business	10.00
Annual	7.50
Junior (under 18), Teacher, or Librarian	3.00

Interested persons are invited to obtain further information by contacting the chairman of the Membership Committee:

Mrs. Arthur E. Weil
3912 Netherfield Road
(Telephone: VIctor 3-6089)

STEAM ECLIPSED IN SPOTS

Electric Locomotive Speedily Taking the Place of the Other

WILL the electric railway motor supplant the steam locomotive? This is a question which within the last few years has been frequently asked, and there are now facts at hand to demonstrate that the battle between electricity and steam is about to come to a climax. Preparations are on foot that will bring the opposing forces together for a decisive struggle within the next few months, and those who have studied the situation predict a victory for electricity.

Practically every Eastern trunk line has already begun the installation of electricity on some part of its lines, or is making preparations to take this step in the immediate future.

The New York Central is equipping its main line with an electric system to run trains from the Grand Central Depot, in New York city, as far as Albany. At a recent meeting of directors it was decided to issue $150,000,000 additional stock to be used in extending the Central lines in New York by electric roads.

The Pennsylvania Railroad has for some time operated electric trains on its Long Island division, and this work is now being constantly extended. The same company recently made another contract for the electrical equipment of its line from Philadelphia to Atlantic City; and when a railroad company like the Pennsylvania takes a step so radical it is a foregone conclusion that it has made investigations the results of which make this new departure a necessity.

The New York, New Haven & Hartford recently contracted for 30 electric locomotives with the Westinghouse people of Pittsburg, to be installed on its line between New York city and Stamford, Conn., and has already begun to equip some of its main tracks electrically.

The Erie Railroad is the next which will introduce electricity on part of its main line, and once this start has been made the Gould roads will naturally fall into line.

The Grand Trunk line recently contracted for electric power to operate its lines under the St. Clair River between Port Huron and Sarnia, having demonstrated to its own satisfaction that it would be cheaper than steam. The Illinois Central Railroad is making similar preparations for the introduction of electricity.

Indeed, there is not now a steam railroad man in the country, who would have pooh-poohed the idea five years ago, that will not tell you now that the electric locomotive is the coming propelling agent for railroad trains. The operation of electric trains being cheaper, there will be many more trains and thus increased accommodation, and there will be no smoke, no dirt, no cinders and less noise.

There is now about $500,000,000 appropriated by the various railroad companies throughout this country to be used in the purchase of electrical machinery.

From "The Record" of Sunday, April 15, 1906.

WHEN MONEY WAS WEIGHED

(Reprinted from "Germanopolis" souvenir book of two hundred and twenty-fifth anniversary of the first permanent German settlement in America, October 6, 1908.)

George Bockius, the flour and feed dealer, on Main Street, below Haines, has an old-fashioned pair of scales and full set of weights that were used in his great-grandfather's days to weigh gold coins. The money in those days was all out of kelter, and merchants refused to take the face value in exchange for merchandise, and the scales were always resorted to to decide what a piece of money was worth, on the basis of a fixed value for a pennyweight and an ounce, twenty-four grains making a pennyweight and twenty pennyweights one ounce. One pennyweight of gold was valued at 5s 6d, and an ounce of gold £5, 10s, and everybody had to come to this standard. The coins were counterfeited in old times, too, being filled with pewter and baser metals. The scales, notwithstanding their antiquity, are as true today as they were when first made by Samuel Grey, cutler, of Market Street Philadelphia, "manufacturer of all kinds of beams, scales, weights and stilyards."

GERMANTOWN BLEACHFIELD

"Germantown Bleachfield. John Hunter, at the above Bleachfield, Will immediately begin to whiten all sorts of plain Linen, Yard Wide and under Widths, not exceeding 900 Reed, at 4d per Yard; 1000 Read at 5d per Yard; and all above at 6d per Yard; Huckabacks and coarser Diapers at 4d per Yard; fine Diapers at 5d per Yard. Russia Twills and Sheetings will be bleached for Merchants at 4d per Yard, and dressed and lapped equal to any imported at 6d per Piece. Linen, Yarn and Thread, whitened at 1s per lb. No less Quantity than 10 lb. will be received. Cotton whitened at 10d per lb. and Cotton Stockings at 4d per Pair.

