

**WEST CHESTER AND PHILADELPHIA RAILROAD VIA MEDIA.**

**WINTER ARRANGEMENT.**

On and after Wednesday, Oct. 18th, 1865, the Trains will leave as follows:—

Leave Phila'da. FROM THE DEPOT. Corner 31st & Market Sts. 8.05 A. M. 11.00 A. M. 2.15 P. M. 4.30 P. M. 6.00 P. M.	Philadelphia Depot changed from 18th & Market Sts., to 31st & Market Sts.	Leave W. Chester FROM THE DEPOT On East Market Street 6.45 A. M. 8.15 A. M. 10.45 A. M. 1.40 P. M. 4.35 P. M.
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Trains leaving West Chester at 8.15 A. M. and leaving Philadelphia at 4.30 P. M., will not stop at Pennelton and will stop below the Baltimore Central Junction, at Media, only.

**PENNELTON TRAINS**

Leave Phila. for Pennelton. 4.00 P. M. 11.00 "	Leave Pennelton for Phil'a 9.02 A. M. 6.20 P. M.
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These Trains stop at all Intermediate Stations.

**ON SUNDAYS**

Leave Philadelphia at 8.30 A. M., and 2.00 P. M.  
Leave West Chester, at 7.55 A. M., and 4.00 P. M.  
Trains leaving Philadelphia at 8.05 A. M., and 4.30 P. M. and West Chester at 8.15 A. M., and 4.35 P. M., connect at B. C. Junction with trains on Philadelphia and Baltimore Central Railroad for Oxford and intermediate points.  
Passengers are allowed to take wearing apparel only as baggage, and the Company will not, in any case be responsible for an amount exceeding \$100., unless a special contract is made for the same.

Philada. Oct. 10, 1865. HENRY WOOD Gen'l Su 't

**PHILADELPHIA & BALTIMORE CENTRAL RAILROAD.—OPEN TO OXFORD.**

**WINTER ARRANGEMENT.**

On and after Wednesday, Oct. 13, 1865, the trains will leave Philadelphia from the Depot of the West Chester & Philadelphia Railroad Company, corner of 31st & Market Sts. West Philadelphia, at 8.05 A. M., and 4.30 P. M. Leave Oxford at 6.50 A. M. and 3.10 P. M.  
The train leaving Philadelphia at 8.05 A. M., connects at Oxford with a line of stages for Peach Bottom, in Lancaster County. Returning, leaves Peach Bottom to connect at Oxford with the afternoon train for Philadelphia.

Oct. 25 1865. HENRY WOOD S

LITHOGRAPHIC VIEWS  
OF DELAWARE CO.,  
CHESTER CO,  
UNCOMMON  
FINE COPY \$75-

Harry C. Smith.  
Media, Pa.

**SPRING AND SUMMER ARRANGEMENTS.**

**WEST CHESTER RAILROAD.**

**CHANGE OF HOUR.**

On and after MONDAY, the 13th of March, the cars will leave the Depot, Southwest corner of MARKET and EIGHTEENTH Street, Philadelphia, daily, at HALF-PAST SEVEN, A. M., and HALF PAST FOUR, P. M.; and will leave West Chester at SEVEN o'clock, A. M., and FOUR o'clock, P. M.

On Sunday a train leaves Philadelphia at HALF-PAST SEVEN o'clock, A. M., and West Chester at FOUR o'clock, P. M. mar10 JOSEPH J. LEWIS, President.

# THE REPUBLICAN.

CHESTER, FRIDAY, NOV. 15, 1850.

**THE DIRECT RAIL ROAD.**—The meeting held at Worrall's, on Monday last, of those favorable to a route for the West Chester and Philadelphia Rail Road, by way of Chester creek, Media and Kellysville, was numerously attended, and energetic measures were adopted to give an impetus to the enterprize. A subscription was entered into to defray the expense of surveying this route, which we trust will be promptly filled up. Mr. BOWEN, the President of the Company was present, and stated at some length the highly favorable prospects of the success of the road; and urged with much force, the importance of liberal subscriptions of stock in this county, showing that Chester county had already subscribed one hundred thousand dollars, and would eventually make her subscription at least one hundred and twenty-five thousand dollars. He also stated that subscriptions would be taken conditional as to route, so that all may have an opportunity to subscribe, in accordance with their interest and wishes.

We are informed that Mr. BOWEN showed conclusively the profitable character of the stock of this road as an investment. Of this, however, there is no doubt—but our citizens have a much higher interest at stake than that of dividends, and it is this which makes the question of route important. On either route, the farmer, the manufacturer, the holders of property, and business men are deeply concerned, and should, and we have no doubt will, prove their sense of its importance by liberal subscriptions.

Mr. BOWEN, we understand, purposes to call on our citizens generally, and we trust that they will meet him in that spirit of liberality, which the enterprize deserves. Let every one be prepared to aid, according to his ability, in this great work, which will prove of so much advantage to all.

## RAILROAD MEETING.

At a meeting of the citizens of the borough of Media, and townships on the line of the route of the contemplated railroad from West Chester to Philadelphia, held at the public house of Peter Worrall, (Providence Inn), on the first day of March, 1851, on motion, ABRAM HADDY, of the county in the borough of Media, and its great enhancement in value to result from the construction of the proposed road, demands that the citizens unite in securing to the county generally the advantages of that enhancement which must inevitably accrue from the improvement.

*Resolved,* That our fellow citizens are earnestly requested to afford the necessary assistance to the managers of the company in their efforts to obtain subscription to the stock, and otherwise promoting the accomplishment of this desirable improvement—and to scan closely, and expose fearlessly, the garbled, insidious and false views presented by anonymous and interested enemies, in our county papers, calculated to mislead the public mind in regard to the policy, the profit and the practicability of the proposed road.

*Resolved,* That the great importance of this improvement to a large portion of our citizens, and the bold and reckless attempts being made by persons in and out of this county adversely interested, to create a prejudice against it, through the columns of the public papers, require that this meeting shall appoint a special committee, charged with the duty of spreading before the public reliable information in relation to its practicability, its cost, and its prospective advantages.

*Resolved,* That James M. Wilcox, Samuel Riddle, Joseph Edwards, Minshall Painter, Abraham Pennell, Thomas Pratt, Dr. George Smith, John C. Beatty, John Miller, Samuel Bancroft, Sketchley Morton, Mordecai Lewis, Wm. T. Peirce, Isaac Halderman, Emmanuel Hay, Charles Williamson, Dr. John T. Huddleson and Joel Evans, be appointed a committee in pursuance of the above resolution.

*Resolved,* That this meeting holds in indignation the disposition of interested persons out of the county, to intermeddle through the medium of the public press, in our domestic affairs, to the detriment of the county generally.

*Resolved,* That the road must and shall be made.

*Resolved,* That the proceedings of this meeting be published in the papers of Delaware and Chester counties. [Signed by the Officers.]

ADMINISTRATIVE  
Philad., Feb. 11-5m.



OSBORN'S HILL.

# Guide-Book

TO THE

## WEST CHESTER AND PHILADELPHIA

### RAILROAD.

ILLUSTRATED BY 14 LITHOGRAPHS.

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PHILADELPHIA:  
PRINTED BY SHERMAN & CO.  
1869.

# THE REPUBLICAN.

CHESTER, FRIDAY, APRIL 26, 1850.

**DIRECT RAIL ROAD.**—We learn from the *West Chester Republican*, that an important supplement to the act incorporating the West Chester and Philadelphia Railroad Company, has been passed by the present Legislature, and approved by the Governor. It makes the company a body politic and corporate, in law, as soon as 1200 shares of stock are subscribed; it authorizes interest to be paid to stockholders on their instalments, until the completion of the road; it authorizes the company to connect their road with the State road avoiding the inclined plane, at any point not more than one mile and a half west of the Schuylkill; it authorizes the company to construct a branch road, from their road to the new Seat of Justice of Delaware County; it extends the time for the commencement and completion of the road; and it increases the number of commissioners to dispose of the stock and direct all preliminary movements. Anthony Baker, George Baker, Hayes Baker, Lewis Davis, George Rhoades, Lewis Paxton, Garret Williamson, and Minshall Painter, of Delaware County, have been added to the list of Commissioners.

## VIEWS

ON THE

### WEST CHESTER AND PHILADELPHIA RAILROAD.

#### *Considerations on Living Outside the City.*

PHILADELPHIA was doubtless intended by its founder to be a city endeared to its residents by many of the charms of country life. The capital of his beloved territory must have arisen in PENN's imagination a cluster of modest dwellings embowered in shrubbery, resembling some pastoral town of his native Essex, but pierced with streetways of greater width and symmetry, and ventilated by means of its five public pleasure-grounds, distributed in the *quincunx* form so familiar to the landscape gardening of the day. Pennsylvania, as one vast mine of valuable minerals, was then undiscovered; that mineral which especially represents her value in the commerce of the nation would have signified nothing to PENN if he had found it. The utmost

prosperity contemplated in his modest hopes was a wealth of cornfields and butter farms, enwreathing his garden city, such as those through which our route will lie in this Excursion.

In such a town, the arguments put forward by the moralist would have been arguments for keeping the people at home. The best securities for health and virtue would have awaited them in their own dooryards. But Philadelphia is now a focus of commercial highways and a port of floating trade, crowded with a population of eight hundred thousand, and supporting, among the penalties of prosperity, an unproductive family of over three thousand in its principal poorhouse alone, to say nothing of those who are less directly a tax upon its citizens, or of those who encumber its prisons. When a city reaches proportions like these, it is proper to reverse the argument. The advantages of dispersion should be shown. Men of means should be persuaded to withdraw from the centres of population, leaving room for the artisans, whose interests are damaged by their being removed from proximity to daily labor. Every well-to-do merchant or manufacturer establishing his home outside the metropolis where his business is conducted, enriches two localities instead of one. His prosperity adds to the wealth of the city at one end of the line; at the other,

a host of little industries spring up as the result of his presence. So many are withdrawn from the crowded town to form his household. So many immigrants assisting in the culture of his land are desirably planted in the country, instead of adding to the accumulation of city foreigners, whose tendency is always towards pauperism. So many farmers' boys, we may add, are kept busy supplying his wants, instead of yielding to the temptation to follow their produce to the city. The example of so much refinement and cultivation takes root in the location, ameliorating manners and dispelling prejudices. In short, we have a little spot, or so many scores or hundreds of little spots, where the needs and polish of wealth go to enrich the country; where the healthful interests of rural life replace the impure relaxations of the town; where, in fact, the advantages of both kinds of existence meet and enhance each other.

We do not, however, adopt modes of existence from such abstract motives. The merchant's villa is built neither for the sake of his gardener nor of his agricultural neighbors,—it is built for his own. It is built because rents have advanced with the prosperity of the city. It is built because, at thirty miles from town, it lies nearer, in time, than his grandfather's estate had been at ten miles out. It is there because

motion is more luxurious than of old, and the habit of motion without mental disturbance is acquired. To these causes, which actively solicit the business man to keep house beyond the city, are added the assiduities of the railway companies, who, when their lines are tributary, as in the present instance, to districts improved by citizens, take care to meet the demand by frequent trains and accommodating time tables.

This practice of transacting business in the city while living without it has long obtained in England, and of latter years has greatly increased in this country. It is far more common in Boston and New York than it has yet become in Philadelphia, which does not very easily get rid of its enviable and time-honored credit as a congenial living-place. New York, especially, from its size and water-bound situation, is a notable example of the habit under consideration; the angle embraced by its rivers is abandoned to commerce, and its chief business men frequently reside as far out as forty miles on the Harlem and other roads, and pass to and fro daily. Even a city like Pittsburgh, to take an example from our own State, has advanced beyond Philadelphia in this desirable form of living. It is the statement of Hon. THOMAS A. SCOTT, Vice-President of the Pennsylvania Railroad, that the local travel of that line is much

heavier to the distance of twelve or fifteen miles east from Pittsburgh than for a similar extent of road west from Philadelphia.

To meet the growing inquiry from citizens for rural sites of residence, we desire to present to the public some of the advantages and attractions offered by one of the westwardly lines of exit from Philadelphia, the WEST CHESTER AND PHILADELPHIA RAILROAD. We believe them to be underrated, among the claims of rival routes, only so far as they are less known.

#### *The West Chester and Philadelphia Railroad,*

After passing the city limits, traverses the agricultural counties of Delaware and Chester, a region proverbially healthy, noted for the variety and pastoral beauty of its scenery, its pure water, rich soil, and undulating surface, and for the skill and intelligence of its farmers. In the many objects of public interest distributed along its line, from one extremity to the other, the road is believed to excel any equal radius from Philadelphia; while not a few European tourists have expressed the opinion that it was impossible to meet anywhere twenty-six consecutive miles of railroad commanding the same ceaseless variety of beautiful scenes. It pierces an undulating country, between the flat tract just below

Philadelphia and its terminus in the Borough of West Chester, which lies about 480 feet above tide-water. The rolling nature of the ground along the route, intersected by Mayland's, Cobb's, Darby, Crum, Ridley, and Chester Creeks, in their passage to the Delaware, necessitated in preparing the road an interesting series of deep cuts, embankments, and bridges, which, with various public establishments and splendid manufacturing industries in view, offer continually-shifting objects of attention to the observant traveller.

#### *The Philadelphia Terminus: Trains.*

A large and airy passenger depot, at Thirty-first and Chestnut Streets, West Philadelphia, accessible every three to five minutes by the Chestnut and Walnut Street cars, and within one square of those on Market Street, equals any in the city for convenience and comfort. The first train arrives in the city at an early hour, and the last leaves near midnight, with accommodating intermediate trains to suit all classes of travellers. It is also worthy of note, that since the opening of the road, some ten years ago, not a single accident to human life has happened, which could fairly be attributed to any fault in the road management.

#### *Starting.*

Our Excursion supposes the tourist to step at an early hour into one of the faultlessly neat and comfortable cars supplied by the Company, perhaps in the early morning train, while the smoke still curls from the countless breakfasts of the great city, as we may allow it to do from our traveller's cigar,—the directors being indulgent towards the Indian vice, and providing an accommodation car expressly for the fragrant weed. Immediately on leaving the terminus, he is interested to notice the ample machine shops and car factories of the Company upon his right. The train now crosses the path of the JUNCTION RAILROAD, a connecting line established for the purpose of uniting some of the great thoroughfare lines. On his left, our excursionist has an interesting view of the Schuylkill River, with its boats continually passing and repassing, and across it, on the city side, the Marine Hospital and other public edifices. Some heavily-laden sloop or barge, carrying petroleum or lumber, may very possibly be making its way beneath the draw of the substantial IRON BRIDGE OF THE PENNSYLVANIA RAILROAD, over which that Company's long trains of weighty merchandise cross the Schuylkill on their way to Washington Street wharf, upon the Del-

aware, as a point for shipment. A few yards further on is a beautiful IRON BRIDGE, conveying the aforesaid JUNCTION RAILROAD over *Mayland's Creek*. This is a model of the new class of bridges, combining beauty, grace, and apparent lightness with great solidity and strength. Over it, as was indicated in the above allusion to the JUNCTION RAILROAD, the passenger travel between the North and South is forwarded without changing carriages. The cars plying between New York and Washington, as well as those carrying the heavy freight business from North to South, are accommodated by this road and bridge, and trains are shifted thereupon entire for connection with the Reading, the Pennsylvania, the New York, and other northern lines. This system, while it deprives the Philadelphia hotel-keeper of many a stray customer, is a highly-prized convenience to travellers hastening from the Northern to the Southern States, or the reverse.

