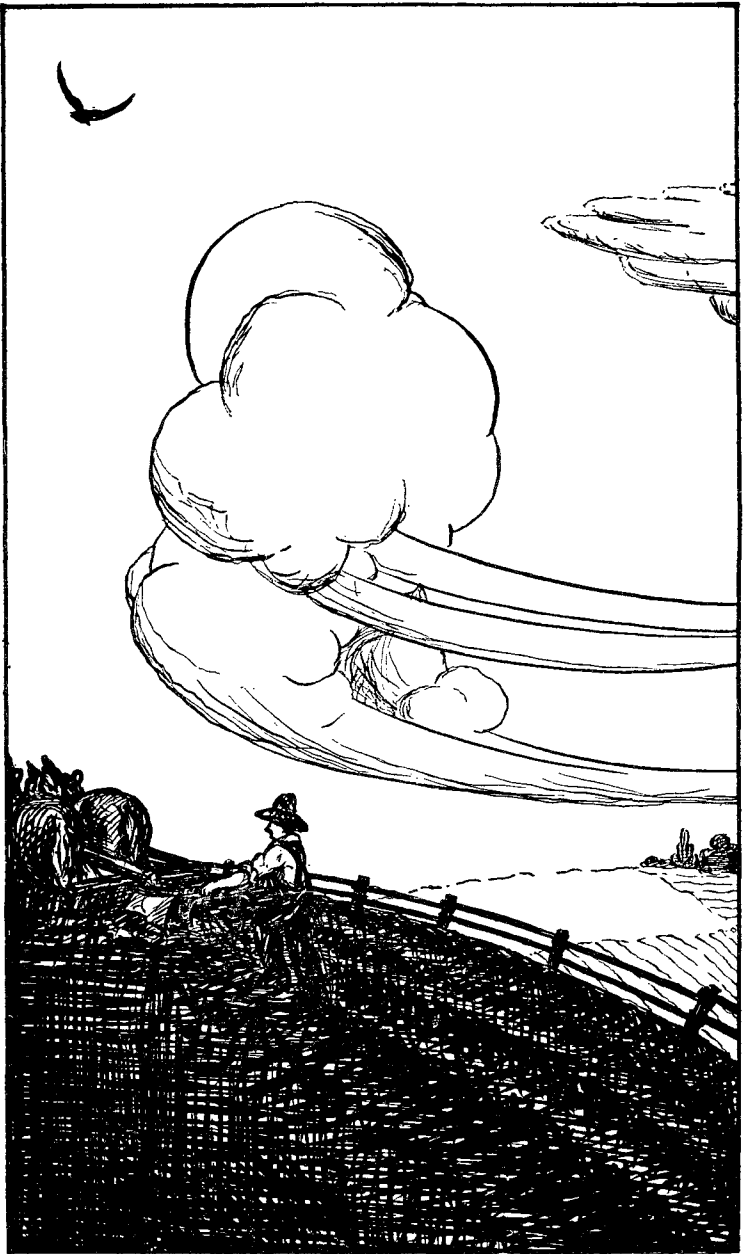


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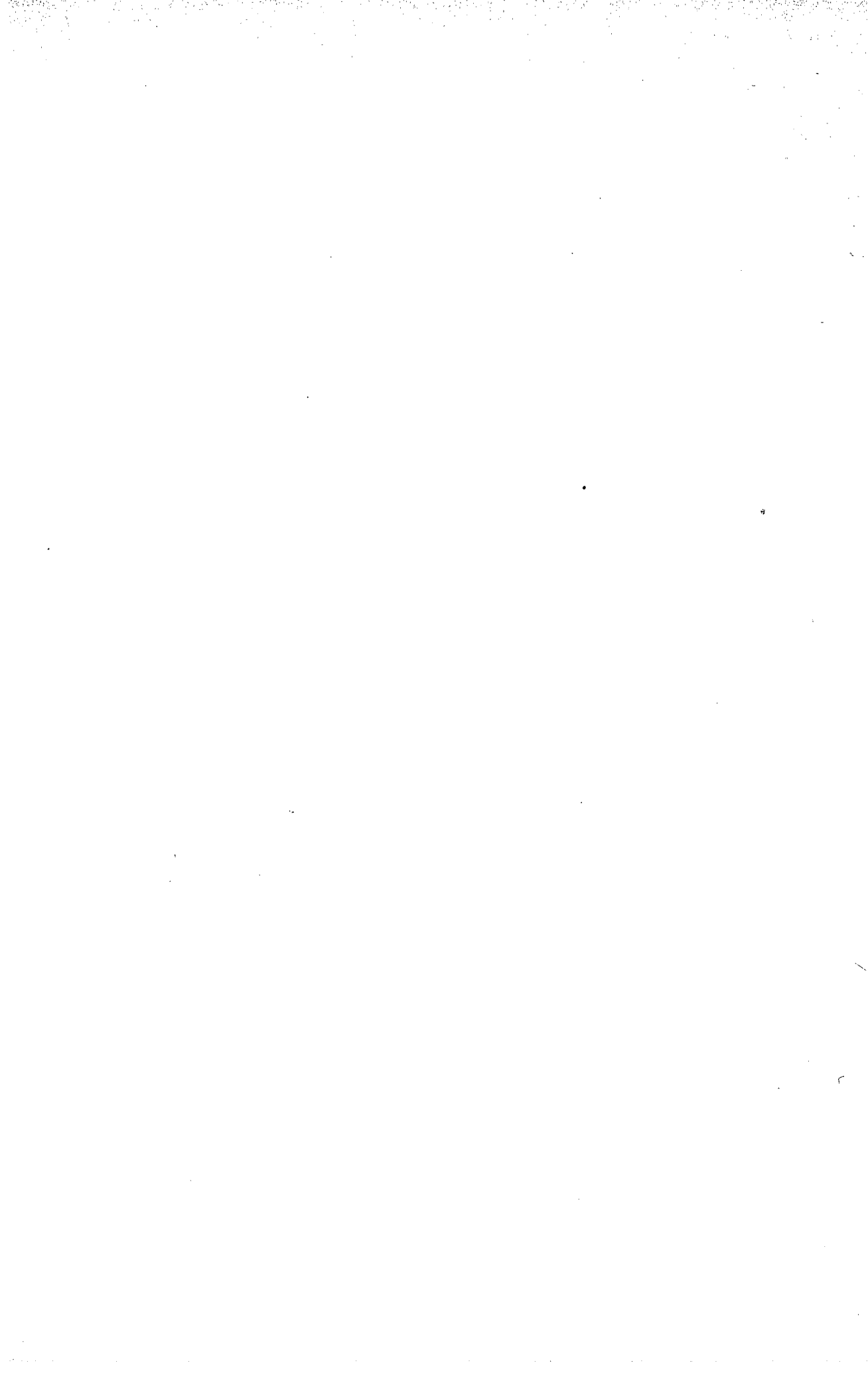


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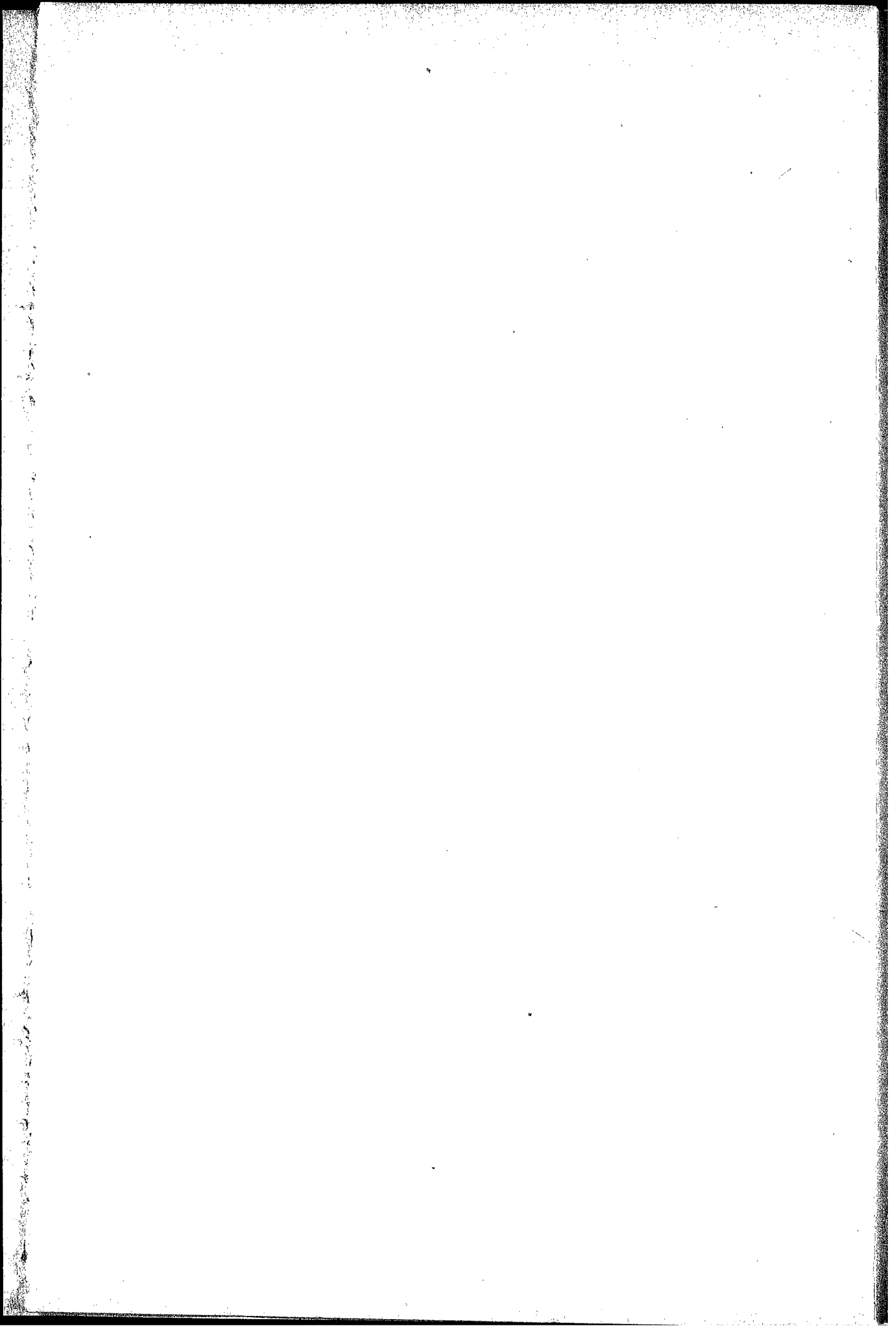