"Families who have Sheets and Table Linen stained or discolored, may have them cleared at a moderate Price * * *

"Said Hunter will also attend himself at George Zeller's, Innkeeper, at the Germantown Stage, the Corner of Cherry-alley and Third Street, in Philadelphia, on every Saturday, to receive and give Receipts for Goods."

—Pennsylvania Evening Post,
March 14, 1775
(Germantown History Vol. II No. 4)

CURIOUS PAPER OF THE DAYS OF PENN

IN THE extensive collection of documents belonging to John Elvidge, of Harvey Street, is the appended relic of the founder of the Commonwealth. The curious old document is neatly engrossed on parchment, and although the spelling and capitalization, which we give as in the original, may give a bad impression of the early education of Penn's scrivener, it is far in advance of most of the documents of that early day. Wherever the letter S occurs, it is made like the present small F, without a cross. The small E's and O's are made alike, and wherever the letter C is used for "ti," as in the word "consideracon," a character somewhat resembling the commercial mark for "number" is used to designate the fact. It seems the German name of Wilhelm was too much for the writer, for he spells it in three different ways. "pensilvania" is a bad spell of the Keystone State, and "claym" is the old way of writing claim. The seal is a *fac simile* of the one on the original, with the exception of an outside circle. The words in SMALL CAPS are in Old English text on the parchment, there being twenty-two flourishes around the initial T. The *Italic* words are written in the original. A smile may be raised at the crudeness of the wording and spelling, but those inclined to laugh should remember that a king of England was once known as "Beauclerk" (good scholar) because he was the only one at court who could write his name.

THIS INDENTURE made the Four and Twentieth day of February, Foure and Thirtieth year of the Reigne of King Charles the Second over England & Annoge Domini 1682, BETWEEN William Penn, of Worminghurst, in the county of Sussex, Esqr., of the one Part, and *Johan Willam Uberfet* of *Frankfort, Germany, marchent on the River*, of the other part; WHEREAS the said William Penn by his indentures of lease and release, bearing date the *Eighteenth and Nineteenth day in this prest year* 1682, for the considderacon therein menconed did then grant, bargain, sell, Release and confirm unto the said *Johan Willam Uberfelt*, his Heires and Assignes for Ever the full and Just proportion and quantity of *One Thousand Acres* of Land every acre to be admeasured and computed according to the dimensions of acres mentioned and appointed in and by the statute made in the Three and Thirtieth year of the reigne of King Edward the First, situate, lying and being within the Tract or Land or province of pennsilvania, in America, the said *one thousand acres* to be alloted and sett out in such places or parts of the said Tract or province, and in such manner and at such tyme or tymes as certain concessions or constitutions, bearing date the Eleventh day of July, Anno Domini 1681, and signed, sealed and executed by and between the said William Penn on the one part and the said *Johan Willem Uberfelt* and other purchasors of Lands within the said Tract or province of the other parts are agreed, limited and appointed or hereafter to be signed, sealed and executed by and between the same parties, shall be agreed, limited and appointed, and also all the State Right, title and interest of him, the saide William Penn, of, in and to the said *One Thousand Acres* TO HAVE AND TO HOLD the said *One Thousand Acres* and every part and parcle of the same, to him, the said *Johan Willem Uberfelt*, his Heires and assignes, for ever to the use of his Heires, and assignes, as of the signiory of Windsor, YIELDING AND PAYING therefore yearly unto the said William Penn, his Heires and assugnes, chiest or sum rent of one shilling for every hundred Acres of the said *One Thousand Acres*, or or upon the first day of March for ever in lien and stead of all services and Demands wat soever. Now THIS INDENTURE WITNESSETH that the said William Penn for and in consideration of the sum of *Three* pounds and *six* shillings, lawful money of England, to him now in hand paid by the said *Johan Willem Uberfelt*, the receipt whereof the said William Penn doth hereby acknowledge, and thereof and every part thereof doth herewith acquitt and discharge the said *Johan Willem Uberfelt*, his Heires executors and administrators, and for divers other and good and valuable consideracons, him thereunto now especially moving, hath remised, released and quitclaymed unto the said *Johan Willem Uberfelt*, his Heires and assignes for ever the yearly Rent of *Nine* shillings, being part of the aforesaid yearly chiest or quit Rent of one shilling for every hundred Acres of the said *one thousand* to the end, intent and purpose that the yearly chiest or quit Rent of *one shilling* in the whole, and no more shall henceforth be payable out of the said *One Thousand* Acres unto the said William Penn, his Heires and

Assignes for ever in lein and stead of all Rents services and Demands whatsoever.