#### *Philadelphia Almshouse.*

Just below the huge drawbridge, between the flat, green, willowy bank of the river and a certain long slip or wharf which may be descried on the easterly shore, plies a ferry of rather modest pretensions. Railway travellers sometimes see, on Mondays or Fridays, a little group

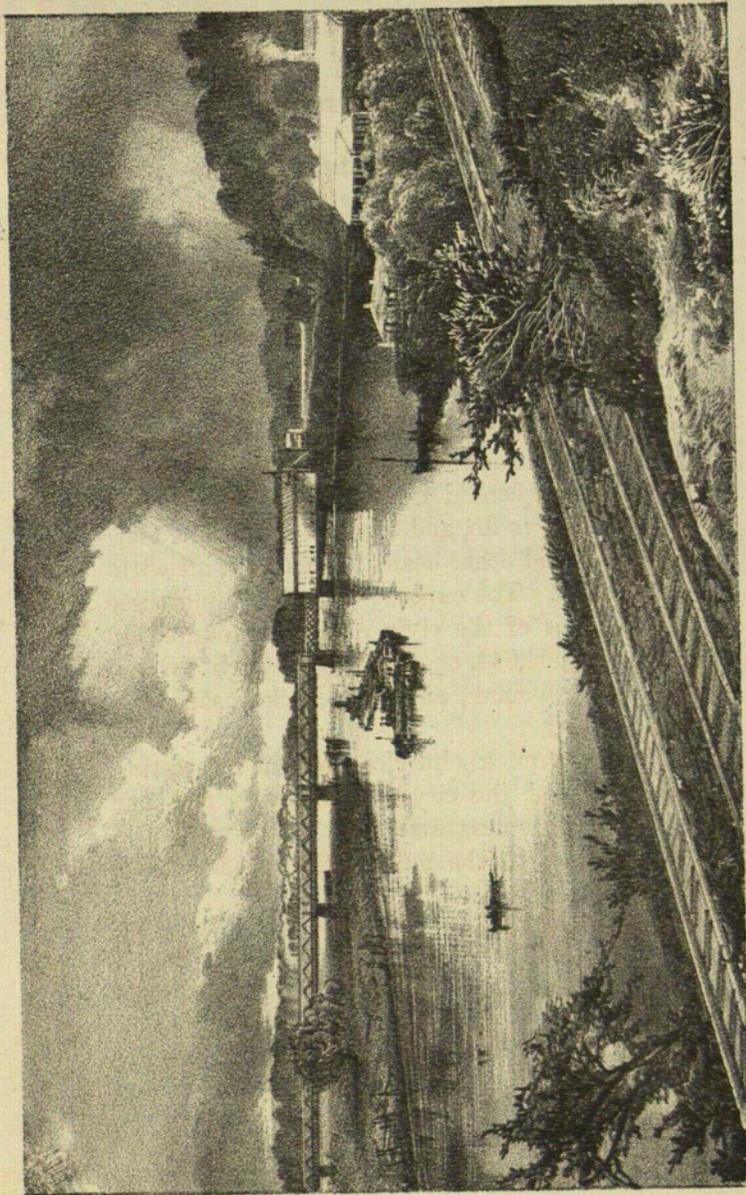
of grave, kindly, and responsible-looking gentlemen crossing the sheet of water in this humble vehicle, under the care of an ancient ferryman as old-fashioned as itself. These are the Guardians of the City Poor, as now constituted, a body of philanthropic men earning the thanks and confidence of the community. They are seeking their rendezvous at the PHILADELPHIA ALMSHOUSE, the large, imposing structure on the traveller's right hand. This edifice, with its enormous front extending along the crest of the elevation, accented in the middle with a lofty Tuscan portico, and spreading its many-windowed wings symmetrically on either side, suggests at first sight a palace rather than an establishment of charity. Occupying one of the most beautiful sites in the vicinity of Philadelphia, it cannot be expected to monopolize its choice situation for many years longer. It will give way to a different class of edifice, and its charitable purpose be fulfilled on less costly ground in some retired country situation. We may suppose that within the next ten years the PHILADELPHIA ALMSHOUSE will be rebuilt, in connection with the very desirable House of Correction, where able-bodied paupers will be incited to work for their maintenance,—a privilege which will doubtless materially diminish the number of inmates. The average number of occupants

of the ALMSHOUSE, at any time in 1868, was about 3200. To show how these guests of the City of Philadelphia sometimes condescend to approve their treatment, an incident may be mentioned. A few years since, a letter was accidentally dropped and picked up on these grounds. It had been written by a pauper, freshly arrived from the old country and lodged in the Alms-house, to his friends abroad. He advised them to come to America as soon as possible, as he occupied a splendid house, had plenty of food and nothing to do, and enjoyed an elegant view of a river and other beautiful scenery, all without charge! The expense of maintaining these beneficiaries of the civic charity amounted, in 1868, to \$403,644, or about \$126 each per annum, man, woman, and child, sick, insane, and well.

The train quickly hurries past this interesting monument of the city's benevolence, and our tourist's eye is next attracted, on the same side of the road, to the marble city of the dead, known as

#### *Woodlands Cemetery.*

The railway skirts the whole eastern boundary of this beautiful necropolis, one of the most accessible of all the cemeteries in the Philadelphia suburbs, and one of the fairest to the eye.



SCHUYLKILL, from the "WOODLANDS."

In full view of the train appears the plot containing the marble tomb and monument of the late Mr. A. J. DREXEL, the prominent Philadelphia banker. This was erected at an expense of \$30,000. Numerous monuments of the dead, generally of milk-white marble, and often of the most expensive character, gleam amongst the fine trees and shrubbery with which the hillside is clothed.

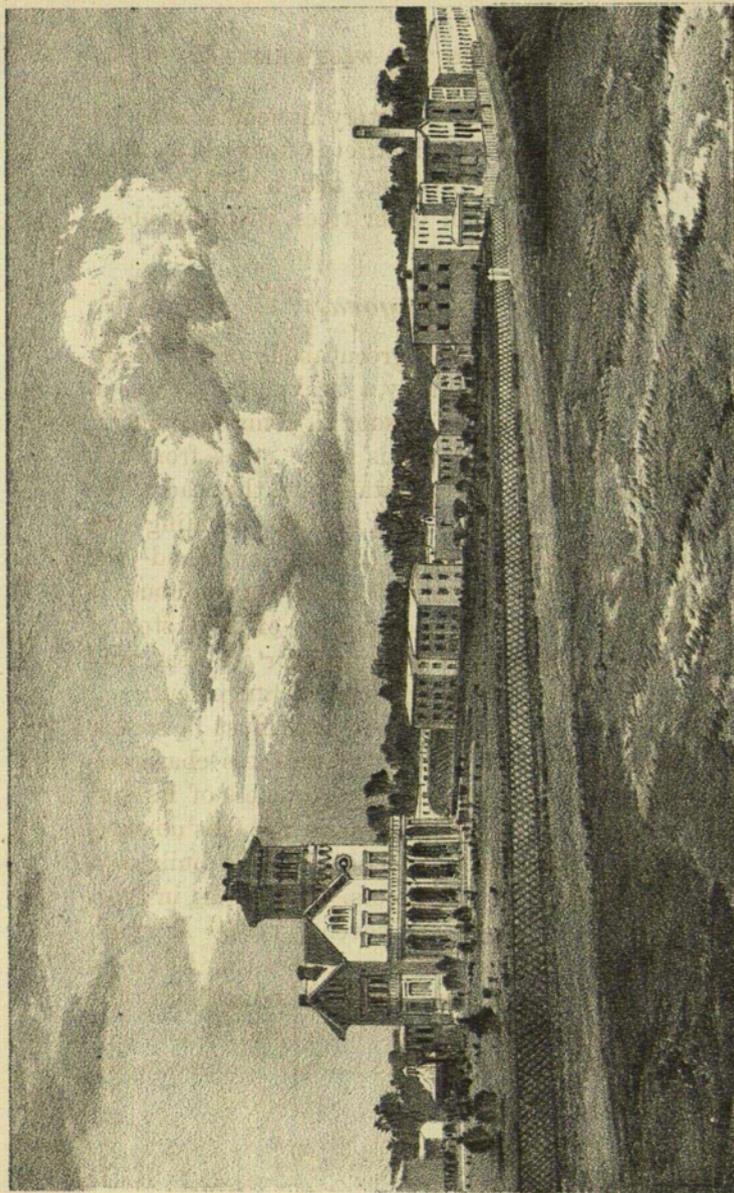
The WOODLANDS CEMETERY property comprises 80 acres of land; in its elevation above the river, and character of its soil, being remarkably adapted for cemetery purposes. It was long known as THE WOODLANDS and country residence of WILLIAM HAMILTON, to whom it was deeded by his uncle, Ex-Gov. JAMES HAMILTON, March 4, 1776. WILLIAM HAMILTON was contemporary with two botanists eminent in their day, JOHN BARTRAM, founder of Bartram's Garden at Philadelphia, and HUMPHREY MARSHALL, who established the Botanic Garden at Marshallton, four miles west of West Chester. Hamilton, a man of cultivated botanical tastes, embellished his estate of THE WOODLANDS with the highest skill of the landscape gardener. He set out a truly choice collection of rare trees and shrubs, some of which still survive as the largest specimens of their kinds in the country. Among these are two Jinko trees (*Salisburia*

*adiantifolia*). The Cemetery also contains a considerable number and variety of our native oaks of more recent planting, and a valuable and varied collection of other trees, with shrubbery in profusion.

### *Angora.*

After leaving the green abode of the dead, the cars soon reach, by a heavy grade, the station and village of ANGORA. This settlement, formerly *Gray's Lane*, is three miles from the bridge, and is the first station on the road. We here cross Cobb's Creek, on the dividing line between Philadelphia (27th Ward) and the County of Delaware. ANGORA station-house is a new pressed-brick building of two stories, worth a moment's attention for its neat, substantial appearance and good arrangement.

Every traveller on the train must be struck with the beauty and air of neatness characterizing ANGORA, and the completeness of its surroundings, advantages in which it has no superior in the country. The village is built on a site selected by the Messrs. CALLAGHAN, in 1864, and containing about seventy acres. Though of so recent origin, it is an interesting and even important place, and is supported solely by the manufacturing establishment of the Messrs. CALLAGHAN, carried on in its midst. The main fac-



ANGORA.

very building of the Brothers CALLAGHAN is 436 feet long by 58 feet wide, and two stories high. The other buildings connected therewith, engine-house, boiler, picker, dyeing, drying, and cotton houses, are similarly built in the most substantial manner. The houses erected for the operatives, 48 or more in number, are built of brick, two or three stories high, on wide streets planted with shade trees, and having around each sufficient ground in front and rear for the cultivation of flowers and vegetables. Water is thrown up to a large reservoir, ample for the whole establishment; and the Messrs. Callaghan have evidently had in view the contentment and comfort of their workmen, who are required on their part to keep things in neatness and order. A large and elegant mansion of brown stone has been erected by the proprietors, expressly for the residence of their mother, and, with the well laid out and ornamented grounds around it, forms a conspicuous feature of the place. A modest-looking but beautiful chapel for divine worship is another attractive feature of the village. In this there is public service twice or oftener each Sabbath, Dr. CASTLE, of the Baptist Church, officiating. The population now numbers three hundred, most of whom are regular attenders at church, with which is also connected a Sunday-school, well supported. In the

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basement of the church is a Public School, under the direction of the Board of Control of the city.

The goods manufactured at these mills are widely known to the dry-goods trade as *Farmers' and Mechanics' Cassimeres*. They are very superior, and on this account have many imitations.

#### *Church Lane Station.*

Leaving ANGORA, at the distance of a mile, we come to CHURCH LANE STATION, the second on the road. Near by resides Mr. AMOS BON-SALL, one of the party who accompanied the lamented Dr. KANE in his expedition towards the North Pole,—Mr. Bonsall's residence being in sight on what is called the Baltimore Pike. It should be borne in mind that this turnpike road runs parallel with the railway as far as MEDIA, being in full view from the train in many places, but at such a convenient distance that horses are not alarmed by the sight or sound of the engine. To those who wish occasionally to drive to the city in their own conveyances, this pike offers a good hard road in the winter season.

#### *Darby Road Station.*

Over a level section of country, we reach DARBY ROAD STATION, five miles distant from

the depot. Upper Darby Township, of which this landing-place is the key, offers some of the best sites for country residences to be found on the road. Almost a suburb of the city, its contiguity places it in immediate access, while in character it is thoroughly rural. It is a scene of rich farm lands, where soil of an excellent quality is improved to the utmost by a refined and progressive agricultural population. The beauty of many localities on *Darby Creek* is most inviting to those who appreciate fine landscape. This stream, which is navigable for small coal vessels as far up as the quaint old burgh of DARBY, is useless for commerce, and therefore charming in aspect, down to that point, and irrigates a lovely succession of gentle valleys and wooded glens. Some of the most prominent business and professional gentlemen of Philadelphia, appreciating the attractions of the DARBY region, have settled in various choice localities near this station, the business of which is rapidly on the increase as its advantages are becoming known.

It is not improbable that a *branch road* may shortly be constructed to connect the West Chester Road, from this point, with the Borough of DARBY.