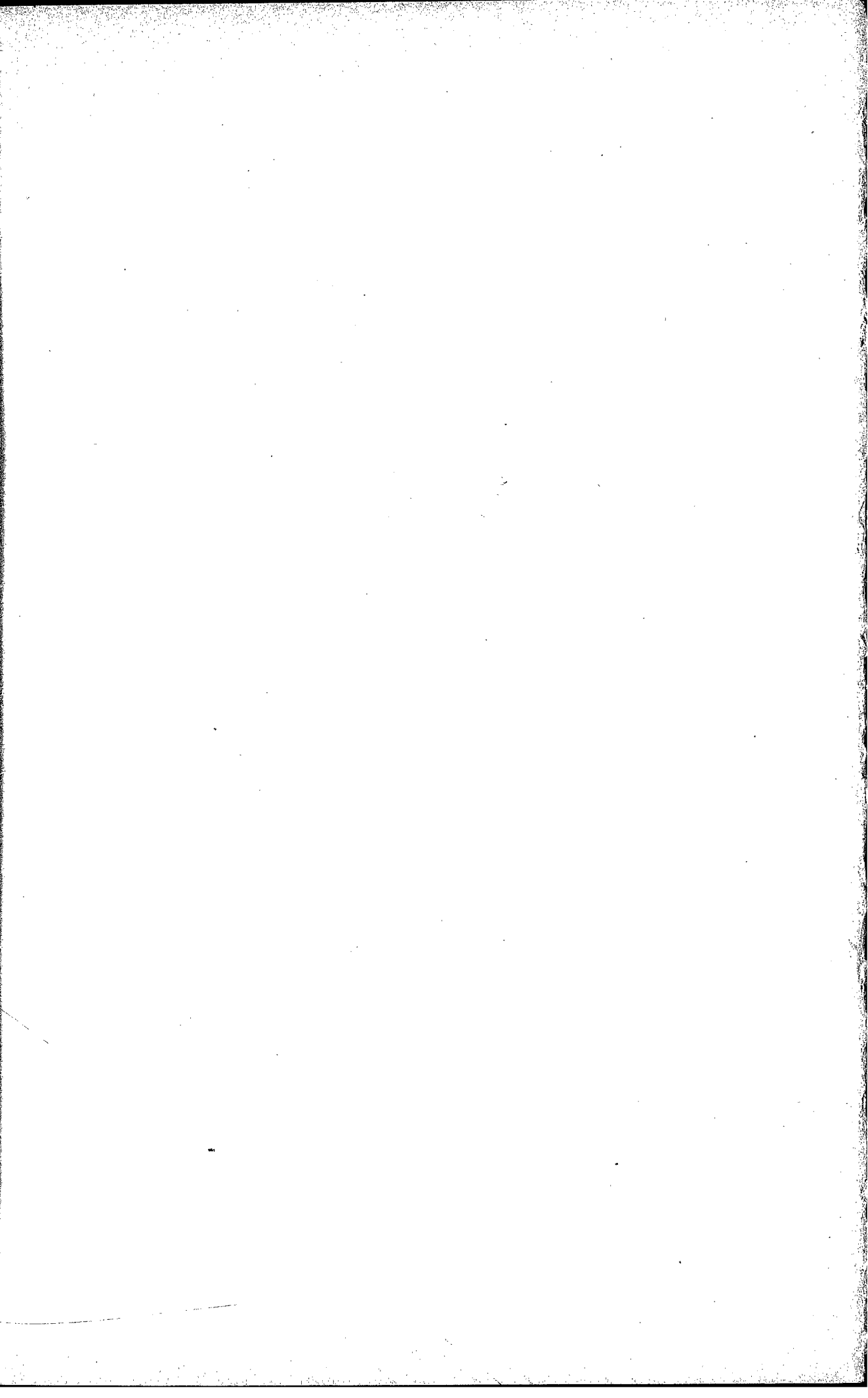
To Fred J. Gorman
with the compliments of the author
Tells J. & Perry

Ap. 29, 1936.



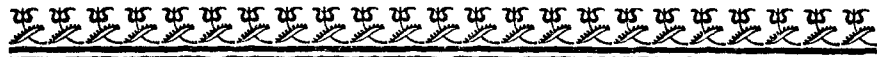
OVERBROOK FARMS







The George Homestead—Still Standing at Drexel Road and City Line, Overbrook Farms.



OVERBROOK FARMS

*Its Historical Background, Growth
and Community Life*

By

Tello J. d'Apéry, M.D.



OVERBROOK FARMS, PHILADELPHIA

THE MAGEE PRESS

1936



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NOTE.—If any errors are discovered in this volume, or if anyone has additional information, please communicate with Dr. Tello J. d'Apéry, 6370 Overbrook Avenue, Overbrook Farms, Philadelphia.

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INTRODUCTION

"I like to see a man proud of the place in which he lives. I like to see a man live so his place will be proud of him."—ABRAHAM LINCOLN.

TWO years ago, while visiting one of my patients who had lived in Overbrook Farms for many years, I suggested that he write a short history of this locality for the Overbrook Farms Club. Like the man who lived in the "Grand Hotel," however, he insisted nothing had happened here and, therefore, nothing of interest could be written.

This proved rather a challenge to me and I began talking with some of the "old timers." I became so interested myself, that I decided to hunt for further information. During these two years, the quest has led me to the Historical Society, to George School near Newtown, to the Free Library of Philadelphia and to many other places, where I have read numerous books and manuscripts and have pored over old maps.

It is true that I have found nothing of great historic importance and yet, in building up the background of Overbrook Farms over a period of two hundred and fifty years, I have collected some material, which I thought would be interesting to my friends and neighbors. They will find no accounts of battles fought here or anything of a startling nature; but sometimes a glimpse into the past of a familiar place will surround it with an aura of interest and make the daily round of life a little less prosaic. I hope those who read these pages

will enjoy revisiting Sixty-third Street when it was a winding stream overhung with water willows or, as they wait for their train in Overbrook Station, will look up at the house on Drexel Road and see in imagination the old log cabin, which still stands beneath its plastered exterior.

Without the help of the friends who have advised and assisted me, I could not have completed this book. I am indebted to so many for valuable assistance, that I hesitate to single out any for special mention. However, I wish to acknowledge exceptional obligation to Mrs. Tello J. d'Apéry, Mrs. Charles F. Derby, Mrs. John H. Guté, Miss Katherine B. Harris, Mrs. Edward G. McCollin, Miss S. Janet Sayward, Miss Margaret Sloan, Mrs. John Z. Turner, Miss Blanche Weakley, Mr. Fred J. Gorman of the State Highway Department, Mr. Lewis Jones, Mr. John P. P. Lathrop, Mr. George W. Magee, Mr. George W. Magee, Jr., Mr. James F. Magee, Jr., Mr. Francis C. Pile of George School, Mr. F. H. Price, Librarian of the Free Library of Philadelphia, Mr. Fred Fuller Shedd, Editor of the Evening Bulletin, Mr. Walter B. Smith, Mr. Herman Wendell, Mr. Harman Yerkes, Jr., and Mr. Milton W. Young.

I have drawn freely upon Browning's "Welsh Settlement of Pennsylvania," Develin's "Historic Lower Merion and Blockley," Townsend's "The Old Main Line," MacCoy's "A History of the Plantation Commonly Called Greenhill," Glenn's "Merion in the Welsh Tract," and the manuscript copy, "Our Ancestors and Their Descendants," at George School.

Tello J. d'Apéry, M.D.

Overbrook Farms, Philadelphia, March, 1936.

OVERBROOK FARMS

FOREWORD

OVERBROOK FARMS IN THE DAYS OF THE RED MEN

IT seems a far call from the modern homes of Overbrook Farms, with their beautifully planned gardens and lawns, to an uncharted wilderness, broken only by Indian trails. Perhaps, it might be interesting to pause in these restless, hurried days and glance backward over the quiet evolution of this section, as it changed from woodland to farmland and gradually developed into the community as we know it to-day, a part of the city and yet retaining the charm and beauty of a suburban town.

The land now occupied by Overbrook Farms was in "Coaquannock" or "The Grove of Tall Pines," which was the name applied to the territory about Philadelphia. Since our immediate section was heavily wooded and interspersed with small streams and ponds, it was a favorite hunting ground for the Red Men. Here they came over the Indian trails from the nearest village of "Metopcum," at the Falls of Schuylkill, one of their early and important fishing settlements. "Aronomink," another nearby settlement, is shown on the Dutch map of 1654-55. From the records of John Campanious, Chaplain of the Swedish settlement on the Delaware River, who visited these Indians in 1641, we learn something of the nature of the country.

He found "trees, wild plums, wild grapes, hemp and hops, and tobacco in great abundance."

Indian Chief Wingbone on the 25th of April, 1683, deeded his land to William Penn. "Of all his land lying on the west of the Schuylkill River from the Falls of the same name up the said river and backward so far as the rights goeth." This included the 400 acre tract of "Metopcum" and the land embraced in the present Overbrook Farms. There is a record of William Penn having traveled along an Indian trail through the Metopcum Indian tract, and over part of what is now City Line, into the present Merion. This trail to-day forms the route from the Schuylkill, through Fairmount Park, and so to the super-highway on City Line.

CHAPTER I

EARLY HISTORY OF OVERBROOK FARMS

WELSH SETTLEMENT OF PENNSYLVANIA

THE germ of the history of Overbrook Farms was in the advent of Quakerism in Wales. When George Fox, the founder of the Society of Friends, journeyed into Wales in 1657, preaching his new faith, he found a ready response to his message. From the distant county of Denbighshire came John ap John and a member of his congregation to listen to Fox, perhaps with the doubt with which one approaches all new faiths. The result of this mission is told by Fox in his Journal: "But when these triers came down amongst us, the power of the Lord seized on them, and they were both convinced of the truth. So they stayed sometime with us, and then returned to Wales; where afterwards one of them departed from his conviction; but the other, whose name was John ap John, abode in the truth, and received a part in the ministry in which he continued faithful."