IN WITNESS whereof the parties hereunto have to these persons indentures interchangeably set their hands and seals, dated the day and year above written.

o

o o o

WILLIAM PENN.

The document is countersigned on the back: "Release to Johan Willem Uberfelt of 9s. yearly Quit rent."

The above article, as well as this paragraph, is reprinted from "Germanopolis," "the authorized souvenir book of the two hundred and twenty-fifth anniversary of the first permanent German settlement in America, October 6, 0908, is respectfully dedicated to the memory of Francis Daniel Pastorius and his brave fellow-emigrants from the Fatherland, to whose indefatigable energy, sterling industry, frugal habits, and full-rounded, ardent regard for both personal and religious liberty, constituted the superstructure upon which this beautiful and far-famed suburban city of Germantown was founded, and which originally bore the name that adorns this modest historical offering."

LEEDOM AND WISSLER

Since 1895

PRESCRIPTIONS

Chelten and Pulaski Avenues

GErmantown 8–1340

FREE MOTOR DELIVERY

It is well to remember the pursuit of happiness is not a joy ride.

A fool can ask a question no wise man can answer.

VASSALL MOTORS

Authorized American Motors Dealers

AMBASSADORS • MATADORS
JAVELINS • GREMLINS

217 W. Chelten Avenue
Germantown, Phila., Pa.
VI 9-5020

A Map of

Historic Germantown

Designed by J. Riegel, Jr.

This detailed map, elaborated with numerous sketches, shows the locations of streets, historic buildings, churches, etc. It is replete with data concerning local people, places, and events.

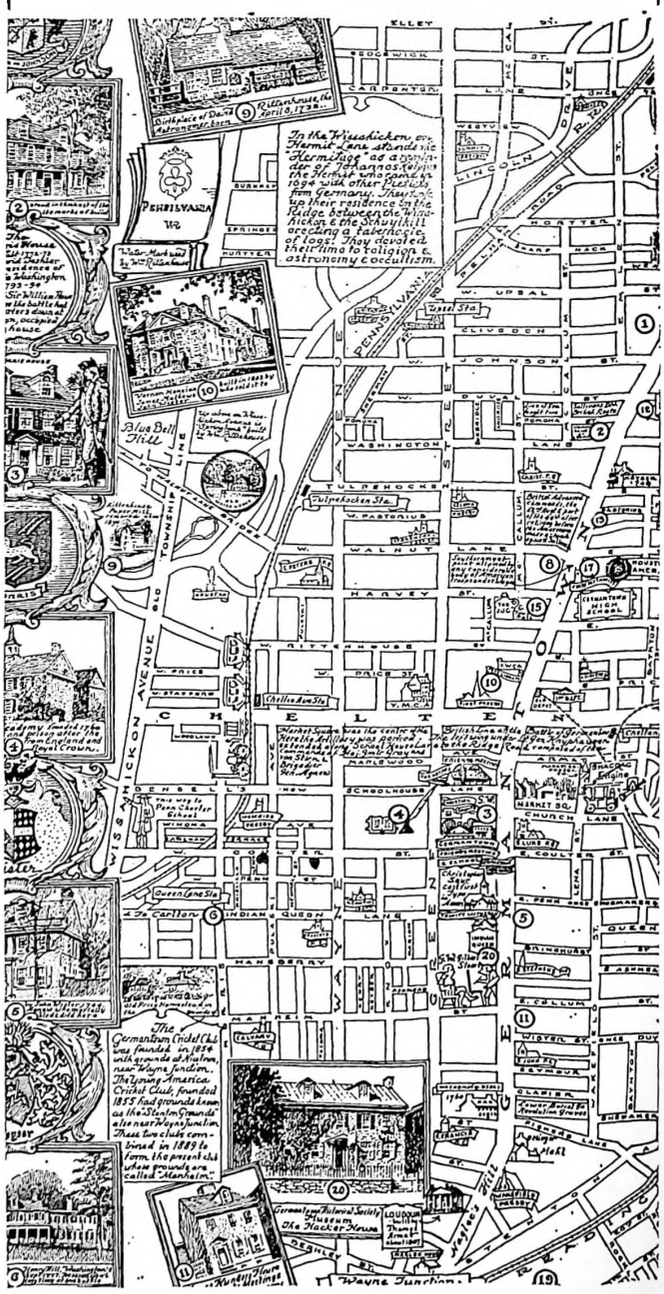
Size: 19 by 25 inches
Price: Black and white, $5.00
Beautifully hand-colored, $25.00