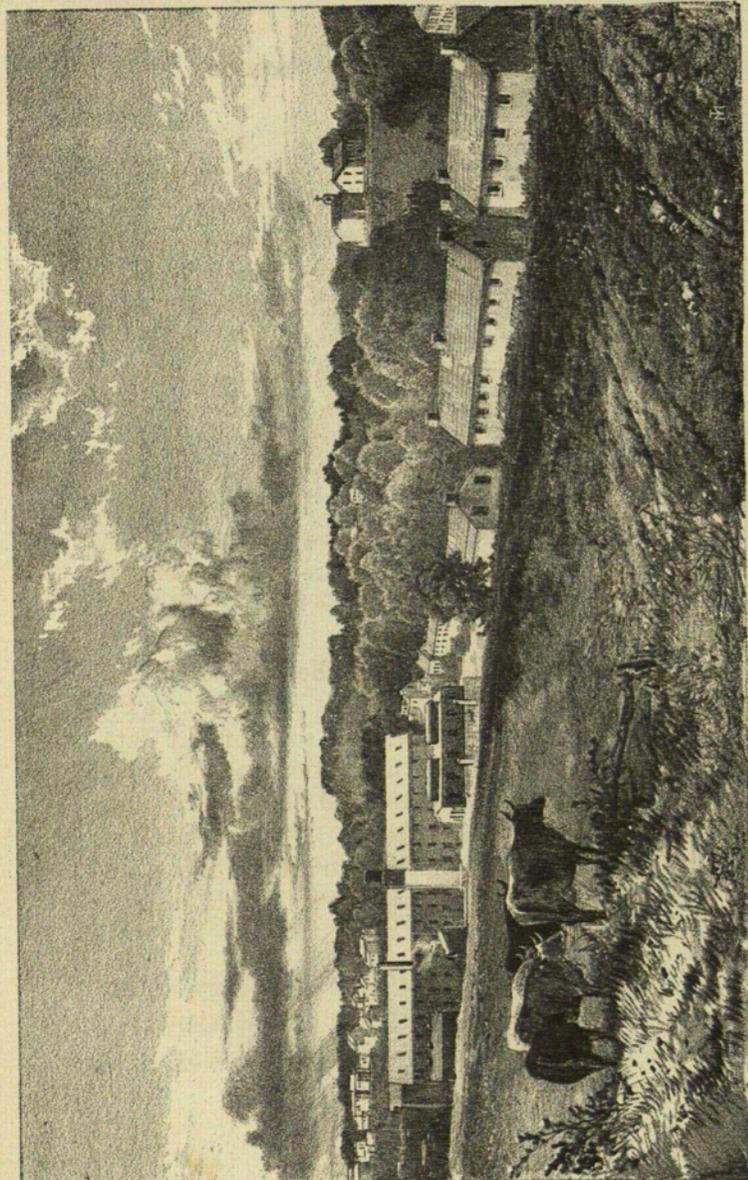
### *Kellyville.*

KELLYVILLE, the next station on the line, a town of about 700 inhabitants, is the seat of the large and thriving factories built and for many years conducted by the late DENNIS and CHARLES KELLY, a pair of as enterprising manufacturers as any who have contributed to the fair fame of PHILADELPHIA as a centre of domestic manufactures. Under the firm of D. & C. KELLY, they here fabricated *mariner's stripes*, *tickings*, and other cotton webs in great variety. The excellence of their work is attested by the solid reputation which their goods have for many years maintained. These works keep in play 300 looms, mostly by means of power obtained from *Darby Creek*.

The clustering houses of the operatives, and the fine residences of DENNIS B., WILLIAM F., and EDWARD I. KELLY, the sons of the late CHARLES KELLY, give animation to the spot. SAMUEL LEWIS'S woollen and cotton mills are moved by the same stream. Near at hand is the handsome seat of the late Mr. CHRISTOPHER FALLON, formerly connected with this road as its President.

### *Clifton.*

CLIFTON STATION is the next from KELLYVILLE, and the number of way-passengers using it is



KELLYVILLE.

also largely on the increase. Hon. THOMAS A. SCOTT, Vice-President of the Pennsylvania Railroad, takes the cars at this point, his mansion being one of the most substantially built houses in Delaware County, and the grounds about it tastefully ornamented in a high style of landscape art. The land around CLIFTON is elevated and beautiful, diversified constantly with hill and dale, and offering tempting sites for residences. A considerable number of Philadelphians already live in the neighborhood, using the cars daily. Among other attractive seats, those of SAMUEL and OBERN LEVIS, extensive manufacturers, may be mentioned. Their factories, employing about 300 hands, are on *Darby Creek*, but their residences are about a mile from Clifton, on high and beautiful situations, upon what is called the Springfield Road. That of Mr. OBERN LEVIS was built in 1866, being of large size, with all the modern improvements, and with extensive hothouse, graperies, fountains, and a large lawn around it. This seat is one of the most beautiful in the county.

The extensive cotton mills of THOMAS KENT are also located in this neighborhood.

*Clifton Hall, a Home for the Insane.*

On the Baltimore Pike, in full view from CLIFTON STATION, and a few hundred yards dis-

tant, is CLIFTON HALL, an institution founded by Dr. GIVEN, April 26, 1859, as a private establishment for the insane. The building is 90 × 64 feet, three stories high, with a basement. It is on very high ground, being visible from various points, and commanding extended and cheerful views. The first patient was received in February, 1860. The house will accommodate 40 patients, 20 of each sex.

The reader need scarcely be reminded that, of all maladies, those which affect the mind are often the most distressing and difficult, requiring from the physician his highest skill and most constant attention. All classes of society, the high and the low, rich and poor, are liable to them; but Dr. GIVEN's idea in founding this asylum was to insure more privacy for a select class of patients than is possible in large institutions, and to confer the comforts and quietness of home, united with the most approved system of treatment of insanity. The Doctor's patients ride frequently. On his premises is a considerable artificial lake for boating, a brilliant fountain is constantly playing in front of the house, flowers and shrubbery and pleasant walks abound, and everything within and without the house conspires to cheer and divert the unfortunate patient, and distract his attention from his own morbid ideas. Music and games

are also abundantly supplied, and the table at which the superintendent and his household, with the patients of both sexes, take their meals, differs in its appointments in no respect from the tables of the refined classes elsewhere.

Dr. GIVEN, the proprietor, was for three years with Dr. KIRKBRIDE, at the Insane Department of the Pennsylvania Hospital, and was for seven years Physician at the Pennsylvania Eastern Penitentiary. A recent number of the *Medical and Surgical Reporter* states, that "his skill in treating diseases of the mind at this establishment is abundantly proven by the favorable results he has produced." An impression has existed that this was an inebriate asylum. A few of this class were at one time taken, but are not now admitted, and the institution is confined to its original object, as a Private Asylum for the Insane.

OAK LANE, a new station, has recently been established, just west of CLIFTON, and in rather more convenient relation to this asylum.

### *Spring Hill Station.*

Around SPRING HILL STATION, the next on the road, a number of gentlemen transacting business in Philadelphia reside the year round, enjoying the beautiful situation under the different aspects of the seasons, and using the train

daily. To their residences are added several new dwellings, now in course of erection in the vicinity. The railway here passes through the large dairy farm of three hundred acres of Mr. THOMAS S. NEWLIN, hardware merchant of Market Street, Philadelphia. Conspicuous, also, from many points around, is the large square mansion, on very lofty ground, of Mr. RICHARD YOUNG. The appointments and outbuildings on this farm, its complete barn, milking sheds, spring house, and tenant houses, are all of the first class.

This farm, also, will remind the tourist permitted to examine it, that he has arrived in the rich cream-producing region which feeds the Philadelphia market with its unequalled quality of butter. Mr. YOUNG is a fancier of cows, and owns a select herd of the pure Jersey breed,—those small, soft-tinted, deer-like animals, which to the eye form the aristocracy of neat cattle. A writer in the *Galaxy* magazine for September, 1869, cites as the peculiarity of the Jersey milker, her long continuance in producing milk, animals of the breed having yielded without intermission for three years, and the creamy and quickly-separating character of the fluid. “Mr. Motley, of Boston” (says the writer in question, Mr. C. W. Elliott), “has a Jersey cow which gave in one year 511 pounds of butter;” while

“Messrs. Converse and Flagler’s account of their two cows, ‘Lady Milton’ and ‘Creampot,’ is, perhaps, unprecedented. It is as follows, for June, July, and August, of 1868: ‘Lady Milton,’ product milk, 1595.75 quarts; product butter, 249.18 pounds. ‘Creampot,’ product milk, 1533 quarts; product butter, 239.42 pounds. This last included but twenty-four days of June. This shows a product of a pound of butter from about six and a half quarts of milk, while ordinary milk will not give more than about one-half that amount.” A few Ayrshire cows are likewise kept by Mr. YOUNG.

#### *Morton Station.*

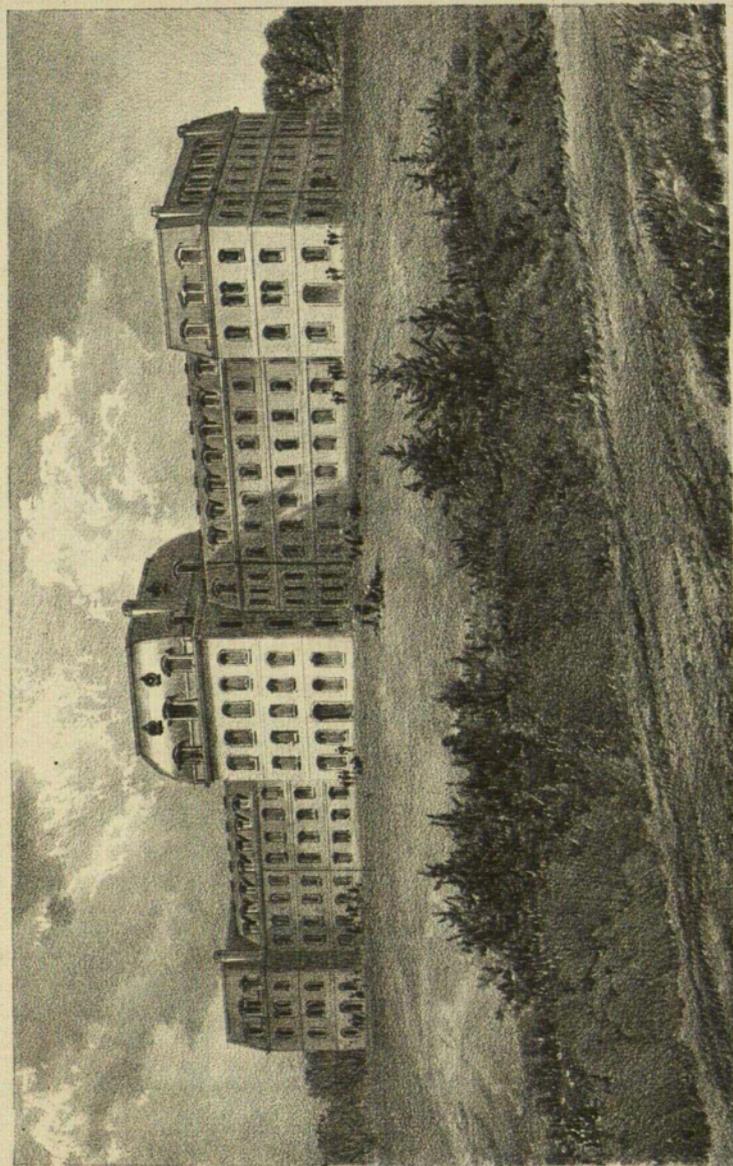
MORTON STATION, eight miles from Philadelphia, is the next in succession, named appropriately after Judge SKETCHLEY MORTON, who inhabits an elegant mansion near by. This improvement is of recent construction. Judge MORTON is a fine example of intense business energy, thrift, and speculative enterprise. He has recently made great changes at this point, and within a couple of years has, besides his own handsome residence, built a store with dwelling attached; started a large brickyard, from which bricks are sent to Philadelphia; and has had established *Morton Post-office*, which, in connection with a large lumber and coal yard,

supplying the neighborhood for miles around, gives a business appearance and character to MORTON STATION. Mr. THOMAS T. TASKER, Sen., is the owner of several fine farms in this vicinity, and near to the station is a neat and substantial Methodist meeting-house, built of stone, to which he was one of the principal contributors. With it, also, is connected a Sunday-school, well attended and prospering. Within a stone's-throw of this station is the commodious residence of the late Hon. ISAAC NEWTON, formerly U. S. Commissioner of Agriculture.

From MORTON STATION the road passes through a rather level section for the next two miles to

#### *West Dale Station.*

Our excursionist will be interested here in having pointed out to him one of the spots consecrated by the nativity of genius. The original stone farm-house, of good size for the last century, where the painter BENJAMIN WEST was born in 1738, still stands in excellent preservation, a couple of hundred yards from the station. The trees around it were sometimes his models for those early sketches which are now carefully preserved, and handed down as heirlooms among the few families in the neighborhood of Philadelphia whose ancestors patronized the youthful artist. In the woods and fields adjacent, young



SWARTHMORE COLLEGE.

West used to fraternize with the Indians, borrowing their pigments, and admiring the games of the young braves, to whom he subsequently likened the Apollo Belvidere. Here, too, on the Springfield Road, the future companion of King George refused to ride with a boyish comrade who confessed that he intended to apprentice himself to a tailor. The town of Springfield is a sort of Quaker Arcadia, where a peaceful society of calm and orderly families reside in a tranquil settlement among the richest and most highly cultivated farms.