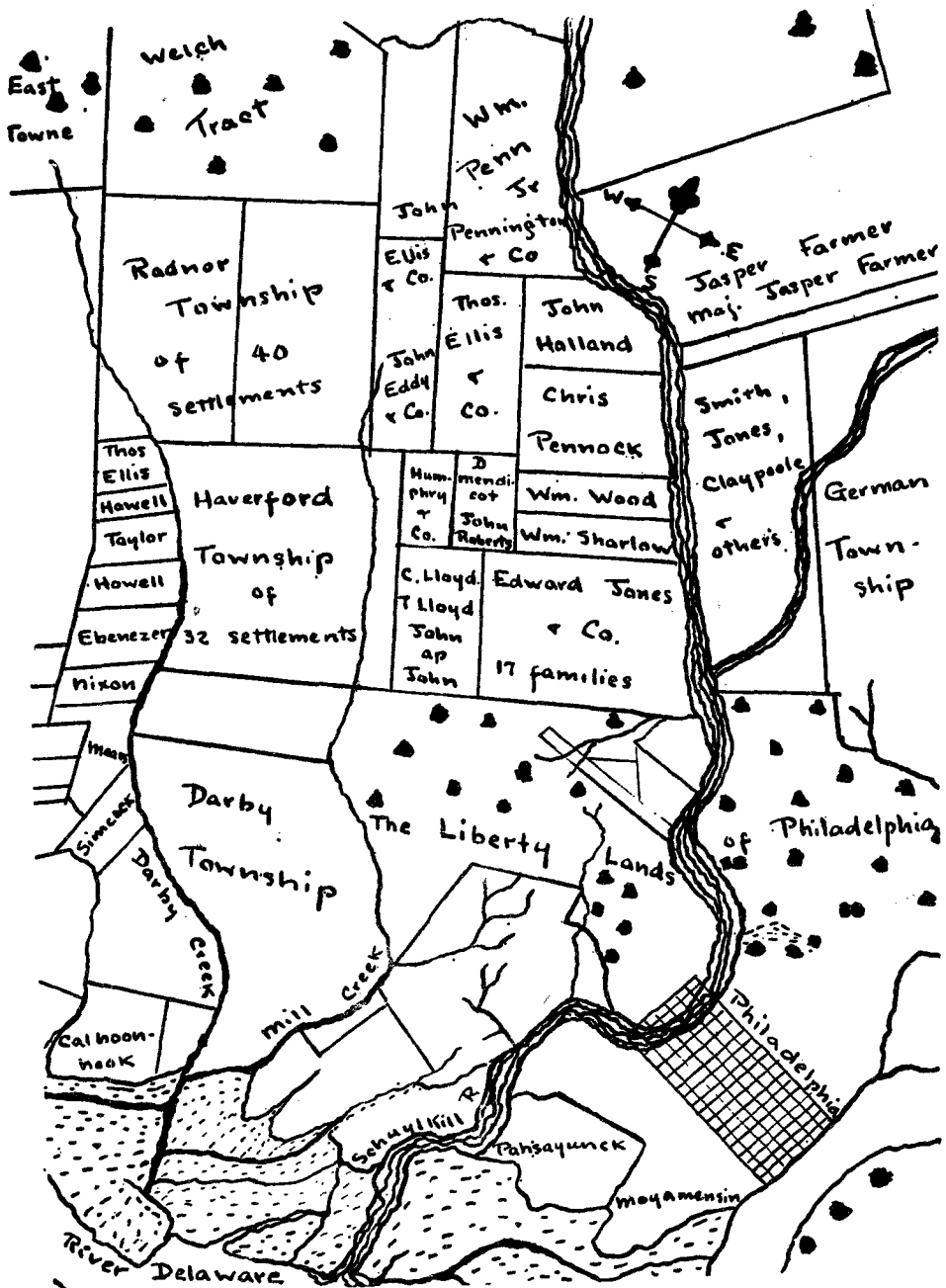
John ap John thus became the founder of Quakerism in Wales and a regular system of meetings was soon established. As the movement spread throughout Wales, persecution of the Friends increased to a very great degree. Penn, at this time a prominent minister in the Society of

Friends, had received his Royal Grant for the territory in America called "Pennsylvania," and had advertised among the Friends for settlers, promising them a place to establish their homes, where they could enjoy complete religious freedom. John ap John with a committee of Welsh Friends went to London in 1681 to interview William Penn. The Welsh, as represented by this committee, were the first to take advantage of the opportunity.

Penn promised the committee, if they would induce the members of their Monthly Meetings to buy his land, that they might establish a Welsh "Barony" which should have religious freedom and complete local self-government, as well as direct representation in the Provincial Assembly. Through this committee 30,000 acres were purchased in Pennsylvania and deeds were made out to the heads of the seven "companies," or groups of emigrants. Additional land was later taken by the Welsh, making their total purchase 50,000 acres, which was long known as the "Welsh Tract," which included Lower Merion Township. The settlers came in great numbers, and though their dream of complete self-government was not actually realized, they did form a separate and distinct unit. We still have reminders of their "Barony" in the vast number of Welsh names retained throughout this region, such as Merion, Radnor, Cynwyd, Bryn Mawr and Haverford.

WILLIAM AP EDWARD

The First Company of Welsh Quakers, comprising seventeen families was under the leadership of Dr. Edward Jones, who sailed for America in May, 1682, with four of these



From Holmes' Map of the Province of Pennsylvania. Showing the Original Purchasers from William Penn in 1681. Overbrook Farms is Part of the Liberty Lands.

families, their servants and farm-hands, on the ship, "Lyon," with John Compton as master. The passengers on this first ship numbered forty persons; among them was the original owner of Overbrook Farms, William ap Edward, with his wife, Jane, and two daughters of a former marriage. He was the son of Edward ap John of Cynlas, Wales and was described as a yeoman. He was also known as "William Bedward," "ap" and "ab" being interchangeable, and meaning "son of." According to the Welsh custom, his son inverted the name, and since then the family has assumed the name of Williams.

This group of Welsh settlers landed at Upland (Chester) on August 13, 1682, two months before William Penn arrived in the "Welcome." The place later to become Philadelphia was then a wooded river bank, with a few caves and log houses occupied principally by Swedes. Upon William Penn's arrival, the site of the City of Philadelphia was selected and the First Company of Welsh received their grant of 5,000 acres purchased from William Penn in London, in May, 1681 and known as "Edward Jones' Land Patent." This was the first land laid out beyond the Schuylkill, and the First Company of Welsh were the founders of Merion Township and of the Merion Meeting.

The first homes of the early settlers were crude walled caves, roofed with branches of trees and earth, and later log houses were built, very often with the original caves as foundations. Their hardships were many, but they were spared the fear of Indian attacks, which harassed the lives of early American settlers in other parts of the country. The Indians in this vicinity were in every way kindly and friendly neighbors.

The name "Liberty Lands" was given to the territory located across the Schuylkill from the "Great Towne" of Philadelphia. It was first intended that the original city should cover 10,000 acres, but the quadrilateral laid out by the surveyor between the Schuylkill and Delaware Rivers contained only 1,280 acres. William Penn had provided that for every 500 acres of country land purchased from him, the buyer was to receive as a bonus, 10 acres in the city. The reduction in the actual size of Philadelphia made this arrangement impossible. In order that Penn's promise might be carried out, the so-called "Liberties," or areas of free land, were established. This territory was consolidated with the City of Philadelphia in 1854.

William ap Edward, or William Edward, lived on his original purchase along the Schuylkill only ten years, selling it, 6th month, 17, 1694, to Hugh Roberts, whose land joined his on the north.

By deed, dated 10th month, 27, 1693, William ap Edward then purchased from the other members of the First Welsh Company the 100 acres of Liberty Land which had been given to them as a bonus for the purchase of 5,000 acres under the Edward Jones' Patent. He bought, in addition, 107 adjoining acres of Liberty Land from other original purchasers, and it was from this entire tract that the community of Overbrook Farms was developed.

The land, of which Overbrook Farms is a part, was surveyed on 2nd month, 23, 1692, and confirmed by patent from William Penn, by his Commissioners, to William Edward, with the Great Seal of the Province of Pennsylvania attached, "for two tracts of land in the Liberties of Philadelphia, one of them containing 186 acres, 3 quarters, 24