The map may be ordered from:

Germantowne Crier
5208 Germantown Ave.
Philadelphia, Pa. 19144

Checks should be made payable to
Germantown Historical Society

Add 25 cents to cover postage and handling



Penn's Plan for a General European Union

A Township Meeting Held to Oppose an Incorporation

AT a large and respectable meeting of the taxable inhabitants of the township of Germantown, opposed to an incorporation held at the house of Daniel Heins, on Thursday, the 9th of February 1832, Joseph Hergesheimer, Esq., was called to the chair, and Francis W. Bockius and Daniel D. George appointed secretaries. The business of the meeting having been stated from the chair, Col. A. L. Roumford rose and addressed the meeting at considerable length; when, on motion, it was—

Resolved, That a committee of nine persons be appointed to draft resolutions expressing the sense of this meeting; whereupon the following persons were appointed, viz. Col. A. L. Roumford, Joseph Bockius, Daniel D. George, D. L. Billmeyer, Jacob Haas, John M. Bockius, Jacob Howe, Frederick Ditweiler, and F. W. Bockius, who, after having retired for a short time, reported the following resolutions, viz.

Resolved, As the sense of this meeting, that the petitioners for a corporation, in their resolutions adopted at a meeting, of which John F. Watson Esq. was chairman, held at the house of William Bowen, on Monday evening, the 30th ult., have shown no satisfactory reason why Germantown should be incorporated as a Borough; but on the contrary, they prove to us clearly by their gross misrepresentations of facts, that it would be dangerous to commit the concerns of a Borough town into the hands of men who undertake publicly to censure and reprehend others for taking the liberty of thinking and acting differently from themselves in matters concerning the public good.

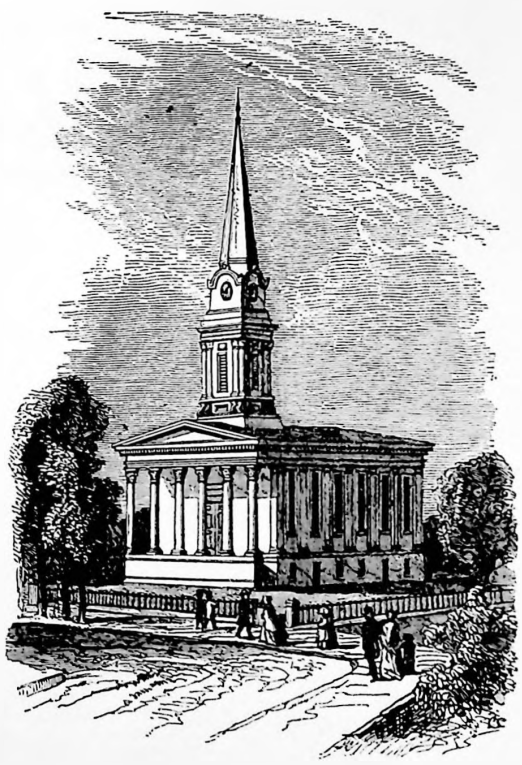
Resolved, That we are opposed to the incorporating of Germantown for the following reasons, viz. The local situation of the bounds intended to be incorporated embraces above two miles on the Germantown and Perkiomen turnpike road, most of which distance is undulating and hilly; and if the side walks were to be regulated according to the grade of the turnpike, it would very much injure individual property in situations where banks would have to be cut down, and in low places where it would have to be filled up.

Again we are opposed to it because there is a great number of tenants in said district, whose rents are already sufficiently high and the levying of Borough taxes would induce the landlords to raise the rents.

Because the rise of rents of houses in the contemplated Borough would produce a similar rise in the upper district, greatly to the disadvantage of the poorer class of our inhabitants.

We are opposed to it, because it would create unnecessary taxation within the contemplated Borough, for the purpose of defraying the expenses of the said corporation and its attendant offices, and would also raise the road tax upon those living out of the contemplated Borough, as they would have nearly the whole of the roads in the township to repair, which would raise the taxes to more than double what they now are.