#### *Swarthmore College.*

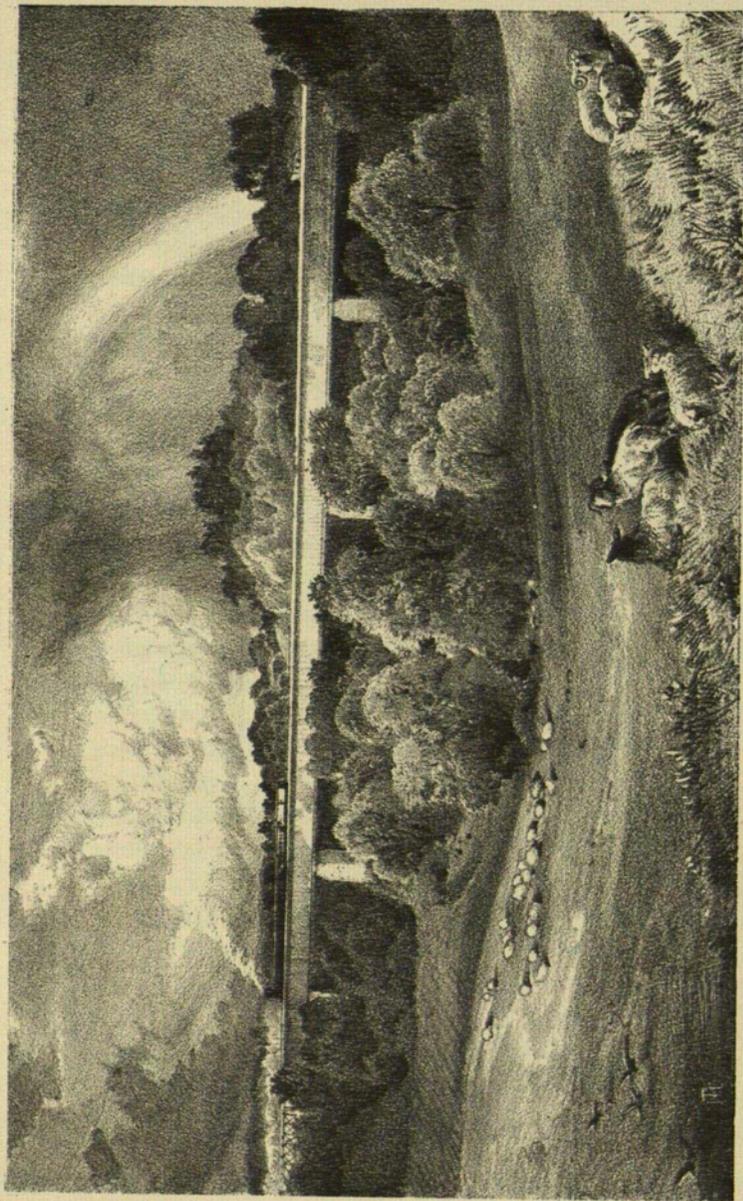
The large and imposing pile of building which so strikingly crowns the eminence in full view of this station to the right, is SWARTHMORE COLLEGE. It is a new educational institution, built within the past four years by the Hicksite branch of the Society of Friends. Its long stone façade, finished with Mansard roofs, and rising into *pavillons* at the centre and extremities, gives it a considerable resemblance to the Tuileries Palace, the residence of the French Emperor. It is the finest building for educational purposes in the State, being much larger and more imposing than any edifice now existing either in the city or the country. It has a front of three hundred and forty-eight feet. The cost of build-

ing it was about two hundred and fifty thousand dollars, and the whole of this amount has been raised quietly within the membership of the Society, and paid to the workmen engaged in the erection of the building. This college has been named SWARTHMORE, in memory of the residence of GEORGE FOX. It will accommodate four hundred pupils, and the arrangements of class-rooms, study-rooms, dormitories, dining and exercise-rooms are of admirable perfection. Whatever improvements and conveniences can be introduced into a college edifice have been adopted here, and the result is the finishing of a building which will be complete in every particular, and an advantage and a credit to the State. The grand lawn of thirty or forty acres, sloping gracefully down to the railroad, offers a splendid opportunity for the talent of the landscape gardener. The observatory commands a noble view quite across League Island and the Delaware to the hills of New Jersey.

Between WEST DALE and

### *Wallingford Station,*

The road crosses *Crum Creek*, at an elevation of about ninety feet, and here the surface of the country becomes finely broken and diversified. The banks of this stream are remarkably beautiful, whether rising softly in cultured slopes, all



WALLINGFORD BRIDGE

embroidered with corn and pasture, or shaded with superb groves of the most graceful trees of the Middle States, the tulip, the chestnut, the hickory, and the birch, which grow hereabouts in variety and profusion, relieved against the antique richness of oak and evergreen foliage. A number of Philadelphians, among whom are Mr. I. EDWARD FARNUM and Mr. SAMUEL FIELD, show their taste by fixing their homes among these delicious natural gardens. A conception of the charms of the region may be gained by looking from the car windows on either side while crossing the lofty viaduct, whence the graceful folds and hollows of the land, and the groups of noble trees, show to the best advantage.

In reference to the *bridges* which occur pretty frequently along this intricately-graded road, it is proper to say that these structures are, in point of fact, almost if not quite the safest places on the line. The trains are carried over them at a speed of not over four miles per hour, and it would be impossible for a train to be thrown off the track. The bridges have all been renewed recently, long before they had begun to show any signs of decay. A watchman is in attendance upon each, and makes a daily inspection of the bolts and fastenings, which cannot become insecure without the knowledge of the Company. Along these streams, the aspect of the manu-

facturing settlements will frequently remind the travelled observer of villages devoted to similar purposes in Yorkshire, England. The fact that the operatives are in many cases emigrants from that locality, may explain this curious resemblance.

On Crum Creek, one mile north of Wallingford Bridge, are established the ancient *Wallingford Cotton Mills and Dye Works*, the property of Mr. MORDECAI LEWIS, in whose family these venerable works have existed for more than a hundred years. Half a mile higher up, on the same stream, is the establishment of Mr. HOWARD LEWIS, for the manufacture of *printing-paper*, the production being ten tons per week. Near at hand are also to be found the Woollen Mills of Mr. SAMUEL BANCROFT. That of CAPTAIN JEROME is in plain view, a short distance beyond the station; and the Mills of Messrs. LEIPER, a short distance down the stream, have been the seat of extensive manufacturing for more than two generations.

WALLINGFORD STATION is eleven miles from Philadelphia.

The country now becomes still more undulating, and the cuttings reveal the character of the subjacent formations, which hereabouts change from the gravelly and alluvial character generally remarked up to this point, and in the neigh-

borhood of the next station yield a coarse building stone, competent for foundations and other rude masonry.

The gayest scene on the route, in summer, is yielded by the wholesale outpouring from the train, and the merry greetings and farewells, which occur at

### *Media Station,*

The most popular passenger station on the line. MEDIA, at thirteen miles distance from Philadelphia, is a place of considerable importance, sheltering a population of twelve hundred, a number transiently increased in the summer season. It is beautifully situated, at a height of nearly four hundred feet above tide water, and has the dignity of being the seat of justice for Delaware County. It was incorporated in 1848. MEDIA contains six places of worship, under the control of various denominations, and its public schools have a high reputation for thoroughness and efficiency. *Brooke Hall*, a most successful institution of learning for young ladies, owned and conducted by Miss EASTMAN, and accommodating about sixty pupils, is probably not excelled by any of our large educational establishments in the State.

MEDIA is handsomely laid out, with wide streets, regularly fringed with the most luxuri-

ant shade trees, and has a bountiful supply of the purest water from natural springs in the immediate vicinity. It is particularly noticeable, that no spirituous liquors are allowed to be sold in the borough. Among other prominent public buildings, MEDIA possesses a handsome *Court House*, and a noted place of summer resort, called the *Chestnut Grove House*, accommodating about 100 guests. This is near the station, and is not excelled in elegance and completeness by any hostelry near Philadelphia. The grounds are well shaded, and beautifully laid out with walks, flowers, and shrubbery. Nine trains per day pass through MEDIA, making it very accessible for summer boarders.

The *Chestnut Grove House*, as well as *Brooke Hall*, and several handsome private residences in MEDIA, were built by that enterprising and well-known citizen, H. JONES BROOKE, who now resides there, and has for several years been sent by this district as Senator to the State Legislature.

The *Charter House*, in the centre of the borough, is also noted as a desirable resort for citizens during the summer months, being provided with ample accommodations. In the vicinity, *Worrall's*, and several smaller houses, are also in much request through the heated term as refuges for city families.



RIDLEY CREEK from the MEDIA BRIDGE.

*The Delaware County Institute of Science* is an association of citizens of the county, organized nearly half a century ago, having for its object the dissemination of scientific information among the people. Dr. GEORGE SMITH is the President, and gives to it much of his time, and the benefit of his varied acquirements in the several branches of physical science. The citizens of Delaware County are justly proud of their Institute, with its tasteful and commodious hall for lectures, its cabinet-room, museum, and library. The meetings are held monthly, and are frequently occasions of much interest. MEDIA is a centre of information and research, and probably there is no other community of the same population in the commonwealth with better facilities for mental culture and progress.

But the crowning beauties of MEDIA, in a moral point of view, and the associations which will cause its name to recur with a peculiarly happy omen in many a once sorrowing family, whose hopes have here been most auspiciously revived, are connected with the two merciful institutions of reform and education which are seated in the suburbs of the town, under the titles of "*The Sanitarium*" and "*The Training School*."

*The Sanitarium for Inebriates* from alcohol and opium, is an institution which occupies one

of the most retired and beautiful sites in the Borough of MEDIA. It is situated at the east end of the town, in a tract of about five acres, than which nothing can be more picturesque and beautiful. Well shaded and watered, with a productive garden, it affords a most hospitable and hopeful retreat for persons of the class invited to its shelter. It is a private institution, under the charge of Dr. JOSEPH PARRISH, formerly Superintendent of the Training School, and is conducted upon a principle entirely novel and original. Intemperance, either from alcoholic beverages, opium, or other narcotics, is treated as a disease, and with encouraging results. The *Sanitarium*, though not visible from the railroad, and scarcely so from the town itself, enjoys a beautiful and healthful site, and includes within its own limits the desirable features of city and country comfort. Water in great abundance is supplied from the town, and the institution is lighted with gas. In *Lippincott's Magazine* for September, 1869, is a contribution from an inmate of this institution, rendering grateful testimony to the genial kindness and able treatment of Dr. and Mrs. PARRISH, and to the style of indulgence and home comfort maintained in the retreat.

*The Training School for Feeble-minded Children* is located on a beautiful hill within a mile of

MEDIA. It is under the control of a Board of Managers, and is superintended by Dr. J. N. KERLIN. The situation of the building is charming, and the edifice itself massive and handsome. It furnishes accommodation for one hundred and eighty inmates, and is aided annually by appropriations from the State treasury, from the City Councils of Philadelphia, and from the States of New Jersey and Delaware. It is the only institution of the kind in Pennsylvania, and while it is quietly doing untold good to a needy portion of the population, as well as to many a rich man's heir, the beauty of its location and buildings furnishes one of the greatest attractions on the line of the WEST CHESTER AND PHILADELPHIA RAILROAD. It has steadily grown in extent and usefulness, until it now ranks first of its kind in the United States. It is open to visitors on Wednesday of every week.

The view soon unfolds in a really exquisite panorama to the east and west, as the tourist crosses *Ridley Creek*. The bridge here is long, high, and perfectly substantial. Its great length corresponds to the extent of the charming valley it partially spans. To the left the hillsides, shaggy with woods, descend abruptly to the stream; here the chief point visible is the chimney of *Bancroft's Upper Mill*. On the right the

opening is wider, and the eye commands a glorious prospect of rolling hills, enriched with culture and fringed with glittering woods, bathed with sun and dew, and receding in height after height to a distance of several miles. A short distance below are *Todmorden Mills*, where woollen shawls and flannels are manufactured.

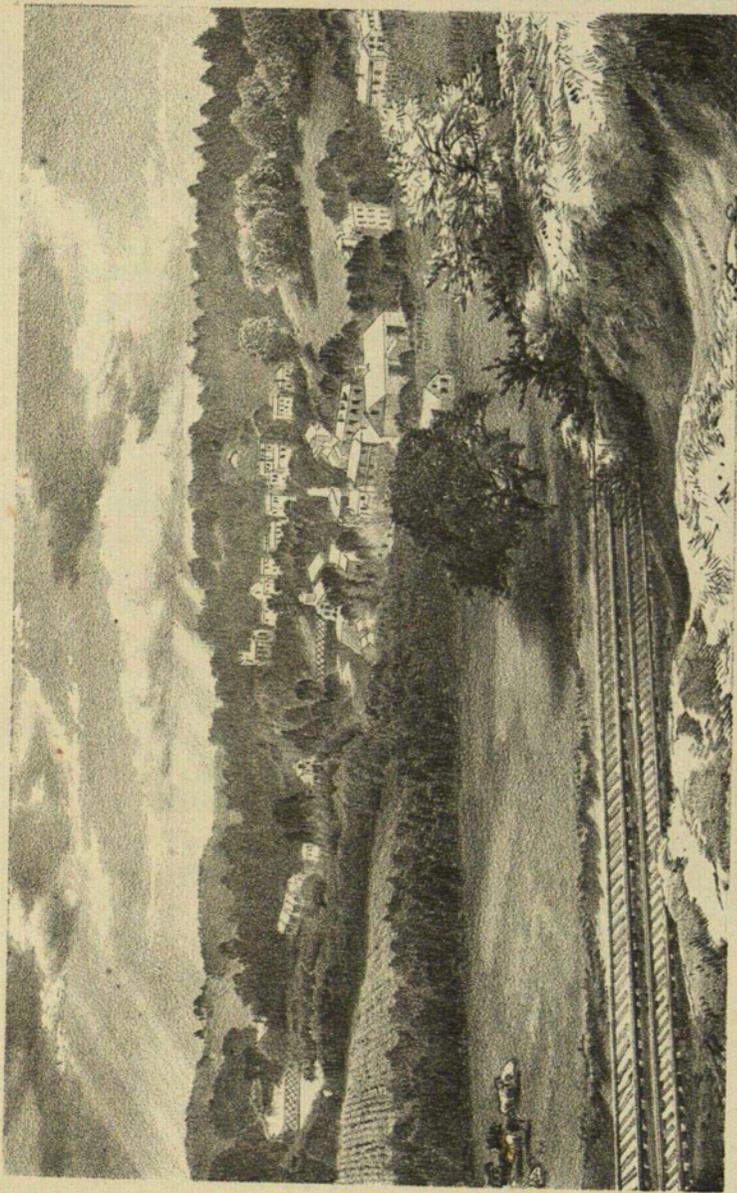
Partaking of these rural charms is the newly-arranged picnic ground and excursionist's retreat at

*Greenwood,*

The next following station. The landscape here is lovely, the bit of woodland picturesque and shady, the shrubbery romantic, water at hand, distance convenient, and every requisite supplied for those fortunate young folks who can run away for pastime far from the city dust.