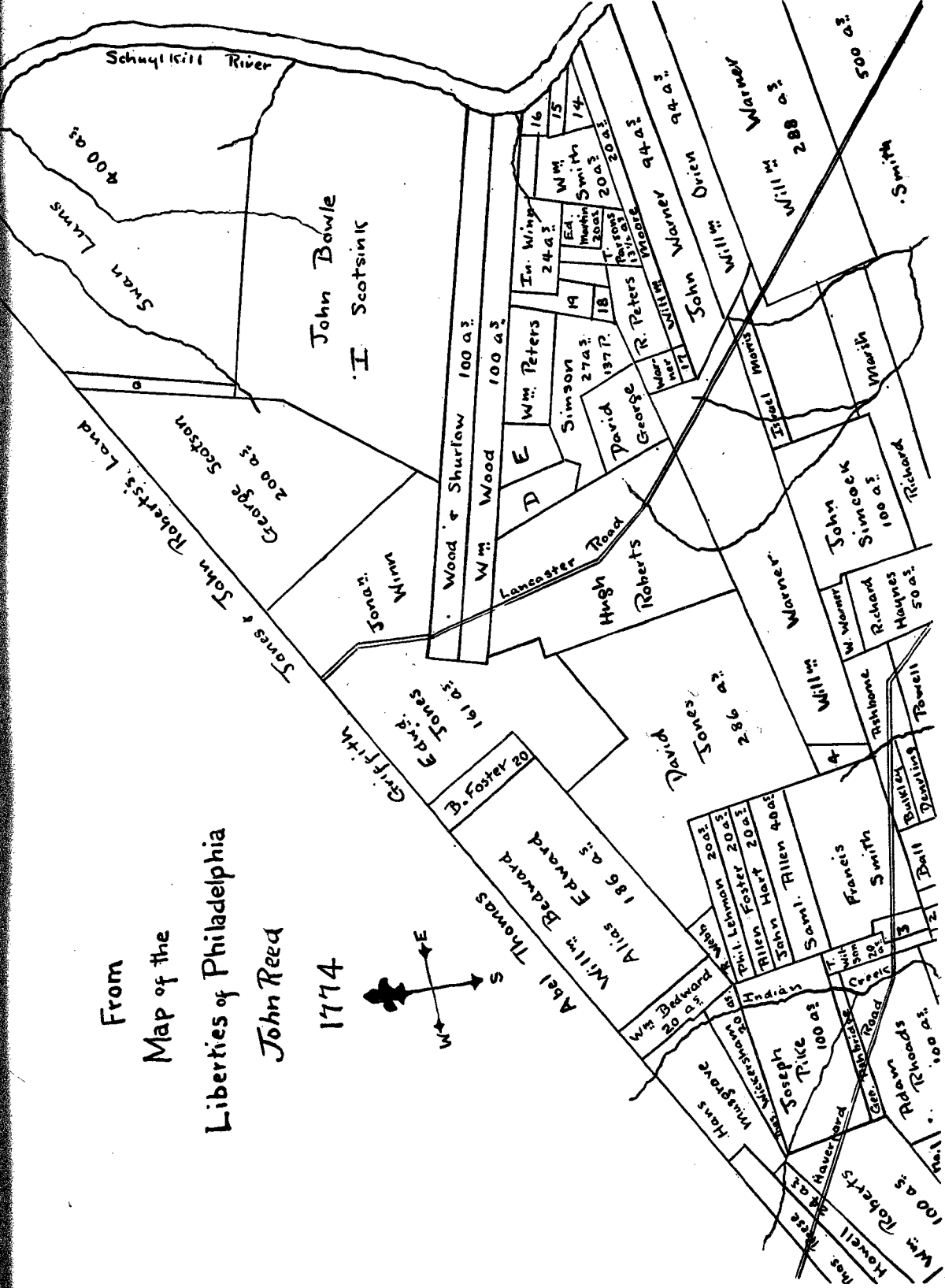
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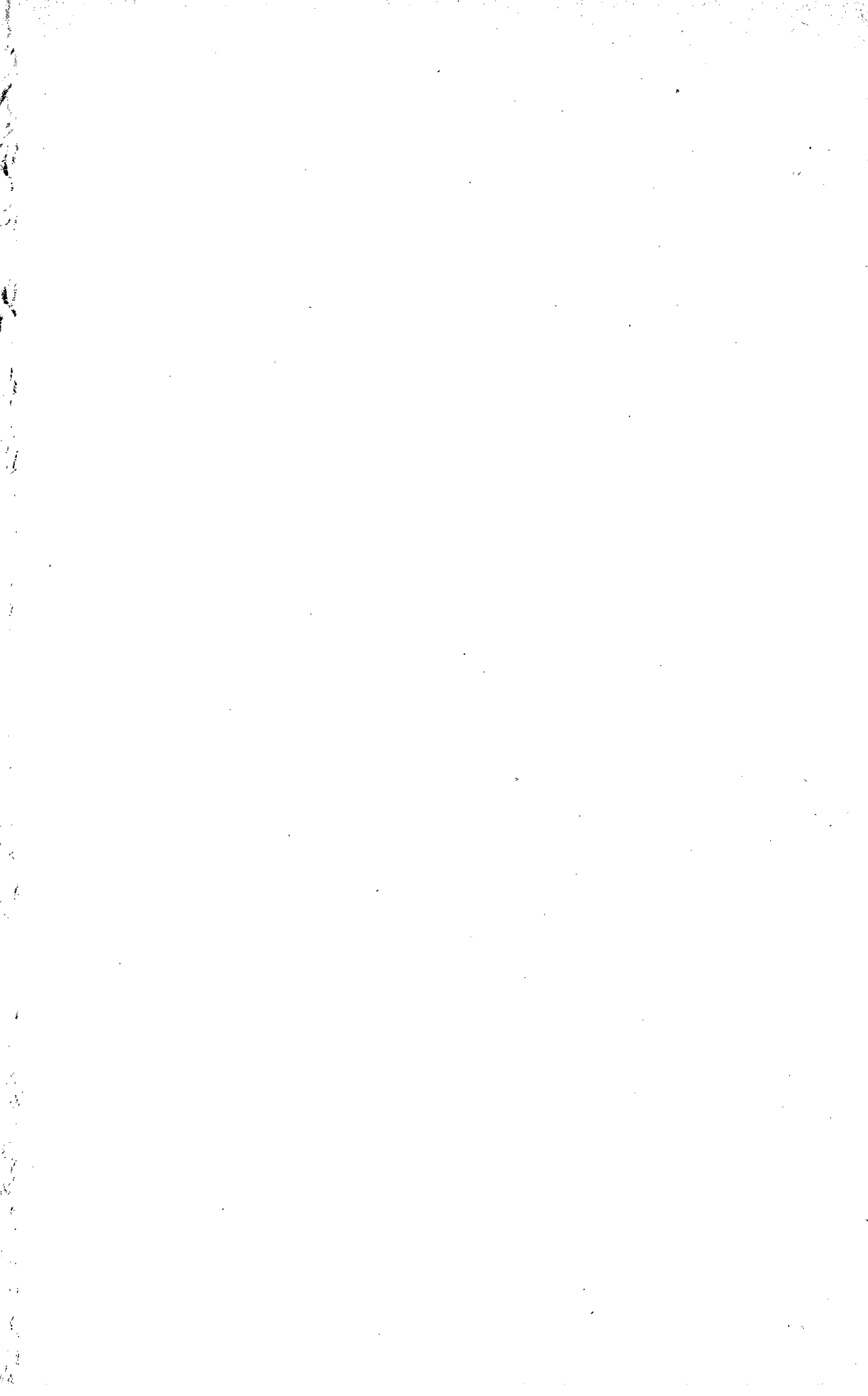
Map of the

Liberties of Philadelphia

John Reed

1774





perches (rods), and the other of them containing 20 acres and 5 perches. This is recorded 3rd month, 4, 1702, in Patent Book A, volume 2, page 239; also in the Minute Book of Property, Harrisburg, Pennsylvania.

William Edward's home on his new holdings was built after the fashion of other early Welsh homes, the foundation of rough stone extending above the ground three feet and the house itself a two-story cabin of heavy hickory logs of equal thickness, with stairs on the outside to reach the upper story. The original cabin, approximately 240 years old, still stands as part of the homestead located on Drexel Road and City Line, one of the few early homes of the first settlers still standing. William Edward, with the characteristic energy of the Welsh, soon cleared land enough for crops. At first only Indian corn was grown, then in a year or two, wheat and other grain were planted. Thus, before many years the wilderness had become a well cultivated farmland.

William Edward died in 1714, and was buried at Merion Meeting 10th month, 31, 1714. His will leaves to his only son, Edward Williams, born 1689, the plantation "unto him and his heirs forever." He also mentions his wife and four children, and leaves money to the Merion Meeting. Here, too, his wife Jane was buried, having died on the 8th month, 3, 1745, at the age of ninety-three years.

PROPERTY PASSES TO WILLIAMS FAMILY

In an old original petition for roads in 1714, signed by different inhabitants of Blockley, we find both the signatures of William Edward and his son, Edward Williams.

The latter was an accomplished penman. There is a document in existence, dated 1723, written by him in a beautifully shaded hand, with many flourishes and furbelows.

Edward Williams died in 1749, and in his will, dated the 3rd of September, 1749, his estate of 210 acres was left to his son, Joseph Williams. He wills his "Wife, Eleanor, one brass pot," his "large boiler, clothes press in the parlor," and his "white mare and colt and a new blue-plush side-saddle." One can well imagine the picture Mistress Williams made while riding to the Merion Meeting on her white mare with the blue plush saddle!

Many documents exist with the signature of their son, Joseph Williams. In 1738, he is described as a "tanner," and in a later petition, 1750, as a "miller," hence he must have plied both trades.

Joseph Williams died intestate, in 1757, leaving three daughters, Rebecca, who married Amos George in 1772; Eleanor, who married Joseph Bond; and Sarah, who married Edward George. The property was divided accordingly into three shares. Eleanor Bond died intestate, leaving her third to her husband and three children.

PROPERTY OWNED BY GEORGE FAMILY

In 1786, Amos George bought from Edward and Sarah George their share of the property, thus giving him two-thirds of the farm. In 1803, the Bond heirs sold their third to Joseph George, eldest son of Amos. It was in this way that the property passed into the hands of one branch of the George family.

Amos George died intestate in 1790, leaving eight children: Joseph, Richard, Ann, Hannah, Elizabeth, Jane, William and Amos.

In 1803, upon petition of the heirs, the Orphans' Court divided the property into three parts, allotting Tract No. 1 to the widow; Tract No. 2 to Joseph George, by right of his purchase from the Bond heirs; Tract No. 3, valued at \$4,700, to the eight children of Amos George. The map made in 1803, and signed by Joseph George, which is given in the next chapter, shows the location of the different tracts.

In 1806, this valuation of Tract No. 3 was decided to be too high, and by general consent, was reduced to \$4,000. Joseph George then paid the various heirs for their respective shares in that tract, thus making him the owner of both Tracts No. 2 and No. 3. In 1818, Joseph George and his wife, Alice Malin, built their stone farmhouse between Little Mill Creek and Lancaster Pike. The corner stone pictured in Chapter III is in the possession of the Historical Society, having been presented to them when the house was demolished and 63rd Street cut through in 1894.

Rebecca George, widow of Amos George, died intestate in 1827, leaving the following children: Joseph, Richard, William and Amos and also two grandchildren, issue of her deceased daughter, Ann.