We are opposed to it, because the Turnpike Company, by their Act of Incorporation, have the whole width of the said road, including the side-walks, and it is therefore the duty of said company to keep the side walks in good and respectable order.



Germantown Town Hall

We are opposed to it, because the benefits to be derived from an incorporation, have the whole width of the said road, including the side-walks and it is therefore the duty of said company to keep the side-walks in good and respectable order.

We are opposed to it, because the benefits to be derived from an incorporation would not, in our estimation, be equivalent to the expenses incurred thereby.

And finally—we are opposed to it, because we will not barter the freedom we now enjoy, nor tamely submit to vexatious laws and regulations to attain chimerical benefits, or to invest with a little brief authority a few individuals, who, in the plenitude of laudable ambitions, may aspire to the high dignity of Chief Burgess, the weighty importance of Town Clerk, or the responsible office of High Constable.

Resolved, That the resolutions passed at a meeting on the 30th ult. charging us with the intention to deceive or bias the Legislature with a long parade of names, &c is harsh and unjust as may be seen from the tenor of the memorial signed by the inhabitants residing without the limits of the proposed Borough, which specifies that the memorialists reside without the bounds of the said contemplated Borough.

Resolved, That a committee of five persons be appointed to have 150 copies of the proceedings of this meeting printed, and one copy thereof sent to each Senator and Representative in the Legislature for their consideration, and to collect money to defray the expenses attending the same; whereupon F. W. Bockius, Daniel D. George, D. L. Billmeyer, Jacob Derr, and Jacob Haas were appointed said committee.

Resolved, That Col. A. L. Roumford, Joseph Bockius, Jacob Miller, John M. Bockius, and Joseph Hergesheimer, Esq. be a committee to draft a joint letter to the members from the County of Philadelphia in both houses of the Legislature respecting the said contemplated Borough.

Resolved, That the proceedings of this meeting, signed by the Chairman and Secretaries be published in the *Germantown Telegraph* and the *American Sentinel.*

JOSEPH HERGESHEIMER
Chairman
FRANCIS W. BOCKIUS
DANIEL D. GEORGE
Secretaries

Allen's

CHELTEN & GREENE
GERMANTOWN

"THE NICE PLACE TO SHOP SINCE 1837"

- WOMEN'S CLOTHING
- MEN'S STORE
- CHILDREN'S SHOP
- SPORTSWEAR
- COSMETICS
- BAKERY
- CANDY
- NOTIONS
- STATIONERY & BOOKS
- GIFTS
- HOUSEWARES
- LINENS

SHOP 10 'TIL 9 WED. & FRI. OTHER DAYS 'TIL 5:30
FREE ATTENDED 2 HR. PARKING BEHIND THE STORE OR AT MAPLEWOOD AND GREENE.

HISTORIAN RESIGNS

It is with the deepest regret the Historical Society of Germantown has accepted the resignation of Mrs. Almon N. Kidder as the Society's Historian.

For many years we have enjoyed her interesting reports on the "Story of Germantown" which have been printed in the CRIER. They will most certainly be missed.

Mrs. Kidder felt this move necessary for health reasons. We wish her well.

MAXWELL MANSION COMMITTEE SPONSORING FALL WALKING TOUR

The Maxwell Mansion Committee of the Germantown Historical Society is sponsoring a Walking Tour this Fall (Saturday, September 23rd, 1972). Twelve exceptional Victorian Houses ranging from a Gothic Castle to a Mill Worker's Cottage—also two churches will be open to tour members.

The Maxwell Mansion, built in 1859 and recently added to the National Register of Historic Places, will of course be open to tour visitors. The grounds will be the site of "Artique," a special sale of original art works and antiques.

Brochure, map, etc. will be available. $3.00 for adults, $1.00 for children. Tickets on sale prior to tour from Maxwell Mansion Committee or on day of tour at any "tour" house.

CLAIRE KOFSKY, *Chairman*
Maxwell Mansion Tour Committee

SCHEDULE OF EVENTS

Thursday, October 19, 1972 at 8:00 P.M. Trinity-Lutheran Church, Germantown Avenue and Queen Lane, Germantown. Speaker: Professor Michael Brooks. Subject: John Ruskin and his Influence on English and American Architecture.

Additional Meetings to be announced.

Revolving Cash. "A Loan You Can Live With."