*Glen Riddle,*

(Formerly known as *ROCKDALE*), the next station on the road, at a distance of fifteen miles from Philadelphia, presents a group of shining white houses, arranged in a theatre in the embrace of beautifully tufted hills. There are few settlements to be seen in this country so decidedly foreign in aspect. *GLEN RIDDLE* has the air of some little antique town on the Saône, in the south of France; the solid houses, of externally-



GLEN RIDDLE

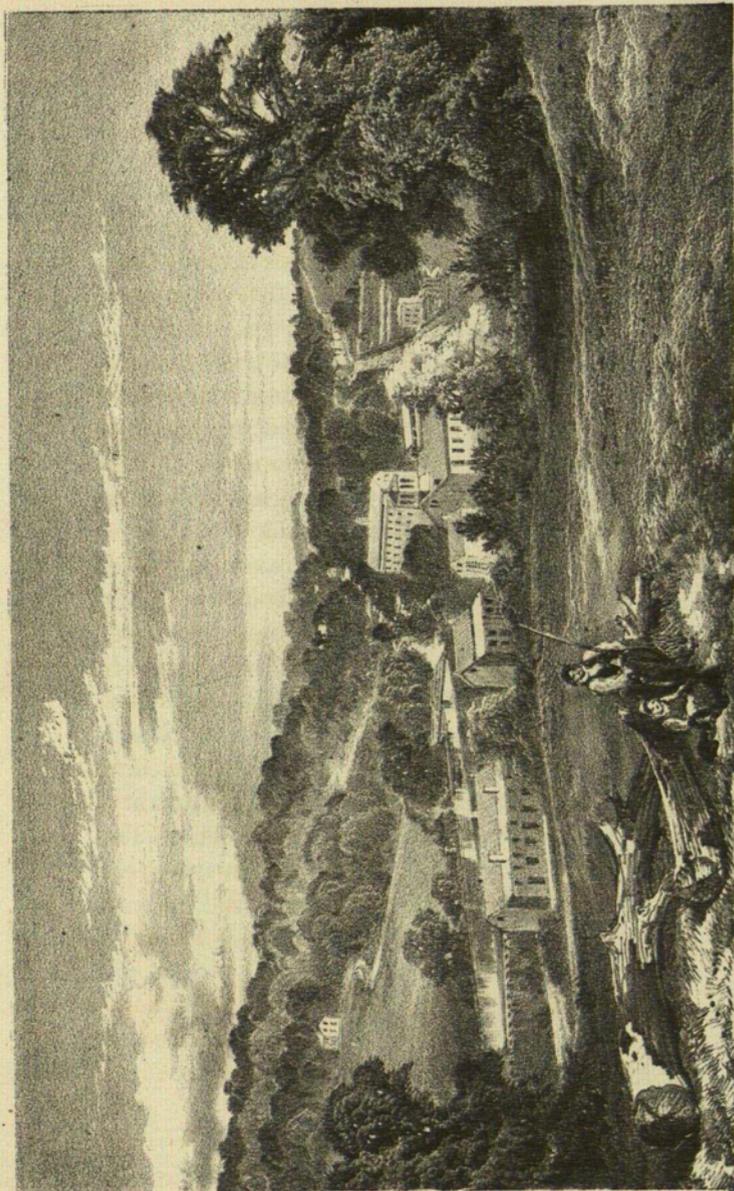
whitened stone, and the factory buildings, precisely resembling the conventual establishments that dominate most of the small towns in Southern Europe, combined with the flourishing green setting amid which they lie, confer this pleasant illusion.

*Glen Riddle Mills*, on Chester Creek, one-fourth of a mile from the station, now owned by SAMUEL RIDDLE, Esq., were originally established in 1790, by NATHAN SHARPLESS, who erected there grist and saw mills in stone. This historical edifice was altered to a mill for spinning cotton yarn, by JOHN HASTINGS, in 1822, and was operated for a short time by Mr. CHARLES KELLY, who first commenced his career as a manufacturer in this place. It was sold in 1824 to PETER HILL. He erected a large stone factory on the premises in 1826, in addition to the one already in operation. It was then operated by JAMES HOUGHTON up to 1836, when it was sold to ELI D. PEIRCE, and purchased from him in 1843 by the present owner. The great freshet of August, 1843, destroyed the milldam and race, and otherwise damaged the mill. A new dam was built, and an addition to the large mill, in 1844 and '45, and subsequently an engine-house, drying-house, dye works, &c., were erected. The works now consist of the small mill, two stories high, 30 by 80 feet, the water

having 20 feet head and fall; and the large mill, five stories high, 50 by 160 feet, with 18 feet head and fall. The works are operated by three overshot water-wheels, and an engine of 107 horse power, and at this date (1869) three new Leffell wheels, of about 200 horse power, are under contract, to replace the old. The mills are lighted by gas made on the premises, and also supplied with water from a series of springs, carried by iron pipes, about one mile distant. The proprietor has changed the machinery three times since he bought the property. It now contains 250 looms and 9030 spindles, of new and improved kinds, and two sets of woollen machinery and 640 woollen spindles, with all the other necessary preparations for manufacturing goods of cotton and wool. There are 64 tenement houses on the place for the use of the operatives.

Mr. RIDDLE has 243 acres of land attached to the mill property, all of which is of first quality, and in the highest state of improvement. The estate was known as PENNSGROVE to the year 1845, when the proprietor changed the name to GLEN RIDDLE. Mr. Riddle has been postmaster here for 31 years.

There is an Episcopal Church in the village, to be seen from the railroad; and the view at this point of the vale or glen of Chester Creek



CROZERVILLE

is certainly one of the most picturesque and beautiful on the line of the road.

Just beyond GLEN RIDDLE are other large factories. One, known as *West Branch Mill*, previous to 1824 an old paper mill, was then sold at sheriff's sale, bought by the late JOHN P. CROZER, and converted into a cotton factory. *Crozerville*, a little below, was purchased by the same gentleman about 1838. It had also been a paper mill, and was altered into a cotton factory; and at this time the two mills employ about 200 hands. They are now owned by the heirs of Mr. CROZER, and are operated by Mr. SAMUEL LEWIS and the firm of CROZER & LEWIS, being managed with great judgment, and supplied with the very best machinery. There is also a degree of neatness and order perceptible to visitors not exceeded in any similar establishments. *Sellers's Mill*, operated by Mr. GLEDHILL, is also an important centre of industry.

At this place was laid the foundation of the colossal fortune of the late Mr. JOHN P. CROZER, the result of his ability, business enterprise, and thrift. This fortune was largely disseminated in works of benevolence, and thousands now reap the benefit of his liberality.

### *Lenni Station.*

Almost contiguous is LENNI, near which are the mills of Gen. PATTERSON, operated by ROBERT L. MARTIN, employing 160 hands. Here are manufactured cotton and woollen fabrics in variety.

*Chester Creek* here winds around in a narrow gorge, and the ground in the vicinity is rocky and somewhat precipitous, introducing numbers of picturesque and romantic details. Here RICHARD S. SMITH, Esq., President of the Union Mutual Insurance Company, resides a large portion of the year, and has been chiefly instrumental in building and establishing the Episcopal Church at GLEN RIDDLE. The parsonage is on the high bluffs just above LENNI STATION.

This church was established under the following interesting circumstances. When Mr. RICHARD S. SMITH and his family moved to this place many years since, the nearest Episcopal Church was at Concord, five miles distant. This gentleman having an interest in a mill then standing idle, his two daughters, collecting some boxes and boards for seats, founded an unpretending Sunday-school, which soon attained a considerable size. A large lot of benches happening to be offered at public sale in Philadelphia, was soon after purchased. The neigh-



BALTIMORE JUNCTION.

bors then proposed that the mill should be occupied as a place for public worship, which was done; and from such a small beginning subscriptions were raised for building the present beautiful place of worship at GLEN RIDDLE. The denomination is Episcopal.

### *Baltimore Junction.*

A short distance further on, we come to the station known as BALTIMORE JUNCTION. At this point our road connects with the *Baltimore Central Railroad*, the line of which passes down to traverse the southwestern section of Chester County.

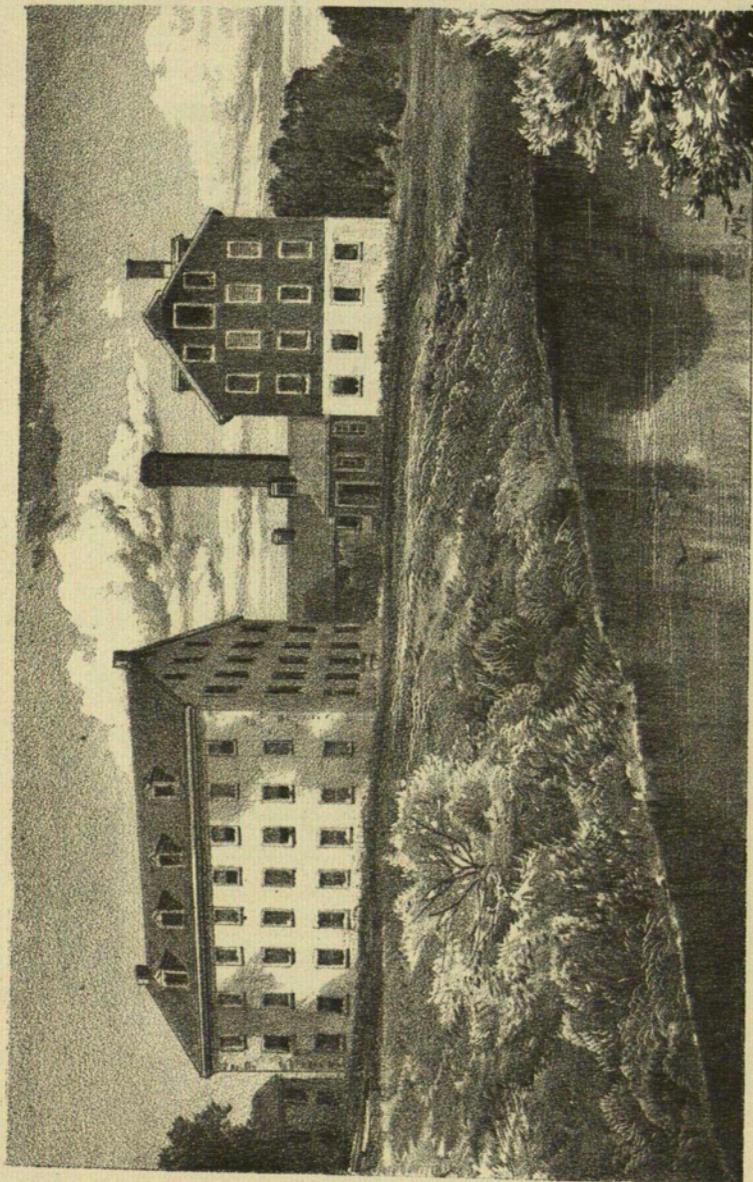
In this region we enter upon one of the picturesque reaches of the road. Following the windings of *Chester Creek*, we cross and recross the valley from side to side; now between precipitous hills, and now through meadows as green and rich as any in Pennsylvania. We are now in the very heart of the great butter region, whence the markets of Philadelphia are supplied with that commodity in all the freshness, flavor, and richness desired by the epicure.

The little station of DARLINGTON'S bears the name which in the butter commerce is associated with all that is perfect and choice in the quality of that product. The small spring-house behind the station, to the left, is Darlington's

factory, for the concoction of those golden lumps which sell readily at a dollar each, whether in the New York market or nearer home.

*Curious old Paper Mill.*—Two miles off, to the westward, is the ancient *Ivy Mills Paper Mill*, the pioneer of this species of manufacture on the American continent. Nearly a century and a half ago, THOMAS WILLCOX erected the first paper mill there; and the building was already old when BENJAMIN FRANKLIN'S printing-paper and the paper for the Continental currency were made. It stood the test of time, and lived through the great revolution in paper making, having been the last hand-mill in the United States to succumb to machinery.

A mile further up, we emerge from the rocks in the face of a thriving manufacturing settlement. The mill to the left is MARK and JAMES M. WILLCOX'S *Bank Note Paper Mill*. From it, during the recent war, came the principal supply of bank-note and parchment-paper for the Government and the banks; and the peculiar paper now used by the Treasury Department for United States currency is made there. An agent of the Department is resident near the mill, with a force to guard it from intrusion, that not a sheet may be abstracted from it for counterfeiting purposes. This paper is all *Expressed* under Government seal, and every sheet



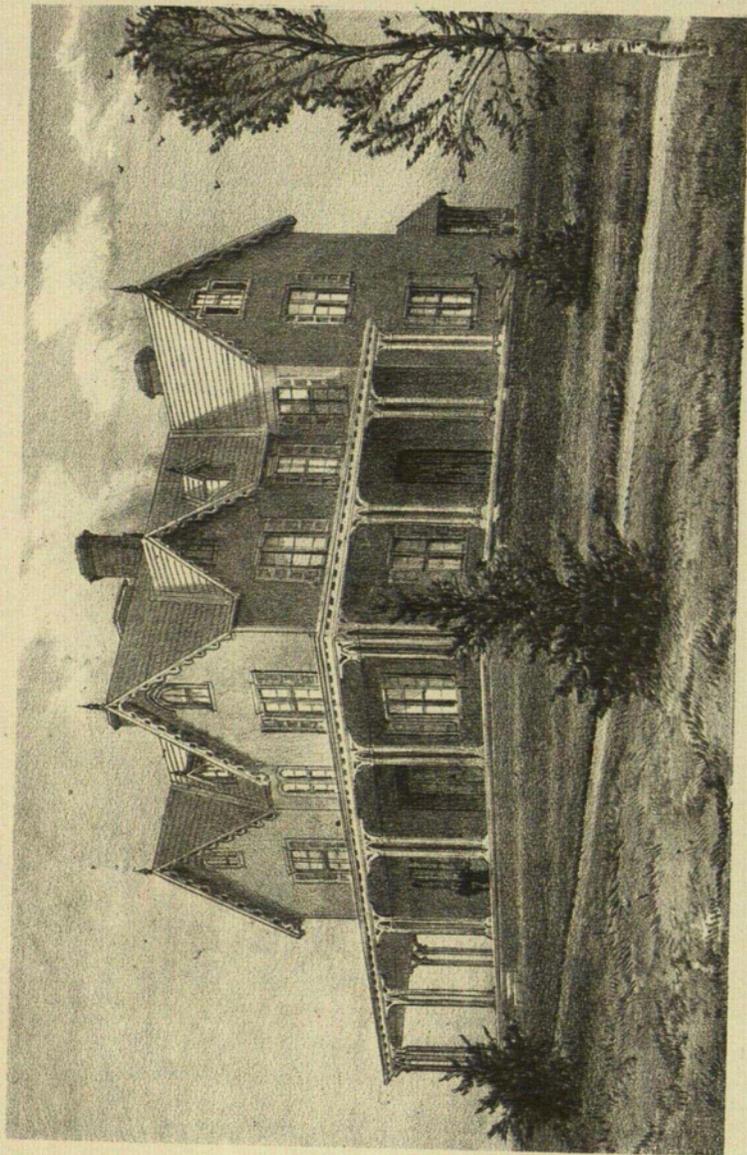
WILLCOX'S MILLS.

is afterwards accounted for. The care exercised by the present Secretary of the Treasury to guard the community against counterfeit money is worthy of all praise. Another mill a few hundred yards above is the second of the *Glen Mills* belonging to the same proprietors. In it is manufactured most of the music-paper used in the United States, of which the Messrs. WILLCOX have made a specialty for thirty years; also their celebrated collar-paper. Opposite to this mill is the heaviest grade and sharpest curve upon the line of the road. The hills on either side are very high, and approach each other at the base, forming the throat of the wildest glen anywhere upon the stream. Springs issue from the sides high above the tops of the houses, forming rivulets and brooks of ever-changing gracefulness.