There is an interesting record of a boundary dispute in 1830 between these heirs and Israel Morris, whose plantation "Greenhill," adjoined the George farm. The boundary in question was the northwest side of the farm, extending along City Line, between what is now Church Road and 66th Street, then down 66th Street for a distance of

800 feet. The heirs wrote a letter to Israel Morris, in which they declared their intention of running a line on a given date and asked his attendance. Israel Morris replied, suggesting that all title papers be referred to his counsel, through a counsel selected by the Georges. The matter was dropped until 1832, when a similar notice was sent to Israel Morris, whose attorney suggested that a survey be made when the lawyers could be present, and each party have a surveyor on the ground. In Israel Morris' account, he tells of the meeting and that great "excitement was created" and "Richard's replies were not agreeable." He tried to talk to Richard in private, "without excitement, and I hope measurably without ill feeling, but finding the conversation leading to warmth," the meeting was given up. Finally, the matter was referred to two arbitrators and a referee, who met at Kittenger's Tavern, and on January 19, 1833, they filed their decision. By far, the greater portion of the disputed ground was given to the Georges. The cost of the arbitration was as follows:

"In the matter of Morris and George, the two original arbitrators attended upon the ground and in the city.

10 days each at \$5.00 per day.....	\$100.00
Gig hire.....	4.42
Kittenger's Bill.....	22.54"

One might wonder whether the zigzag course of the boundary, as finally agreed upon, was influenced in any way by the bill at the tavern!

A deed, recorded October 17, 1843, shows that Joseph George bought the shares of his mother's other heirs in Tract No. 1. However, it seems that Richard, his brother, still continued to live in the old house, "Wayside," now

located on the northwest corner of Church Road and Lancaster Pike, and took charge of that part of the property. There is no account of a transfer of money between Joseph and Richard for the latter's share of the property, but at Richard's death in 1854, he was so much in debt to his brother's estate that this offset any claim there might have been made.

Joseph did not have long to enjoy his possessions, as he died on 11th month, 10, 1845, intestate, leaving a widow, Alice, and five children, John M., Joseph, Jane, Thomas and Sophia.

We see, according to the Blockley Township Map of 1850, to be found in Chapter V, that Richard George was living on the south side of Lancaster Pike, while the heirs of Joseph George had the other two tracts.

In 1851, Israel Morris bought 17 acres from the George Estate for \$6,500. This purchase included the homestead, "Wayside," and the ground later developed for residences along Church Road and the city side of City Line, from Lancaster Turnpike, west to 66th Street.

At the death of Thomas George in 1861, who was unmarried, and two years later, of Alice Malin, his mother, the remaining 183 acres came into the possession of John M., Joseph, Jane and Sophia, none of whom were married. They all lived together in the ancient Williams homestead, still standing on Drexel Road and City Line, the last of the sturdy old settlers to be on this farmland.

Sophia died in 1881, Joseph in 1885 and Jane in 1886, thus leaving John M. George as the sole survivor and owner of the farm. He died in 1887, and his will (which is given later in the book) designated that the property be sold,

and after fulfilling numerous bequests, the residue be used for the founding of a Friends' boarding school for boys and girls. George School, near Newtown, is the result of his generosity.

On July 5, 1893, Edward T. Stotesbury and James W. Paul, Jr., on behalf of Drexel and Company, bought the George farmland, and the development of "Overbrook Farms" was undertaken by Wendell and Smith, real estate operators.

CHAPTER II

THE GEORGE FAMILY

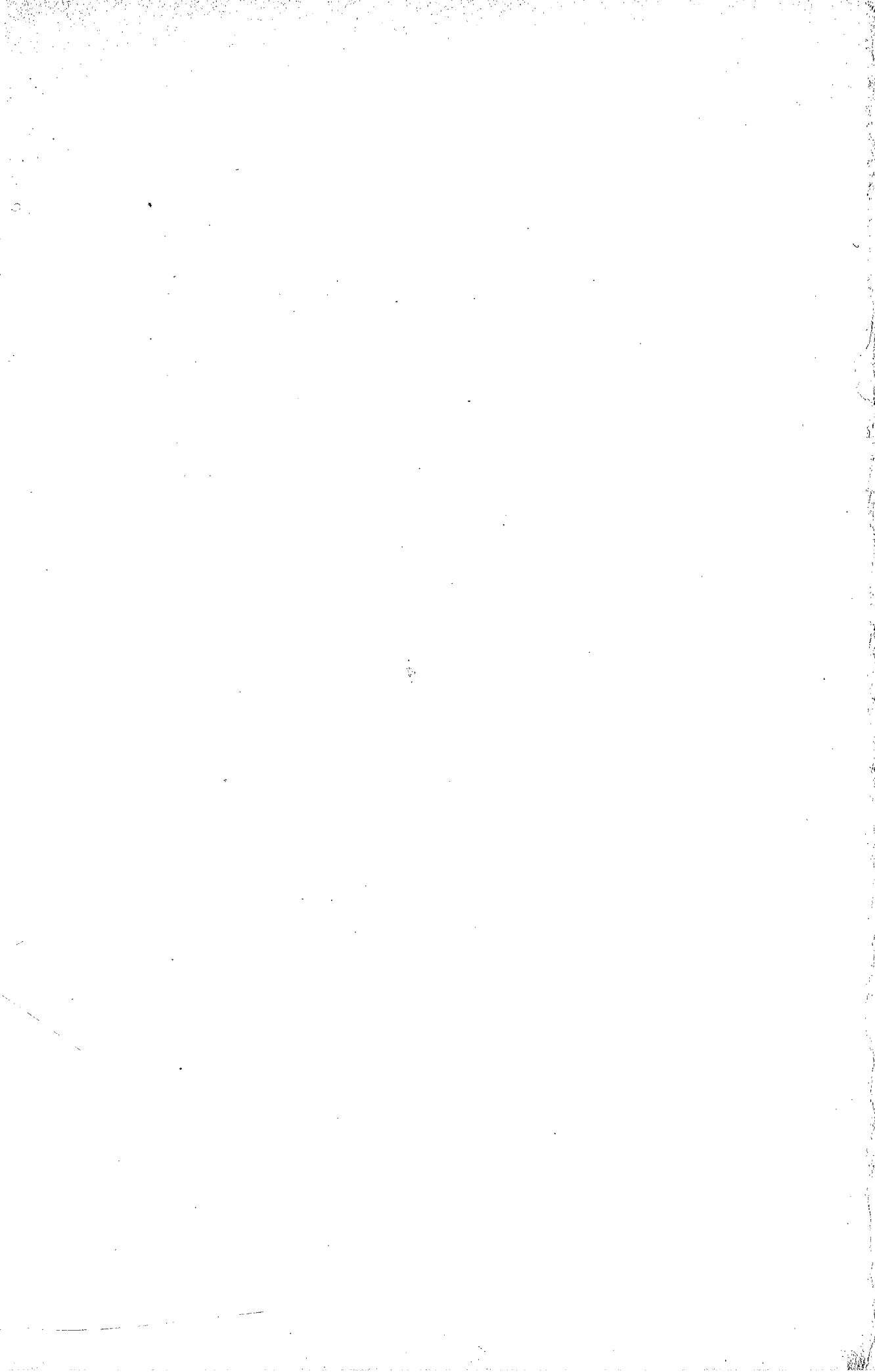
THE founder of the George family in America was Richard George, who came from Llanging, in Montgomeryshire, North Wales, with his wife, Jane, and ten children. They sailed from Bristol in the ship "Saulsbury," and arrived at Chester on 9th month, 24, 1708. Richard George died on the 26th, while still on board the ship, and was buried at Chester Church graveyard. The family was scattered among friends, the youngest child at this time being nine years of age. In 1721, the eldest son, Edward George, and a brother, David, purchased 300 acres of land, now included in Fairmount Park, and it was here that the mother lived with her children until she died in 1753. This land was originally a part of that owned by Dr. Thomas Wynne, friend and companion of William Penn, and Speaker of the First House of Representatives. Here the different George families lived for many generations and from this ancestral estate, Jesse and Rebecca George gave to Philadelphia the land now so highly prized as George's Hill.

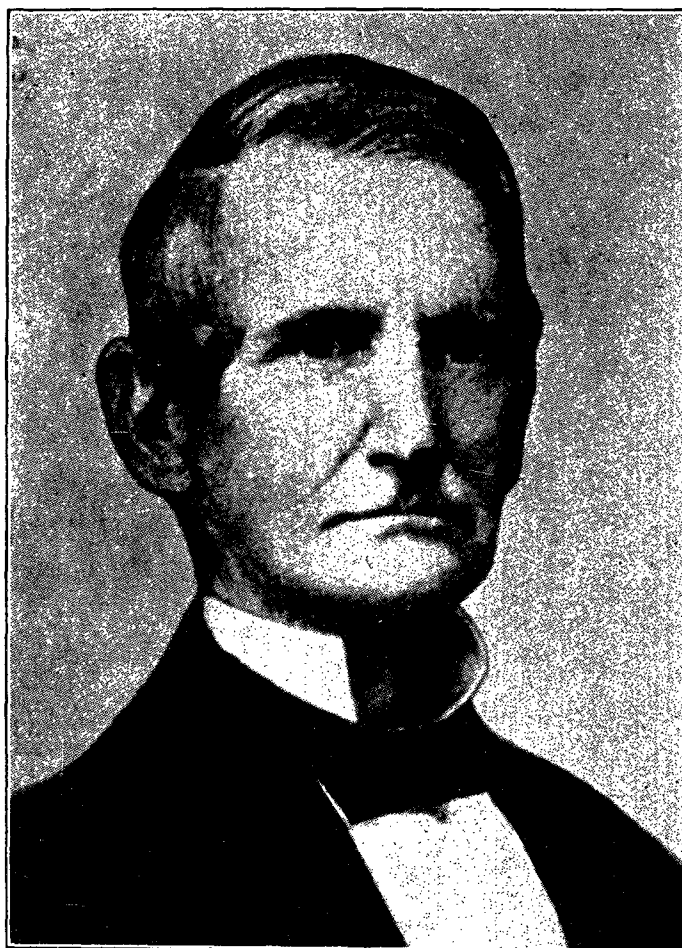
Amos George, who married Rebecca Williams in 1772 and thus became connected with the present Overbrook Farms property, was the son of George George, who came to this country with his father, Richard, in 1708. Another

son of George George, Edward, who married Sarah Williams, was the father of Jesse and Rebecca George.