Cheaper. More personal. More flexible. A loan you can live with. If you could live with from $400 to $5,000, stop by the Quick Loan Center in any First Pennsylvania Bank Office and open your Revolving Cash account today.

First Pennsylvania Bank
The First Pennsylvania Banking and Trust Company
Member Federal Deposit Insurance Corporation

4 CONVENIENT OFFICES TO SERVE YOU IN YOUR NEIGHBORHOOD

GERMANTOWN—16 West Chelten Avenue
CHEL-WAYNE—5536 Wayne Avenue
CHESTNUT HILL—8527 Germantown Avenue
MOUNT AIRY—6740 Germantown Avenue

KOELLE GREENWOOD CO.

Phila's Oldest Ford Dealer

SALES—SERVICE—LEASING

161 W. Chelten Ave.
Germantown GE 8-1025

COMMONWEALTH LAND
TITLE INSURANCE COMPANY

18 W. Hilltop Road
Philadelphia, Pa.
CH 7-1101

Frank J. Ruck, Jr., *Title Officer*

Economy Plumbing and Heating
Supply Co., Inc.

Wholesale Distributors

Standard Sanitary • American Radiator
Kohler of Kohler
Pipes • Valves • Fittings • Boilers
Radiators & Oil Burner Supplies

5245-47 Germantown Avenue
Phone: Victor 8-5600 Philadelphia, Pa. 19144

PATRONIZE
YOUR
ADVERTISERS

Advertisers Index

Allen's 92
Betty the Caterer 72
Boardman-Hamilton Co. 72
Commonwealth Land Title Insurance Co. 94
Connor Co., Martin F. 70
Cunningham Piano Co. 95
Economy Plumbing & Heating 94
Fidelity Bank, The 67
First Pennsylvania Bank 93
Robert F. Foerster & Bro. - Pharmacists 70
Fulleborn's Inc. 70
Gassner Co., Inc., Thomas S. 68
Gerbron 72
Germantown Insurance Co. 80
Germantown Plumbing and Heating Supply Co. . 67
Germantown Savings Bank ..... Back Cover
Girard Bank 95
Hamilton-Reliance Savings Association 68
Harris Gramm, Inc. 70
Imhof's Restaurant 70
Ivy Hill Cemetery 66
Jacquinto, Frank J. 74
Jones Lumber Co., Inc. 70
Kirk & Nice 84
Koelle Greenwood Co. 94
Leedom & Wissler 90
Liberty Federal Savings and Loan Ass'n. 67
MacDonald Services 68
Provident National Bank 66
Robertson & Sons, Inc., George 70
Schuck Electric 66
Smith, Inc., J. & R. 72
Staton's Galleries 68
St. Martin's Coal Co., Inc. 70
VanDenBergh, Christian J. 67
Vassall Motors 90
Winder, J. Russell 95
WFLN 66
Yarway Corporation 95

PHONE GE 8-9478

J. RUSSELL WINDER

Realtors

Active in Germantown for
Over 50 Years

WALTON S. WINDER

Engineered Products for the Power
and Process Industries Since 1908

YARWAY®

YARWAY CORPORATION
Blue Bell, Pa. 19422

CUNNINGHAM PIANO CO.

Germantown's Only Piano Factory

The Finest in Pianos since 1891
NEW & USED PIANOS SOLD AT
FACTORY PRICES

5427 Germantown Avenue
Factory & Warehouse, 26 East Coulter Street
GE 8-3200

PIANOS BOUGHT • RENTED • STORED • MOVED • TUNED

Financially yours,

GIRARD BANK
FDIC

We want you to be glad you bank here.

Germantown Office, 5500 Germantown Avenue

Germantown Historical Society
5214 Germantown Avenue
Philadelphia, Pa. 19144

NON-PROFIT ORG.
U. S. POSTAGE
PAID
Philadelphia, Pa. 19144
PERMIT No. 2746

5%

A regular savings account earns interest from day of deposit to day of withdrawal. Save or withdraw any amount, anytime.

6%

Two to six-year certificates with interest compounded daily earn an effective annual rate of 6.18%. Invest any dollar amount from $250.

point of GREAT interest!

OFFICES THROUGHOUT PHILADELPHIA AND SUBURBS

READING

ALLENTOWN

GSB

GERMANTOWN SAVINGS BANK

Member FDIC