Among the pleasantest characteristics of both Chester and Delaware counties are the limpid streams running over rocky or pebbly bottoms, and furnishing abundance of soft water of the purest quality. This has been analyzed, and proved to be one of the best natural drinking-waters in the world. Fine prospects are visible from all the summits hereabout. A short course along the edge of the lake-like milldam brings us to

*Glen Mills Station,*

Nineteen miles distant from Philadelphia. As we rest here for a few moments, we are attracted by a quaint old mansion, embowered in noble trees, surmounting the bluff to the right in a conspicuous manner. The situation is charming, and the stream, encircling the base of the hill, shows broken reflections of the ancient gable and tufted trees. A mile above, and we are again in the midst of wild scenery. The *Grist and Saw Mills* of Mr. DANIEL JAMES, and the old log dam under which they nestle, form a pleasant rustic picture. We have now nearly passed the high hills, and the grade of the road is climbing to the raised table-land upon which it will terminate. As we approach the next station, the range to the right terminates upon the farm of Mr. JAMES M. WILLCOX, whose lands command a broad prospect upon three sides; whilst nearly opposite the handsome modern house and tower of Mr. ALBERT C. ROBERTS, of Philadelphia, with the surrounding improvements, challenge our admiration. Directly passing a somewhat unsavory bone mill, which enjoys a location rather *too* convenient to the road, we arrive at



RESIDENCE of S. J. SHARPLESS,  
STREET ROAD STATION.

*Cheyney Station.*

The elevated, open, and gently-rolling country into which we have now penetrated extends for several miles. A pretty house to the left, surrounded by grounds well planted with fruit trees, lately the country seat of Dr. ADDINELL HEWSON, of Philadelphia, and now owned by CHARLES DESILVER, attracts our view just before arriving at

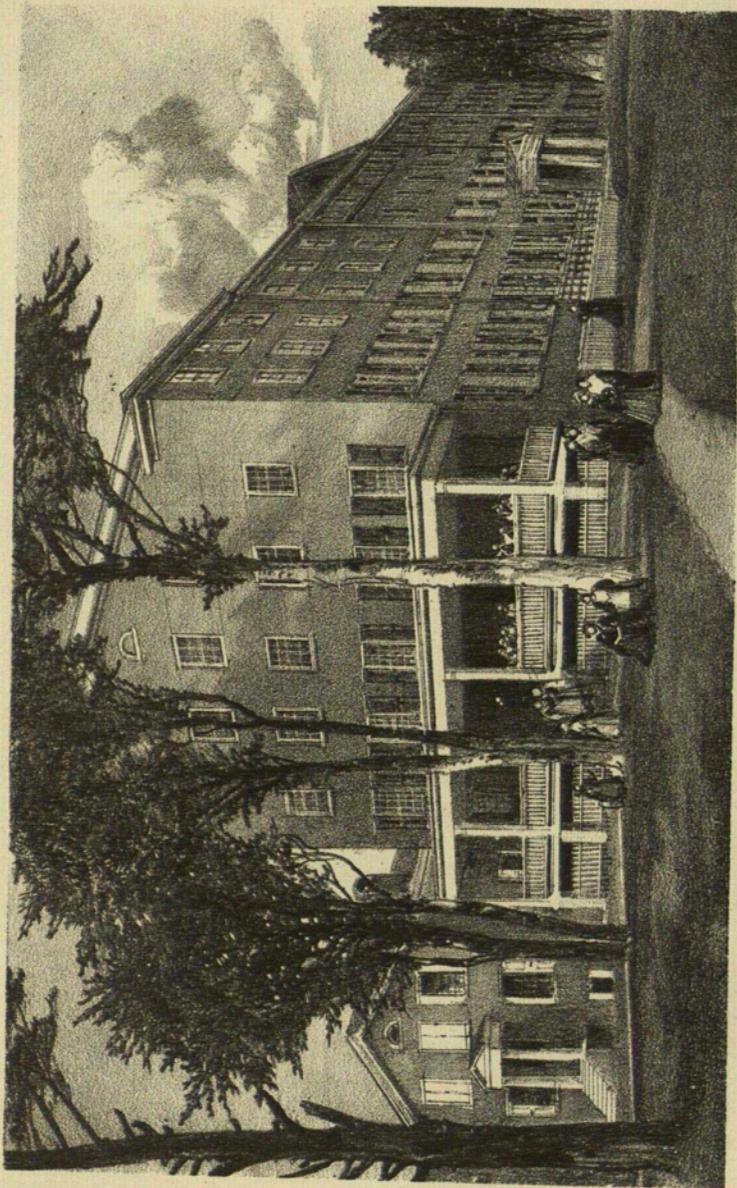
*Street-Road Station,*

Whose long platform is often covered with milk cans and butter tubs. It derives its name from the road which here crosses the railway at right angles, upon an elevated bridge, and is distant twenty-two miles from Philadelphia. The green-colored gables on the hill to the left appertain to the mansion of Mr. SAMUEL J. SHARPLESS, lately in business in Philadelphia, but now concentrating his energies principally upon agriculture in this location. The color of the villa walls is due to the building stone employed,—a compact, green serpentine, quarried in Birmingham Township, near by. This beautiful and peculiar stone is beginning to be employed not only for residences in the neighborhood of Birmingham, but also in city architecture. It lends its elegant tint, among other Philadelphia structures, to the West Baptist Church at Spruce

and Broad Streets, and harmonizes as admirably with the ornate Gothic style of that edifice as with the simpler buildings into which it enters in the neighborhood of its quarries. The estate of Mr. SHARPLESS is kept under such cultivation, by the adoption of every worthy discovery, in the application of science to farming lore, that it may be considered the model of its kind. Its influence upon neighboring husbandry is marked, and has tended to elevate the tone of farming in the whole section. Added to the attractions of a well-kept farm in a fertile country, are those furnished by one of the finest herds of Jersey (Alderney) cattle in the State. He has recently added to his herd a number of his own importation. His flock of pure South-down sheep is another of the objects of interest of his estate. Other fine specimens of intelligent land culture are the neighboring farm of Mr. WELLINGTON HICKMAN and that of the late Mr. JOHN R. PENROSE, of Philadelphia.

#### *Westtown School.*

This time-honored institution is accessible from STREET-ROAD STATION, at a distance of a mile and a half to the northeast. For so long a period as seventy years WESTTOWN SCHOOL has contributed to the culture and mental elevation of a sect remarkable for its shrewd intelligence,



WEST TOWN SCHOOL.

and it is estimated to have prepared more than ten thousand men and women for lives of usefulness by a youth of guarded study. This school was opened in the spring of 1799, on a property of six hundred acres in the loveliest section of the county, intersected and watered by Chester Creek. In this favored seclusion, the Society of Friends then began to receive and mould the young minds of their families according to that reasonable theory which maintains that the intellect, while growing, needs shelter and withdrawal from contaminating influences. The children of both sexes are here educated under the same roof, but upon separate systems of instruction. In the ample hours of recreation they are allowed, under proper regulations, to explore the broad possessions of the school. The richest prospects, the finest diversity of wood and water, the broadest sweep of pure country air, are among their outdoor privileges; and many of the old pupils, now immersed in cares and business at a distance, look back to the hours spent in this guarded retreat of innocence and purity as the bright parts of their existence. Games of ball and cricket, clubbing for chestnuts, butternuts, and walnuts in the autumn, exploring the wooded crest of *Walnut Hill*, or indulging the reveries of boyhood on its slopes, while the

birds sing in the crisp foliage, and the school-house rises before in a panorama of woods and fields,—such are the past delights to which many a heart recurs as the best possessions of memory. The order of education at WESTTOWN SCHOOL is kindly and liberal, comprising the usual branches of English instruction, together with the dead languages.

The principal building of WESTTOWN SCHOOL is a plain edifice of brick, 165 feet long by 55 feet wide, illuminated with gas manufactured by the institution, and supplied with water from a fine spring on the premises. A new structure of 64 by 58 feet is now completing, at a cost of \$20,000, and the lawn to the east, intersected by a beautiful avenue, is studded with the residences of the teachers, in stone and frame. Three hundred pupils can be conveniently accommodated, and in some years that number has been nearly reached. The children of the sect, wherever born, are freely admitted, although the expense of the institution (by no means a self-supporting one) is borne by a single constituency,—that of Philadelphia Yearly Meeting, which includes only Friends from East Pennsylvania and Maryland, Delaware and New Jersey. It is quite consistent with the generous decorum of the sect that the price for tuition and board should be placed far within the actual

expense, the deficit to be covered by the public funds of the Meeting. The children of rich and poor thus mingle without a thought of inequality, and it is quite probable that so large a family could not be found in any civilized community so completely divested of notions of caste.

The walks west of the building, and a beautiful grove to the south, are sacred to the female inmates of the school. Here they prosecute their studies, *al fresco*, under the shade of magnificent tulip and pine trees, until the note from the belfry summons them to their exercises or repasts. Some twenty acres are diverted from farming purposes for the pleasure of the students, while the rest is subject to a careful cultivation. Until lately, the milk and butter supply of the school was obtained partly by purchase, but it is now intended to increase the dairy accommodation, to enlarge the herd of cows from 40 to 60, to finish a very large barn now under way, and derive the alimentation of the whole establishment from its own resources. The headquarters of the farm department are in a neat building sixty rods to the south, where the relatives of the pupils, committees of inspection, &c., are handsomely entertained on their visits.

The school is furnished with elaborate chemi-

cal and philosophical apparatus, for lecture purposes, and contains a good ornithological collection, principally mounted and stuffed by DAVIS REECE, late governor of the young men's department, now retired. He is a naturalist and botanist of great cultivation. One teacher, SARAH BAILY, sister of Judge BAILY, of West Chester, has been an instructor in the establishment for thirty-five years. Among those who have risen to more or less eminence on the basis of education furnished by WESTTOWN SCHOOL, may be mentioned Dr. I. I. HAYES, the Arctic explorer; Brigadier-General ISAAC J. WISTAR; Professor EDWARD D. COPE, eminent as a naturalist; the late Professor JOSEPH HARLAN; and CHARLES E. SMITH, President of the Reading Railroad Company.

After passing for two and a half miles through a fine open country, improved with prosperous farms, leaving on the left HEMPHILL'S STATION and the *Phosphate Factory* of Mr. C. P. HEWES, we arrive at the present western terminus of the road, in the Borough of WEST CHESTER.

At this point our little tour, so far as the railway carriage has contributed as a vehicle, is at an end. As the excursionist steps into the neat station at WEST CHESTER, he abandons the beauties and interests of the WEST CHESTER AND

PHILADELPHIA RAILROAD. But the thriving and busy town in which he finds himself is full of attractions, and is surrounded by localities of literary or historical note. We will therefore append a short account of the Borough and its environs.

### *West Chester.*

In the airy charm of its location, the fertility and high state of culture of the surrounding country, and the neatness of its happy homes, WEST CHESTER is the gem of Eastern Pennsylvania. Lifted up upon the watershed between Brandywine and Chester Creeks, to a height (as before mentioned) of 480 feet above the tide, it enjoys the bracing salubrity of mountain regions without their rigors. The town soil is completely free from marsh or swamp, and the annoyances of the mosquito, as well as the graver ills arising in malarial regions, are unknown. WEST CHESTER is a town of 6500 inhabitants, distant from Philadelphia twenty-two miles by stage, and twenty-six by the railroad just traversed. As a place either of temporary sojourn or of permanent residence, this delightful country town possesses privileges not often found in such happy combination. In healthfulness it is unsurpassed, and it is resorted to accordingly, with the best results, by those

who have been debilitated by the miasmatic diseases of less favored localities. Seated amongst the most productive and highly-tilled farms, its markets glitter with all that is most tempting and most nutritious. Crystal water, from a natural spring, is lifted by steam and distributed to all parts of the Borough. Its well-paved streets and sidewalks are lighted with gas, kept trim and clean, and shaded with a great variety of trees in the finest growth, while private gardens glow with rare and fragrant flowers around the dwellings.

The society of the town, to those visitors who are admitted into it, is a rare and privileged attraction. This beautiful seat of worth, excellence, and intelligence, is blessed with a circle of cultured minds that would do honor to any community. The lives of study and contemplation put in practice by some who are dead have continued their traditions among the living, and the New York book importer is familiar with the name of this sequestered town from often marking it upon consignments of the rarest and choicest literature. Here lived Dr. WM. DARLINGTON, that man of almost universal scientific attainments, and here he digested into the treatise called *Flora Cestrica* the whole botany of a county rich in indigenous varieties. Here was the residence of the late Judge TOWNSEND. Their

cabinets and collections are preserved in the locality, or extended under the care of lovers of science who in great numbers have sought the quiet of the place, among whom the names of HARTMAN, and JEFFERIS, and HOOPES, may be cited. Dr. DANIEL G. BRINTON, author of a philosophical work on the *Indian Myths*, and the intelligent explorer of the Floridian Peninsula, here makes his home, as does likewise Hon. JOHN HICKMAN, in the intervals of repose granted to an eminent political career.

WEST CHESTER has three newspapers (*The Village Record*, *The American Republican*, and *The Jeffersonian*), two National Banks, and some five or six private bankers. It possesses one Baptist Church, one Protestant Episcopal, three Methodist (two of which are for persons of color), one Presbyterian, and one Roman Catholic Church, and two Friends' Meeting Houses. It contains three Public School buildings, conducted by twenty teachers, and educating over one thousand scholars.

NORMAL SCHOOL.—It is in contemplation to establish here a Normal School, under the provisions of a State law enacted in 1857. More than half the funds necessary for this purpose are already secured, and it may be confidently expected that a stately building will soon arise, in which five or six hundred young people of both

sexes will be enabled to receive such education and culture as will fit them to carry the reputation of our school system into the various States of the Union. Under the guidance of such men as Hon. JOSEPH J. LEWIS, late Commissioner of Internal Revenue, Hon. WM. DARLINGTON, and Dr. WORTHINGTON, there can be but little doubt of the future of such an institution.