The philanthropies of the Georges have been outstanding in Philadelphia and its vicinity. When Jesse and Rebecca perpetuated their name in their generous gift of 83 acres to Fairmount Park in 1868, they designated that the land be used as a park "for the health, recreation and enjoyment of the citizens of Philadelphia." Jesse asked only the yearly payment of \$4,000 for himself and \$1,000 for his sister, as long as he lived. He was then eighty-three and his sister seventy-seven years of age. This property formed a part of the Centennial Grounds in 1876. Among the George family possessions at George School, is a handsomely bound leather volume containing copies of the correspondence, deed and other records in connection with the gift of George's Hill to the city, all beautifully handwritten and decorated. The volume had been presented to Jesse and Rebecca George by the Commissioners of Fairmount Park. At the close is a letter from the brother and sister in typical Quaker style, ending with these words: "We thank thee for this book of records which you have prepared in such handsome style. We shall highly prize them and preserve them as an evidence of your good feeling towards us."

Jesse George also donated to public institutions \$119,650, and founded the George Institute and Library in Hestonville, now the section around 52nd Street and Lancaster Avenue. John M. George, a second cousin of Jesse and Rebecca, not only founded George School for boys and girls, but also gave liberally to Friends' Meetings and to various institutions throughout the city. The Georges were quite numerous and all lived to a good old age, but there are no descendants to-day bearing the name of "George."





John M. George, the Last Owner of the
George Farmlands.

In delving into the history of the Williams and Georges, no family skeletons or black sheep have been unearthed. It is not like the experience of the writer of a family history who discovered that one of his relatives had been electrocuted. At first he was in doubt how to gloss over this ugly record, but finally evolved the following: "At the time of his death my Uncle John occupied the Chair of Electricity in a large institution."

JOHN M. GEORGE

We are especially interested in John M. George as the last of the Georges to live on the Overbrook Farms property. He spent the final year of his life with only the colored servant who took care of him, his brother, Joseph, and sisters, Jane and Sophia, having died during the last five years. We picture him, the last of his name, representing these two pioneer Welsh families, as he passed from this life, alone in his ancient homestead.

"On the evening of 2nd month, 11, 1887, about 10:05 p. m. at his residence in Overbrook, Philadelphia, this aged Friend departed this life. He was the eldest child of his parents, Joseph George and Alice Malin, and the last survivor of a long line of devoted Friends. He was born the 10th month, 16, 1802, at the homestead where he always resided. At his death the property passes into other hands." From the Biography of John M. George at George School.

John M. George is described as a powerful man, six feet tall, straight as a reed, and weighing about 200 pounds. He was educated in the common country school. Beyond

the 3R's, his education included grammar, geography, algebra, geometry, navigation and surveying. Among the relics at George School, is his surveying book, with the notation, "Burlington School, 5-16-1815 and 1-10-1816."

He led a regular country boy's life, doing farm chores from "sun to sun." During the leisure winter days he walked over the frozen ground to the distant schoolhouse, presided over impartially by the master of the "birchwood." As he grew to manhood, it was his part to lead the mowers and reapers in the harvest field, and to cut and husk the corn. In the bright winter days, he would ply the treacherous flail, fodder the patient cattle, market the produce and engage in the usual routine of a farmer's life.

The family history at George School gives us this picture: "On Meeting days the best homespun suit was donned, the favorite colt was rubbed down carefully and polished with a whisk of straw, and away the whole family rode as a gay and pleasant cavalcade to Merion or some other nearby Meeting Place."

Sophia George attended Miss Price's Boarding School for Girls, located in West Chester, Pennsylvania, and a very exclusive school in its day. Jane was inclined toward the domestic, as we see by the sampler made by her, which is framed and hanging in the Library at George School.

The George home was always open for hospitable entertainment of Friends and others. Everyone for miles around knew "The Old Place" and the welcome they would receive. It is said that the Georges kept a bolt of canton flannel, one of red flannel, one of unbleached muslin and one of gingham to give to any poor who might come to them.

The George family were very old-fashioned in their ideas, using candles and kerosene lamps up to the time of John M. George's death in 1887. They were afraid of fire, and generally had the candles placed in pans, even carrying them to the front door ensconced in a dish pan!

John M. George watched the boys and girls traveling back and forth on the trains to the Friends' day schools, and he felt in this way they would grow bold and worldly. He thought there was a great need for a Friends' boarding school where young people could get a good plain education, amid wholesome, healthful surroundings, thus doing away with daily travel.

THE WILL OF JOHN M. GEORGE

In his will, dated 2nd month, 11, 1887, he leaves numerous bequests of money to cousins, a substantial sum to Merion Meeting, the interest of which was to be used for repairs of graveyard and Meeting House, and a like sum to Radnor Meeting for work among the poor. Then follows generous bequests to the George Institute, Swarthmore College, Pennsylvania Hospital, Woman's Hospital, Colored Home on Girard Avenue, Old Couples' Home, Blind Asylum, and Deaf and Dumb Asylum.

"The rest residue and remainder of my estate, whatsoever and wheresoever situated both real and personal . . . I authorize and empower my said Executors, them or survivors or survivor of them, to pay the same over to the Treasurer of the Yearly Meeting of Friends of Philadelphia, 15th and Race Streets, for the purpose of erecting a boarding school for the education of children members of the

Society of Friends and such others as the Committee appointed at the Yearly Meeting may think proper. Said boarding school to be located at some suitable place in Eastern Pennsylvania. Said bequest to be paid for suitable plain building and the balance to form a fund, the interest of which fund may be applied to assist in reducing the cost of education."

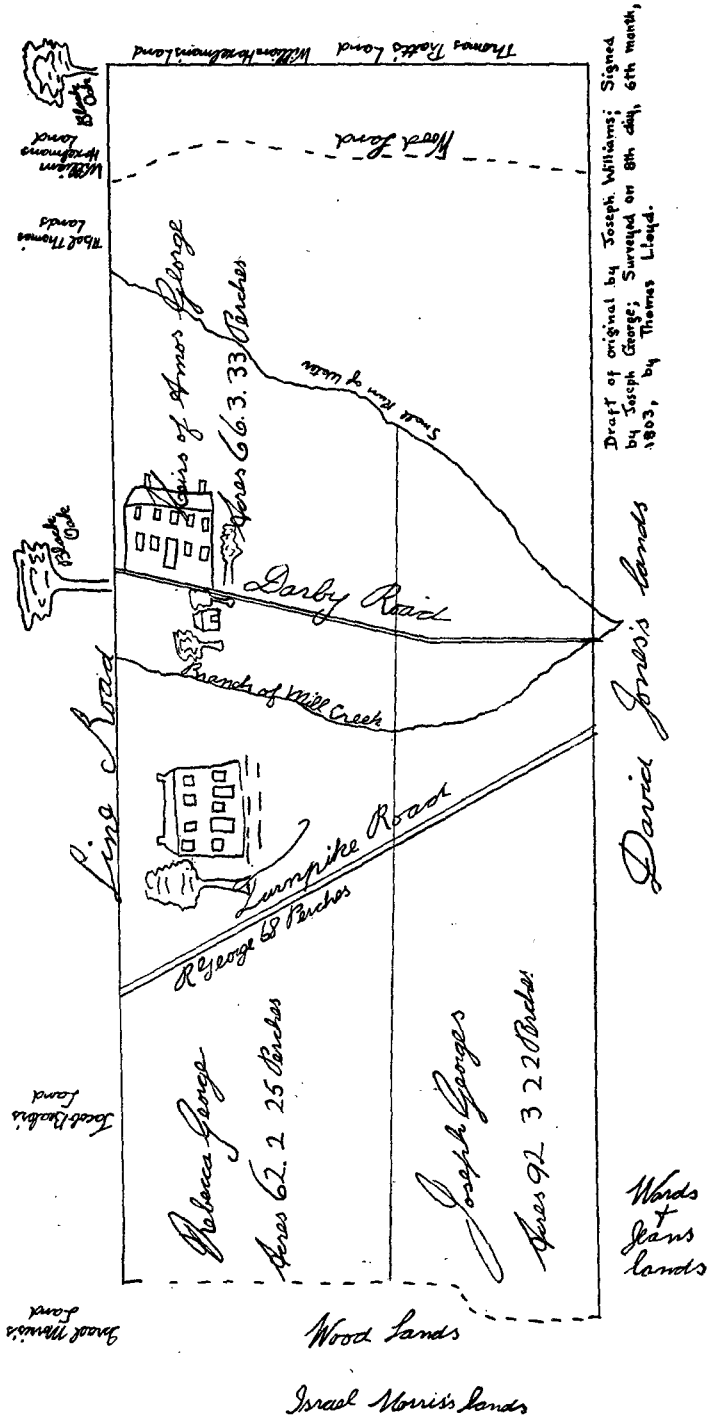
This codicil, leaving the remainder of the estate to found George School, was written just seventy-four days prior to his death.

The total bequests of John M. George amounted to \$689,773.44 according to will. His total estate was as follows:

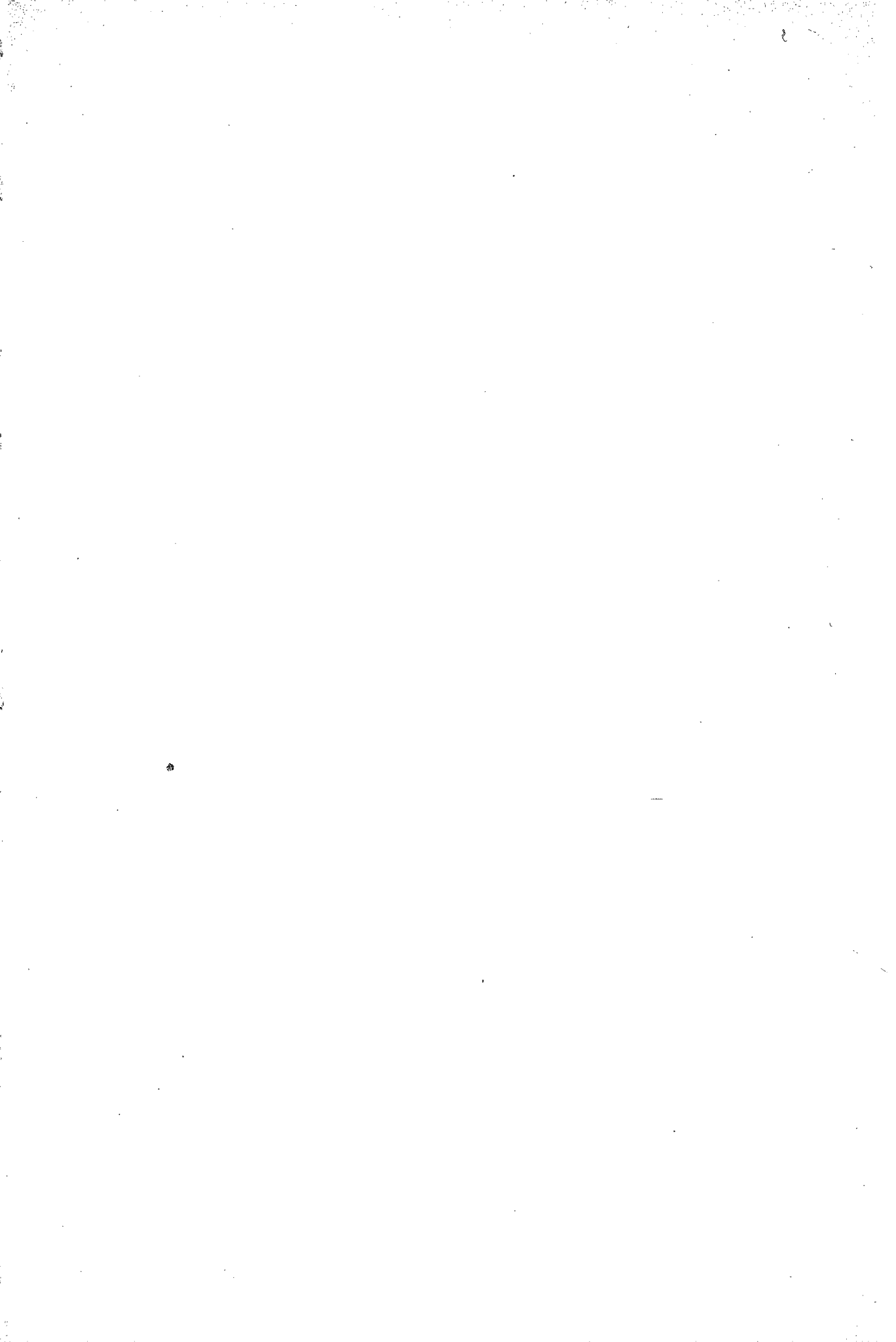
Household and Farm Goods.....	\$739.20
Bonds, Mortgages, Stocks, Cash.....	274,418.76
Sale of Overbrook Property.....	495,095.00
Sale of Other Properties.....	18,711.23

GEORGE SCHOOL

George School was established in 1893 in accordance with the will of John M. George. It is situated near Newtown, Bucks County, Pennsylvania, on an estate of 227 acres, amid beautiful surroundings well adapted to promote health and happiness. For those who plan to go to college, a thorough preparation is offered, while a well rounded education is given those who do not. These advantages are made possible at a very nominal cost owing to the heavy endowment of John M. George and other notable Friends. The school began with one hundred and fifty boys and girls, and consisted of one building. During the past forty-two years it has grown to an enrollment of 320 pupils and in place of the lone building, it now has seventeen, all



Map of the George Farm Made in 1803.



modern and well equipped. With all this growth and progress, however, one feature of the school's life remains unaltered and unchanged, namely the quality of its spirit and its staunch adherence to its moral and educational standards.

A cousin of John M. George, A. D. Sharples, compiled and wrote in a fine, beautifully shaded script a history of the George family. This is entitled "Our Ancestors and their Descendants," and he begins by saying, "John M. George was the survivor of a long line of worthy Friends and that the children of George School (those children whom he thought proper to endow as his own, being otherwise childless) may know something of his ancestry, these notes have been collected." There follows a complete account of the George and allied families, the family trees, John M. George's will, and a history of the founding and growth of the school.

In the library, there hangs a crayon drawing by Dillon of John M. George, a copy of which appears here.

Among the other relics from the George family are the following:

Peg from Merion Meeting House, upon which William Penn hung his hat.

Daguerreotype of John M. George.

Canes and umbrella which belonged to John M. George.

Double cased silver watch which belonged to father of John M. George.

Old Medicine scales used by family.

Letters written to her sister by Sophia George, while she was at West Chester Boarding School, dated "Blockley, 3, 23, 1832."

Family Bible, with the inscription, "Joseph George 1808, presented by Thomas George," dated 1787.

Copy of Radnor Monthly Meeting records of Births and Deaths by Joseph George; Births from 1813 to 1868, and Deaths from 1822 to 1871.

CHAPTER III

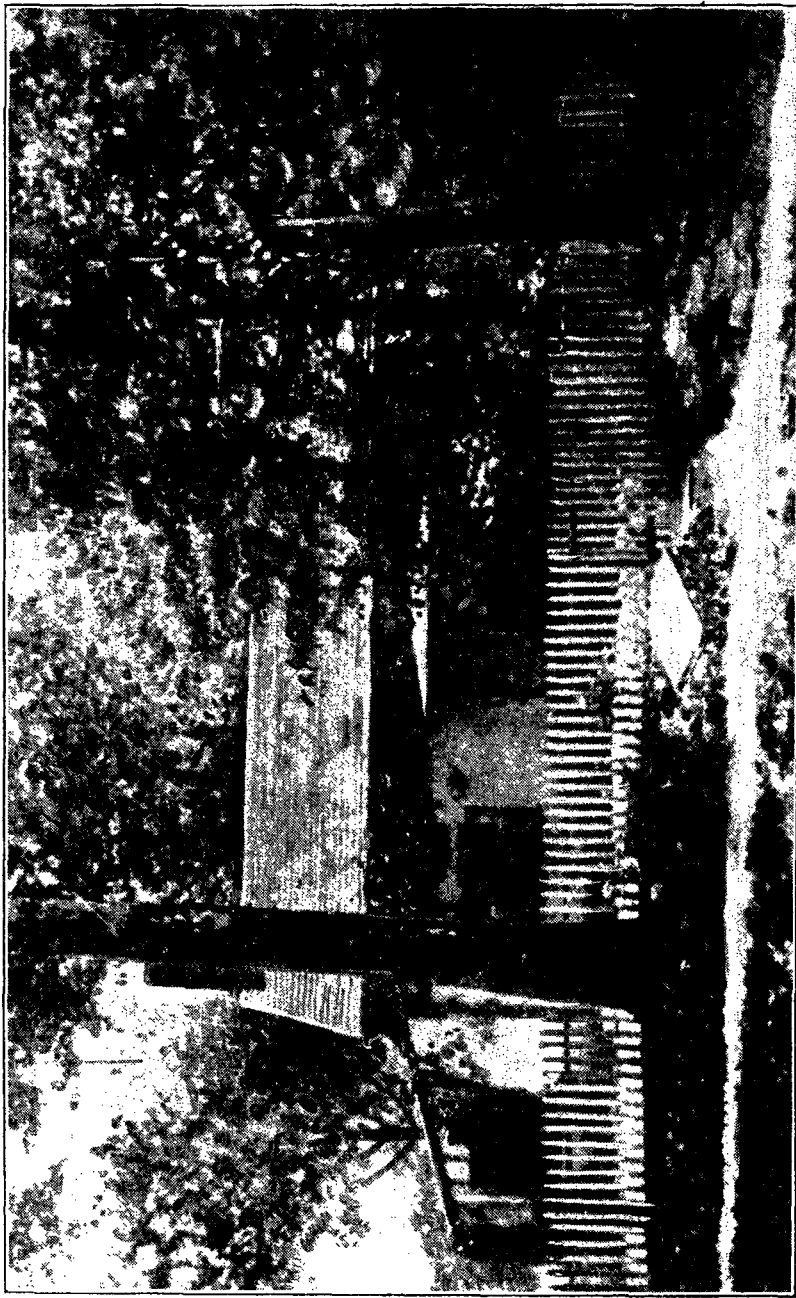
THE GEORGE HOMESTEAD AND OTHER HOUSES ON THE PROPERTY

THE GEORGE HOMESTEAD

ON THE corner of Drexel Road and City Line stands the George homestead, its path timidly approaching and abruptly stopping at Drexel Road, where before it had run gayly down to the spring near the station. That spring, with its shade of buttonwood trees, and cool stone steps leading down to crystal clear water, was a favorite haunt of artists, until the water was piped away to form part of the supply for Overbrook Farms. The trunks of the trees were partially buried with the filling in of this picturesque little spot, and in recent digging, it was found that the trees had grown another set of roots, ten feet above the original ones, fixing them more firmly in their native soil, just as the old house above them has clung lovingly to its pioneer setting.

Many of the old trees and bushes around the house have died or been cut down, as the George farmland has been gradually absorbed into the development of Overbrook Farms. A gnarled apple tree back of the Ashwood Apartment, and several pear, apple and cherry trees on the Drexel Road properties are the last of the fine old trees that once





Old House Which Stood on City Line, Back of the
George Homestead.

From a photograph presented to The Free Library of Philadelphia
by John W. Eckfeldt, M. D.

were part of the orchard. In the gardens of nearby homes are althea shrubs, descendants of the row of althea bushes, single and double, that grew at the rear of the old house.

The farm buildings, including a large stone barn on which there was a date in the early 1700's, were located where Miss Sayward's School now stands. A lane ran from City Line, past the back of the house, to this group of farm buildings, and beyond the lane on City Line, was a small two-story stone house, torn down sometime in the 1890's. On the section, near the station, between the present Drexel Road and the railroad tracks, known as the "flat-iron," Joseph George had a tannery. The supply of ice for the household was cut from a pond near Upland Way and Drexel Road, and stored in the ice-house, near the stone barn.

One needs only to step over the threshold of the low stone-colored house, and one is met with that indescribable atmosphere, which is the charm of old houses; the joys and sorrows, hopes and fears of those who have lived there have left their unseen influence, as surely as the stairs have been hollowed by generations of feet and the doors have been worn smooth by the touch of many hands.