Among the establishments of learning already in flourishing progress, we may notice the large *West Chester Academy*, for young men and boys, on Gay Street. This establishment was constructed in 1812, and is now flourishing, with about a hundred students, under the care of J. H. WORRALL, A.M., Ph.D., and E. PAULIN, A.M.—Also, *Wyers's Scientific and Classical Institute*, for men and boys, a large edifice of 150 × 50 feet, on the INTERSECTION RAILROAD (connecting WEST CHESTER with the PENNSYLVANIA CENTRAL). This building was erected in 1838, and opened by Mrs. LINCOLN PHELPS, the celebrated botanist, as a Seminary for Young Ladies. It was purchased in 1840 by the late ANTHONY BOLMAR, under whose administration it attained high repute. In 1865, it was bought by the present Principal, WM. F. WYERS, A.M., who has maintained its excellence. A riding-school and gymnasium are attached. In 1868, the *Institute* had 80 scholars.—Finally, Dr. TAYLOR'S

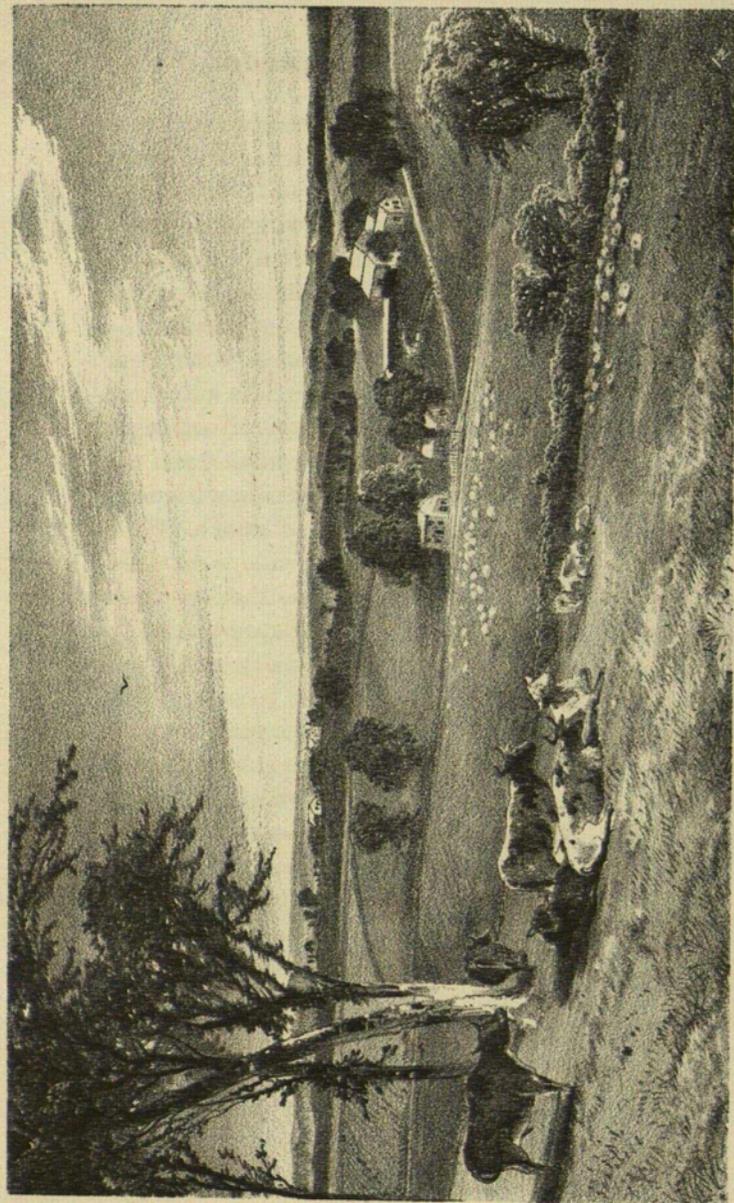
*Academy for Young Ladies*, a school at the corner of Church and Miner Streets, maintained with success by FRANKLIN TAYLOR, M.D., a traveller and relative of BAYARD TAYLOR. There is, besides, another *Girls' Seminary*, a *Friends' High School for Girls*, and some half dozen private schools for younger pupils.

*Environs.*—The setting of this gem is worthy of it. On every side are rolling hills, cultivated to the summit, or crowned with verdant groves. Rich farms delight the eye with fields patterned over with growing grain, or trodden by grazing herds. Broad pastures, dotted with grateful shade trees, and shot through by streams of the purest water, support the finer breeds of native and foreign domestic animals. Just westward of the town, *Brandywine Creek*, a historic stream of peerless beauty, flows to the south to join the Delaware at Wilmington. On every side, the pedestrian finds walks abounding in quiet loveliness, in romance, or even in grandeur. Nature asserts her title to rock, and tree, and flower, to hill and valley; while man's industry has softened the ruggedness of the picture, and brought side by side the works of the Creator and those of His creature in the harmony of contrast. The naturalist finds full play for his tastes; for here are the types of the flowers of the entire

temperate zone, in wild or cultivated state. Here are the insects of the higher and lower latitudes meeting on common soil. Here, too, is the trysting ground of the winged songster of the North with her of the South. From the neighboring heights may be seen the course of the *Brandywine*, lost in foliage, but flanked by hills of the most varied outline,—with their clumps of trees, forming a frame here and there for a picture of exquisite beauty. Northward and westward lie the *Welsh Mountains*, and the advance guard of the *Blue Mountains*, with occasionally a glimpse, dim in the distance, of the ranges which border the great valleys of Chester and Lancaster. Southward, the eye rests upon the classic battle-fields of BRANDYWINE.

These quiet regions have already met their immortality at the hands of the painter. Two German landscape artists of eminence, the brothers VAN STARKENBORGH, have translated many of the scenes upon this reach of the Brandywine into enduring color; and connoisseurs in distant cities and foreign lands have paid high prices for the semblances of trees, and landmarks, and dumb animals, which the quiet farmer supposed to be only familiar to himself and his untravelled neighbors.

If, following *Market Street* westwardly to its summit just without the town, we pause on the



MARKET ST. HILL, WEST CHESTER

crest to be fanned by the fresh air and to enjoy the view, we shall be rewarded by a lovely panorama extending westward to the borders of Berks County, including a spur of the Welsh Mountains and various intermediate prominences, among which stretches the Brandywine, lost in its forests. Nothing can be more enjoyable, on a calm autumn afternoon, than to watch the sinking sun as it touches height beyond height in prospect, filling the intermediate valleys with misty gold, and basking on the extreme distance in faint hues of purple and violet. The skies in this region seem to have something of a more southern intensity than is known generally to the Middle States, to take a brighter glow at sunset, and a warmer vapory suffusion in the mornings and evenings of summer.

It is a region, however, by no means given over to the pictorial speculations of painters and the reveries of castle-building. It is a locality where the schemes of practical men are beginning to invade, and conflict strongly with, the habits and fashions of a race of immemorial yeomen, who have deemed themselves impregnable on their own ancestral ground.

In relation to the improvement of stock, to which we have already given some attention, we may mention that some fine specimens of

Ayrshire cattle are now settled and increasing in this neighborhood. A breed of swine of particular excellence, known as the Chester Whites, and in great favor over the country, are extensively raised by Mr. JEFFERSON SHANER, now Burgess of the Borough of WEST CHESTER.

Attractive as are the walks around WEST CHESTER, the drives excel in beauty. The direction eastward to PAOLI, through EAST and WEST GOSHEN, commands a region of fine fertility and garden-like culture. Southward, by the *Street Road*, you attain the quaint old Boarding-school of the Friends, as cloistral and unworldly as any European monastery, heretofore described under its name of WESTTOWN. Northward, by several roads, you reach what is locally known as the *Great Valley*. Or westward, by the *Strasburg Road*, you command the *Brandywine* and the highly romantic scenery around *Downingtown*.

Three miles to the south are the fine hills of BIRMINGHAM, among which are seen the handsome mansion inhabited by the late TOWNSEND SHARPLESS, now owned by ISAAC NORRIS, Esq.; that of Mrs. PEPPER; and the estate of Dr. CHESTON MORRIS, interesting for its perfect cultivation and its fine herd of Devons, as well as its thriving Berkshire swine. The neighboring farms bordering upon the *Brandywine* are the

ancestral possessions of various members of the BRINTON family, and with their beautiful dividing hedges and extreme fertility have reminded travellers of the Warwickshire region in England, the home and haunt of SHAKESPEARE.

For the patriot, this extent of country is filled with memories and objects of inquiry. Take the *State Road to Jefferis' Ford*, where, on the memorable 11th of September, 1777, the main body of the British army crossed the *Brandywine*. Follow the route by SCONNELTOWN, of which classic village but the name remains, past *Strode's Mill*, over the heights of OSBORNE'S HILL, which commands so fine a view of the country made memorable by the action of the BRANDYWINE. On this height, Sir WILLIAM HOWE, with his staff, stood to view the opening battle of that engagement. This eminence is between WEST CHESTER and the above-mentioned Township of BIRMINGHAM.

*Birmingham Meeting-House*.—At the latter locality is the antique *Meeting-House* of the Friends, one of the best-preserved witnesses of the Revolution, unchanged, except by undisturbed old age, since the day when the storm of battle surged up against its peaceful walls. There dismount, and mark the ground where LAFAYETTE was wounded, where one of the bloodiest battles of the Revolution was fought, and one of its most

disastrous defeats encountered by our army under WASHINGTON. Standing by the old *Meeting-House*, which became at last the focus of the fight, you look away westward, and mark the rising grounds over which the American right wing was rapidly driven in; you gaze with interest upon the stone wall behind which the patriots threw themselves, and maintained the stubborn fight until the day was lost elsewhere. The rank grass around you covers the hasty graves of many hundreds of the combatants of that day, who sleep side by side. By the courtesy of some unwarlike custodian of the building, you may enter the old *Meeting-House*, and look upon the same floor which served for a couch to so many of the wounded, the seats which furnished rude tables for the surgeons, and the dark stains on both floor and benches which are the relics of the blood of that most bloody fray.

Then, resuming your drive, pass onward to DILWORTHTOWN, where the pursuit ended for the day; then by the *Wilmington Road* and *Painter's Cross Roads* to the *Brandywine*, at CHADD'S FORD, where KNYPHAUSEN amused our army that fatal autumn day with feints of crossing, until his chief had thrown his main body, by detour, upon our right at BIRMINGHAM. Here you may still see the outline of our works of defence;

and then turning up the *Brandywine*, follow its eastern bank to *Sager's Mill*, on to *Jefferis' Ford*, and home to WEST CHESTER again,—a drive of some fifteen miles or more, replete with as much of natural beauty and of historic interest as can be found in the same space in our land.

### Local Time Table.

3/23/1878

Trains leave Media for Philadelphia at 5.40, 7.23, 8.15, 8.30, and 10.50 A.M., 1.18, 3.32, 5.29, 6.59, 7.38, and 10.30 P.M.

The 8.15 A.M. train stops only at Wallingford Morton and Clifton.

Trains leave Media for West Chester at 12.26, 6.48, 8.43, and 10.50 A.M., 1.18, 3.21, 5.10, 6.27 and 7.38 P.M.

Train leaving Media for West Chester at 6.48, A.M. connects for Chester with train leaving Lenni at 7.53 A.M. and for Baltimore Central R.R. with train leaving Lenni at 8.12 A.M.

Trains leaving Media for West Chester at 3.21 P.M. connects for Baltimore Central R. R. with train leaving Lenni at 3.49 P.M.

Train leaving Media for West Chester at 5.10 P.M. connects for Baltimore Central R.R. with train leaving B.C. Junction at 5.28 P.M.

Train leaving Media for West Chester at 6.27 P.M. connects for Chester with train leaving Lenni at 7.25 P.M.

On Fridays only, train leaving Media for West Chester at 1.18 P.M. connects for Chester with train leaving Lenni at 2.03 P.M.

On Saturdays only, train leaving Media for West Chester at 7.38 P.M. connects for Baltimore Central R.R. with train leaving B.C. Junction at 8.02 P.M.

Train leaving Chester 7.47 A. M. connects at Lenni with train arriving at Media at 8.30 A.M.

On Sundays trains leave Media for Philadelphia at 8.53 A.M., 1.19 and 5.20 P.M. For West Chester at 9.50 A.M. 3.20 and 7.35 P.M.

#### ADAMS EXPRESS COMPANY.

Leave Media for Philadelphia, 10.30 A. M., 7.20 P. M. For West Chester, 6.30 A. M., 5.90 Arrive at Media, from Philadelphia, 7.00 A. M., 5.30 P.M. From West Chester, 11.00 A. M., 7.45 P.M. Office—Russell's clothing store.

#### UNITED STATES MAILS.

Close at Media Post Office—  
For Philadelphia, 7.55 A. M., 4.50 P. M. For West Chester, 6.20 A. M., 4.50 P. M.

Arrive at Media—  
From Philadelphia, 7.15 A. M., 5.45 P. M. From West Chester, 8.30 A. M., 5.45 P. M.

### RAIL ROAD MEETING.

At a meeting of the citizens of Delaware county, favorable to a more southern route for the West Chester and Philadelphia Railroad, than that already surveyed, convened agreeably to public notice, at the house of Peter Worrall, in the borough of Media, on the 11th of Nov., 1850, Dr. George Smith was called to the chair and M. Willcox and Joseph Edwards appointed Secretaries.

The chairman having explained the object of the meeting, J. S. Bowen, Esq., President of the Company being called upon, gave a concise view of the present condition and prospects of the company under a location upon any of the proposed routes.

On motion, Joseph Edwards, Samuel Riddle, Charles Kelly, M. Hey and Mordecai Lewis, were appointed a committee to prepare resolutions for the consideration of the meeting, who, after retiring a short time, reported the following:

*Resolved*, That in the opinion of this meeting, a more southern route than any hitherto surveyed by the engineer for the location of the West Chester and Philadelphia Railroad, would be practicable without materially increasing the distance or expense of construction; and in view of the vast increase of business, that such a route would secure to the road, a thorough examination of the country should be made previously to its permanent location.

*Resolved*, That a route to secure a liberal subscription to the stock, to make the same most profitable, and to afford the greatest facilities to the business pursuits and travel within the limits of this county, must necessarily pass in the vicinity of *Pennsgrove, Media and Kellysville*.

*Resolved*, That a committee of ten be appointed to obtain by subscription the necessary funds to defray the expense of a survey to test the practicability of the route proposed, which, after having been read, commented upon by the committee, and duly considered, were unanimously adopted.

The following gentlemen were appointed to constitute the committee provided for in the third resolution, viz: Charles Kelly, Emanuel Hey, Mark Willcox, Samuel Riddle, Thomas Pratt, Abraham Pennell, William Webster, Levis Miller, Mordecai Lewis and William Ogden, and Mordecai Lewis as Treasurer.

On motion, *Resolved*, that the publishers of newspapers in Delaware and Chester Counties be requested to publish the above.

GEORGE SMITH,

M. WILLCOX, } *Sec'ys.* President.  
J. EDWARDS, } nov. 15.

## The American.

THOMAS V. COOPER } EDITORS & PUBLISHERS  
DAVID A. VERNON }

MEDIA, PA., FEBRUARY 25, 1857.



Superintendent's Office of the  
**WEST CHESTER & PHILADELPHIA  
RAIL ROAD**

Station N. E. Cor. of 18th and Market st  
Philadelphia, Sept. 22d. 1856.

On and after to-day, the cars leave Philadelphia at 6 $\frac{1}{2}$  and 10 A. M., and 3 $\frac{1}{2}$  P. M. Leave Lenni at 8 and 12 A. M., and 5 P. M.

#### ON SUNDAYS,

Leave Philadelphia at 8 A. M., and 2 P. M.—  
Leave Lenni, at 9 $\frac{1}{2}$  A. M. and 4 P. M.

Package and quarterly or commutation tickets can be had on application at the Office, N. E. corners of Eighteenth and Market streets.

H. JONES BROOKE.  
SAMUEL B. THOMAS.

July 9. For Trustees.



**WEST CHESTER AND PHILADELPHIA RAILROAD.**—*Spring Arrangement, commencing April 16th, 1855.*—Road open to Media.

Passenger trains leave Philadelphia at 6 and 10 o'clock, A. M., and 2 and 5 o'clock P. M.

Passenger trains leave Media at 7 $\frac{1}{2}$  and 11 $\frac{1}{2}$  A. M., and 3 $\frac{1}{2}$ , and 6 $\frac{1}{2}$  o'clock, P. M.

#### ON SUNDAYS.

Leave Philadelphia at 8 A. M. and 2 P. M.  
Leave Media at 9 A. M. and 6 P. M.

STATION, Northeast corner of EIGHTEENTH AND MARKET STREETS.  
E. JEFFERIES,  
April 20. Superintendent.

# THE REPUBLICAN.

CHESTER, FRIDAY, OCTOBER 4, 1850.

**WEST CHESTER AND PHILADELPHIA RAILROAD.**—The undersigned, a majority of the Commissioners of the West Chester and Philadelphia Railroad Company, hereby give notice, that having received Letters Patent from the Governor, a meeting of the subscribers to the capital stock of the said company will be held at the Mansion House, in the borough of West Chester, on **TUESDAY**, the 15th day of **OCTOBER** next, between the hours of 1 and 4 P. M., in order to organize the said company, to choose one President and six Managers, a Treasurer, Secretary and such other officers as shall be deemed necessary.

Townsend Sharpless,  
James Atwood,  
Geo. W. Carpenter,  
Richard Vaux,  
John P. Wetherill,  
P. D. Thomas,  
Wm. M. Evans,  
S. Lacey Darlington,  
J. R. Poizat,  
Paschall Worth,  
Marshall B. Hickman,  
Henry S. Evans,  
Brinton Jones,  
Abram Williams,  
Pennock Passmore,  
Trueman Forsythe,  
Charles Lippincott,  
Benjamin Newlin,  
Enos Smedley,  
William Ingram,  
James Powell,  
Abner Miller,  
A. Z. Barden,  
Sept. 27.

Wm. Everhart,  
Robert Irwin,  
John S. Bowen,  
William Apple,  
James B. Wood,  
John Marshall,  
N. Strickland,  
Paschall Morris,  
John Hickman,  
P. Frazer Smith,  
John Rutter,  
Isaac L. Miller,  
Elijah Lewis,  
Nathan Garrett,  
William Bishop,  
Robert M. Thomas,  
George Smith,  
David Lyons,  
John T. Huddleson,  
Edward Darlington,  
George G. Baker,  
Minshall Painter,  
Anthony Raker,  
Nathan H. Baker.

**RAILROAD NOTICE.**—Pursuant to an act entitled "An act to incorporate the West Chester and Philadelphia Railroad Company," a meeting of the Stockholders of said Company will be held at the Mansion House, in the Borough of West Chester, on *Second-day, the 13th of First mo., next*, between the hours of twelve and two o'clock, to elect one President, six Managers, a Treasurer and Secretary, to serve for the ensuing year.

PASCHALL MORRIS,  
Secretary.

12th mo., 27.

## Philadelphia Evening Journal.

MONDAY, JUNE 4, 1860.

FOR PRESIDENT,  
**JOHN BELL,**  
OF TENNESSEE.  
FOR VICE PRESIDENT,  
**EDWARD EVERETT,**  
OF MASSACHUSETTS.

### WEST CHESTER AND PHILADELPHIA RAILROAD, via MEDIA SPRING ARRANGEMENT.

On and after **SUNDAY**, March 25th, 18'0, the Trains will leave **PHILADELPHIA**, from the Station, N. E. corner of **EIGHTEENTH** and **MARKET** Streets, at 7 30 and 10 30 A. M., and 2 and 5 15 P. M.

Leave **WEST CHESTER**, from the Depot, on **East MARKET** st, at 7 and 10 A. M., and 1.45 and 4.45 P. M.  
ON SUNDAYS.

Leave Philadelphia at 8 A. M. and 2 P. M.

Leave West Chester at 7 30 A. M. and 4 30 P. M.

The train leaving Philadelphia at 7 30 and 10 30 A. M. and 5 15 P. M. and leaving West Chester at 7 and 10 A. M. and 4 45 P. M. connects at Pennelton with the Philadelphia & Baltimore Central RR. for Concord, Chaddsford, Kenneth and Avondale.

m27

HENRY WOOD,  
General Superintendent.

## Railroad Guide.

### WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

On and after Monday, October 1st, 1877, Trains will leave and arrive at the Depot, Thirty-first and Chestnut streets as follows:

For West Chester, at 6.05, 7.50 and 10 A. M., 12.30, 2.30, \*4.35, 5.35, 6.50 and 11.40 P. M.

Leave Philadelphia for Media, at 4.00 and 9.15 P. M.

Trains for Philadelphia—Leave West Chester at 5.00, 6.30, \*7.30, \*8.00 and 10.00 A. M., 12.30, \*2.45, 4.40, and 6.50 P. M.

Leave Media for Philadelphia at 6.40 and 10.30 P. M.

SUNDAYS—Leave Philadelphia at 9.00 A. M. 2.30 and 6.45 P. M.

Leave West Chester at 8 A. M., 12.30 and 4.30 P. M.

Trains marked thus \* do not stop east of Media.

Trains marked thus † do not stop west of Media.

Street Cars connect with each train on its arrival in Philadelphia.

H. K. SMITH, Superintendent.

# THE REPUBLICAN.

CHESTER, FRIDAY, JUNE 14, 1850.

**NEW RAIL ROAD.**—The Commissioners of the West Chester and Philadelphia Direct Rail Road, held a meeting in Philadelphia, on the 4th inst., and resolved to re-open subscription books in said city, and in the counties of Delaware and Chester, at such times and places as shall be named by the respective committees appointed to receive subscriptions; said committees to give notice of such time and place. William Bishop, Robert M. Thomas, Dr. Geo. Smith, David Lyons, Lewis Davis, Lewis Paxson, Minshall Painter, James Willcox, Anthony Baker, Isaac L. Miller, or any three of them were appointed a committee to receive subscriptions in the county of Delaware.

**PHILADELPHIA AND WEST CHESTER RAIL ROAD.**—The undersigned committee of commissioners for receiving subscriptions to the stock of the above road, give notice that the books for that purpose, will be opened at the public house of William Sill, in Edgmont, on the 29th day of August; at the public house of James McClellan, in Newtown, on the 30th; and at the public house of Samuel Hale, in Marple, on the 31st of said month. By the provisions of the Act of Incorporation, five dollars per share, upon every share of stock subscribed for, is required to be paid at the time of subscription. The books will be opened at ten o'clock, A. M., on each day.

William Bishop,	Lewis Paxson,
Robert M. Thomas,	Minshall Painter,
Dr. George Smith,	James Willcox,
David Lyons,	Anthony Baker,
Lewis Davis,	Isaac L. Miller.

August 9, 1850.

**WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.**—The next annual meeting of the Stockholders of this Company will be held in the Horticultural Hall, in the Borough of West Chester, on Monday, the 12th day of February, A. D. 1856, at 12 o'clock, M., when and where an election of officers to serve the ensuing year will take place. By order of the Board,  
A. LEWIS SMITH,  
Secretary.  
Jan. 24, tm.

## West Chester & Phil'a Railroad. (SUMMER ARRANGEMENT.)

On and after MONDAY, APRIL 13th, 1868,  
Trains will leave as follows:

Leave Philadelphia From New Depot 31st and Chestnut Streets.	Leave West Chester From Depot on East Market Street.
7.15 A. M.	6.15 A. M.
11.00 "	7.15 "
2.30 P. M.	7.30 "
4.15 "	10.45 "
4.50 "	1.55 P. M.
7.00 "	4.50 "
11.00 "	6.50 "

On and after MONDAY, JUNE 15, 1868, an additional train will leave Philadelphia for Media and Intermediate Points, at 5.30 P. M.

Trains leaving West Chester at 7.30 A. M., and leaving Philadelphia at 4.50 P. M., will stop at B. C. Junction and Media only. Passengers to or from stations between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7.15 A. M., and going West will take train leaving Philadelphia at 4.50 P. M., and transfer at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chestnut and Walnut Street cars. Those of the Market Street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS the Market Street cars leave Front and Market Streets thirty-five minutes before each train leaves the Depot, and will connect with each train on its arrival, to take passengers into the City.

### ON SUNDAYS

Leave Philadelphia at 8.00 A. M., and 2.00 P. M.  
" West Chester 7.45 " " 5.00 "

Trains leaving Philadelphia at 7.15 A. M. and 4.50 P. M., and leaving West Chester at 7.30 A. M. and 4.50 P. M., connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and intermediate points.

Passengers are allowed to take Wearing Apparel only, as Baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD, Gen'l Sup't.  
Philad' " 1st, 1868.

### WEST CHESTER R. R.

Trains leave West Chester for Intersection, at 8.40 and 11.10 A. M., and 2.50 and 4.35 P. M.  
Leave Intersection, at 8.00, and 9.30 A. M. and 12.05 and 3.45 P. M.

FALL AND WINTER ARRANGEMENT.—Two BOATS A DAY FOR WILMINGTON.—The Steamboat SUN, (enlarged and improved in speed,) CAPT. W. WHILLDIN, leaves Chesnut Street Wharf for Wilmington daily, at 8 o'clock, A. M. Returning, leaves Wilmington at 12½ o'clock, P. M.

The swift steamboat BALLOON CAPT. JOS. L. ROBESON, leaves Chesnut street Wharf daily, (except Sunday) at 2½ o'clock, P. M. Returning, leaves Wilmington at 8 o'clock, A. M.

Fare to Wilmington, 50 cents; Chester or Marcus Hook, 25 cents. Fare for colored persons to Wilmington, 37½ cents; to Chester or Hook, 18½ cents.

Both boats touch at the usual stopping places, going and returning. Baggage at the owner's risk. Breakfast on board. Freight of all description taken at low rates.

November 3, 1843.

EIGHT O'CLOCK, A. M.—Accommodation line to Philadelphia, via Philadelphia, Wilmington and Baltimore rail road.



An accommodation train of cars leaves the Wilmington rail road depot, every morning, (except Sundays,) at eight o'clock, for Philadelphia, stopping at the intermediate places.

Fare to Chester & Marcus Hook, 25 cts.  
 " Philadelphia, - - - 50 "

PHILADELPHIA TO WILMINGTON.

The accommodation train will leave the depot corner of Eleventh and Market streets, Philadelphia, daily, (except Sundays,) at three o'clock, P. M. for Wilmington.

Fare to Chester & Marcus Hook, 25 cts.  
 " Wilmington, - - - 50 "

Colored persons will be charged 37½ cts. between Wilmington and Philadelphia, and 18½ cents to Chester.

STEAMBOAT ROBERT MORRIS

leaves Wilmington daily, (except Sunday,) at one o'clock, P. M. for Philadelphia—returning leaves Dock street wharf, Philadelphia, at seven o'clock, A. M. for Wilmington, daily, (except Sunday.)

Baggage at the owners risk.

JOS. T. WARNER, Agent.

Wilmington, Nov. 3, 1843.

FALL AND WINTER ARRANGEMENT.—Two BOATS A DAY FOR WILMINGTON.—The Steamboat SUN, (enlarged and improved in speed,) CAPT. W. WHILLDIN, leaves Chesnut Street Wharf for Wilmington daily, at 8 o'clock, A. M. Returning, leaves Wilmington at 12½ o'clock, P. M.

The swift steamboat BALLOON CAPT. JOS. L. ROBESON, leaves Chesnut street Wharf daily, (except Sunday) at 2½ o'clock, P. M. Returning, leaves Wilmington at 8 o'clock, A. M.

Fare to Wilmington, 50 cents; Chester or Marcus Hook, 25 cents. Fare for colored persons to Wilmington, 37½ cents; to Chester or Hook, 18½ cents.

Both boats touch at the usual stopping places, going and returning. Baggage at the owner's risk. Breakfast on board. Freight of all description taken at low rates.

November 3, 1843.

TWELVE AND A HALF CENTS.

STEAMBOAT BALLOON, TWICE A DAY FOR WILMINGTON.—FARE, TWELVE AND A HALF CENTS.—The swift and substantial Steamboat BALLOON, Captain J. L. ROBESON, leaves Chesnut street wharf, Philadelphia, for Wilmington, daily, (Sunday excepted) at 9¼ o'clock, A. M. and 4 o'clock, P. M.

Returning will leave Wilmington at 6 o'clock, A. M. and 12½ o'clock, P. M.—touching at the usual stopping places, going and returning.

All Baggage at the risk of its owner.—Breakfast and Dinner provided on board. Freight taken at the usual low rates.

May 5, 1843.

PUMP MAKING AND WELL DIGGING.

The subscriber respectfully informs the public that he carries on the Pump Making Business, in Springfield township, Delaware county, where he is prepared to receive orders for Pump Making and repairing, Well digging, walling and cleaning, all of which will be done at short notice, and on reasonable terms.

Communications left at either of the following places will receive strict attention: E. R. Curtis' store, Springfield; Forrest Cornog's store, Marple; William Bittle's Eagle Tavern, Haverford; Charles Lloyd, Blue Bell, Kingsessing, or Springfield Post Office.

CHARLES SINGLES.  
 Nov. 7. 1843.



HARMER'S HOT AND COLD BATHS,

Third St. below Arch, Philadelphia.—This establishment is the most complete in the Union, every new improvement having been adopted. The BATHS are open every day, from day-light till 12 o'clock, at night; and any one desiring the luxury of a Bath can be immediately supplied.

The Ladies' Department is in a separate part of the building, and very neatly and commodiously fitted up. Tickets to suit the times—five for one dollar.

N. B.—Abbott & Newlin's old and nourishing Brown Stout, recommended by the Medical Faculty in cases of weakness and consumption, and brewed expressly for invalids.

Philada. Oct. 20. 1843.