The story of the "Old Place" began about 1693, when William ap Edward, or William Edward, journeyed with his family over Indian trails from his original holdings on the Schuylkill, to his newly purchased land, which is now Overbrook Farms. This gently rolling country, watered by many streams, seemed a goodly place to establish his home in the New World. And so, on the little hill, around whose foot ran the stream from which Overbrook took its name, he dug the usual cave of the early Welsh settlers and lined

it with stone. Here, William Edward lived with his family until trees were cut and the two-story log cabin with the outside stairway was built on the stone-walled cave as a foundation. Beneath the plaster of the left front of the house, the log cabin still stands. When repairs were made in the spring of 1935 and the plaster was removed on the City Line side, the rough hickory logs, with their covering of bark, were found to be intact.

In the early 1700's, when the family began to outgrow the log cabin, an addition was made of grey field stones of varying sizes, probably some of the stones turned up as the fields round about were cleared for plowing. This forms the present right front of the house and was joined to the log cabin with a hall running between. To-day, the flooring on the first floor of the log cabin portion is six inches higher than the rest of the house.

The years, bringing changes in the family, wrought changes, too, in the homestead. Another stone addition was put at the back with a separate stairway leading to the second and third floors, and when the kitchen was added, a third stairway was built. The family must have done much stair-climbing in those days, for until recent years, the rooms on the second floor were not cut through and, to-day, there is still no connection between the third floor rooms. In order to go from one room to the other, it was necessary to go down to the first floor and then up another stairway. With the exception of the front stairway leading to the second floor, which is somewhat modernized, the stairs are all of the winding, enclosed variety of former days.

Modern touches are evident throughout the house, but as one opens the cellar door with its upside down keyhole,

and descends the narrow twisting stair, one enters that old log cabin foundation of several hundred years ago almost unchanged. Here are the rough stone walls and unpaved floor and wooden supports, held together with hand-forged nails and wooden pegs.

Even now, on entering the large kitchen with ceiling so low that it can be touched, there seems to be a sense of warmth. It is not hard to imagine the cheery glow and the delightful smell of roasting and baking that filled the room, when the fireplace and Dutch bake-oven covered half of one wall. The fireplace has been bricked over but the bake-oven remains.

Back of the kitchen, on the right, was the pump room and it was here that all the soap and candles were made in the soap bowl, which disappeared only in recent years, when the room became the laundry, and laundry tubs were installed. In the smoke house, at the left rear of the kitchen, the old stone oven can be seen, partially covered with fallen plaster.

Throughout the house are the low ceilings and deep-set windows (with dormer windows in the third floor) of the early Welsh farmhouses. With the exception of the first floor front rooms, the dining room and the left second floor room (all of which have modern flooring), the floors are the old wide oak boards, so hard that they defiantly resisted the wiring, when electricity was put into the house.

A modern heating system has been installed, but the fireplaces, whose crackling cheer brought warmth to both the hearts and bodies of generations of Williams and Georges, have been left in all the first and second floor rooms.

The huge chimney, occupying a third of the width of the first floor left front room, gives evidence that it was used for baking and cooking in the days of the log cabin. Later, when this room had become the parlor of the Georges, a white marble mantel graced the fireplace and at the side was a closet, where Jane and Sophia hung their two Sunday dresses. Now, the mantel is white wood, and when the parlor metamorphosed into the modern living room, the closet disappeared. The fireplace of fine old Dutch tiles in the second floor front bedroom, remains unchanged.

When one enters the front door, there is an instinctive turning toward the room at the right. It seems to have a distinct personality which draws one to its grey marble fireplace, with panelled white overmantel. The black H and L hinges (used throughout this part of the house) make a striking effect against the background of white woodwork. The closet at one side of the fireplace has doors opening in the center. Book-shelves have been built in the closet on the other side of the fireplace.

This must have been the living room of the Georges, since the room across the hall was the parlor and, in those days, parlors were held sacred to visitors.

In this pleasant room, imagination takes us back to the days when the last of the Georges lived in the old homestead.

Sophia, home from boarding-school in summer, probably sat in this room at the old desk, writing letters to her school friends. Sunshine, dappled with the shadows of maple trees, came through the deep-set windows and the little white curtains stirred with breezes, bringing the smell of

summer rain on far-off fields or the perfumes of new mown hay from their own farm. Her reflective gaze, as she paused to look out the window, rested for a moment on the railroad station beyond the spring and the tannery down near the tracks.

On a winter night, when Sophia had returned to school at West Chester, we can picture the domestic Jane in this same room, mending or working on her sampler. Her brothers are reading or dozing, weary after a hard day's work on the farm. The firelight flickers over the polished furniture, and the windows are tight shuttered against the icy winds outside.

Later, in 1887, when the sisters and brothers have all passed on, we find John M. George, lonely and sick, spending the last days of his life in the middle third floor room. With four bedrooms on the second floor, and with wealth that he never lavished on himself, we wonder that he still clung to this little room at the top of the house—a room, where, because of the sloping ceiling, John M. George, six feet in height, could stand erect only in the center of the room.

It is a stormy night in February and the old man lies dying in bed, his tall spare figure covered with a patch-work quilt. The candle-light wavers over the few furnishings in the room—an old wooden clothes cupboard, a low bench built along one wall, a table with a wash bowl and pitcher, and a few chairs. An outside window is still left in the wall between this and the back bedroom, a reminder of the days before the last addition was made to the house. The wind rattles the two small dormer windows and howls down the chimneys, and the room is cold and drafty, for

there are no fireplaces on the third floor. The ancient winding stair creaks with the slow tread of the colored servant, the only companion of the old Quaker. And so, in this little room, at the top of the homestead, passes the last representative of a long line of devoted Friends.

At John M. George's death, in 1887, the old house was closed and all the family belongings moved out. In 1888, B. F. Williams, a jeweler, rented the house, and lived there with a relative, Miss Blanche Weakley, until 1893. The entire George tract had since been purchased by Wendell and Smith for Drexel and Company, and the old house was rented to Miss S. Janet Sayward for use as a private school for girls, which she and two associates started in 1893. After occupying the George house two years, the school was moved to its present building, erected for that purpose by Wendell and Smith. It was then called "The Overbrook School," and all the children of the first comers to the development attended it.

Miss Annie M. Felton bought the George homestead from Drexel and Company and lived in it for many years. At her death, she left the property to her nieces, the Peters family, who are the present owners.

TAYLOR HOUSE

The other farmhouse on the property was the one which was torn down to make way for 63rd Street. This was located at a point in front of the present Drexel Apartments. One of the barns, which belonged to the house, still stands back of the Pennbrook Apartments. A Mr. Taylor lived here and had charge of running the farm for the Georges,



Cornerstone from Old Taylor Farmhouse, Built in
1818 by Joseph George.

or really the two farms, as they were separated by the railroad. It was a regular farmland with rotation of crops. The ground was very fertile due to the several streams running through it. The Taylors afterwards moved to a farm at 56th Street and Lancaster Avenue. Overbrook Farms residents will remember "Ed," the eldest son, who was with the Overbrook Steam Heat Company from the time it started until his death. Another son, Frank, supplied the early residents with milk.

"WAYSIDE"

In telling of the George houses, the old "Wayside" should be included, as it was George property before being sold, with the surrounding 17 acres, to Israel Morris in 1851. This house still stands on the northwest corner of Church Road and Lancaster Pike, having been moved to that location in 1911, when the Church Road section was developed. Its original location was directly in the path of Church Road, so it was lifted by having "jacks" or skids placed under it, and moved with scarcely a plaster crack.

CHAPTER IV

OTHER PROPERTIES AND HOUSES IN THE VICINITY

GREEN HILL FARMS

AMONG the grants of land received by the Welsh Quaker, Thomas Lloyd, from William Penn, in 1682, were 118 acres in what is now Lower Merion Township. This tract formed the nucleus of Green Hill Farms plantation, as it was later called. Thomas Lloyd held a distinguished place in the early history of the Province, being Deputy Governor under William Penn. At the time of his death, in 1694, his 118-acre tract was still unimproved and his executors sold the land for £26, to David Price, yeoman, of Merion, who settled on the farm and built the stone house, now known as the "Old Homestead."

In 1701, he purchased from Hannah Musgrave 40 acres adjoining his land on the southeast and in 1703, bought from Thomas Wickersham an additional tract of 20 acres, which adjoined the Musgrave tract on the southeast. He added to his farm on the northwest by purchasing in 1711, 20 acres from William Cuerton. Again in 1713, Yeoman Price extended his boundaries and purchased a tract of 100 acres adjoining his land to the west. In 1714, he obtained a patent from William Penn for his entire farm, now totaling over 300 acres.

David Price and his wife, in 1731, conveyed 207 acres to their son, Issachar Price, for £110. He held the property only fourteen years and in 1745 sold it to John Hughes for £425—an accomplishment worthy of real estate men of to-day! In 1759, John Hughes leased the farm to Ludwig Knoll for ten years, and it was in this lease, that the land was first spoken of as "Greenhill."

John Hughes and his wife conveyed 207 acres of the land to their son, John Hughes, Jr., who married Margaret Paschall. She died in 1771, leaving two little girls, and her husband's death followed hers in 1773. "Greenhill" was left to the two orphans, Rebecca and Martha Hughes, who died while still in their twenties, neither having married. Martha, the last of her family, left the property to her beloved cousin, Mary Hollingsworth, "her heirs and assigns forever." In 1799, this cousin married Israel W. Morris, a prominent broker and commission merchant, and so the name of Morris became attached to "Greenhill." Mary Hollingsworth Morris died in 1820 and the estate passed to her husband and children.

Israel Morris made an addition to his land in 1851 by purchasing 17 acres from Richard George, consisting of the property which extends from Lancaster Pike to the present 66th Street and from City Line to the property depth of Overbrook Avenue. This purchase included the old house, "Wayside," on Lancaster Avenue and Church Road, now owned by the Emacks.

Again in 1866, Israel Morris bought 9 acres from Thomas Remington, where the Overbrook Golf Club tennis courts are now located, and in 1869, he purchased the Bealer tract, which included the present site of Green Hill Farms Hotel.

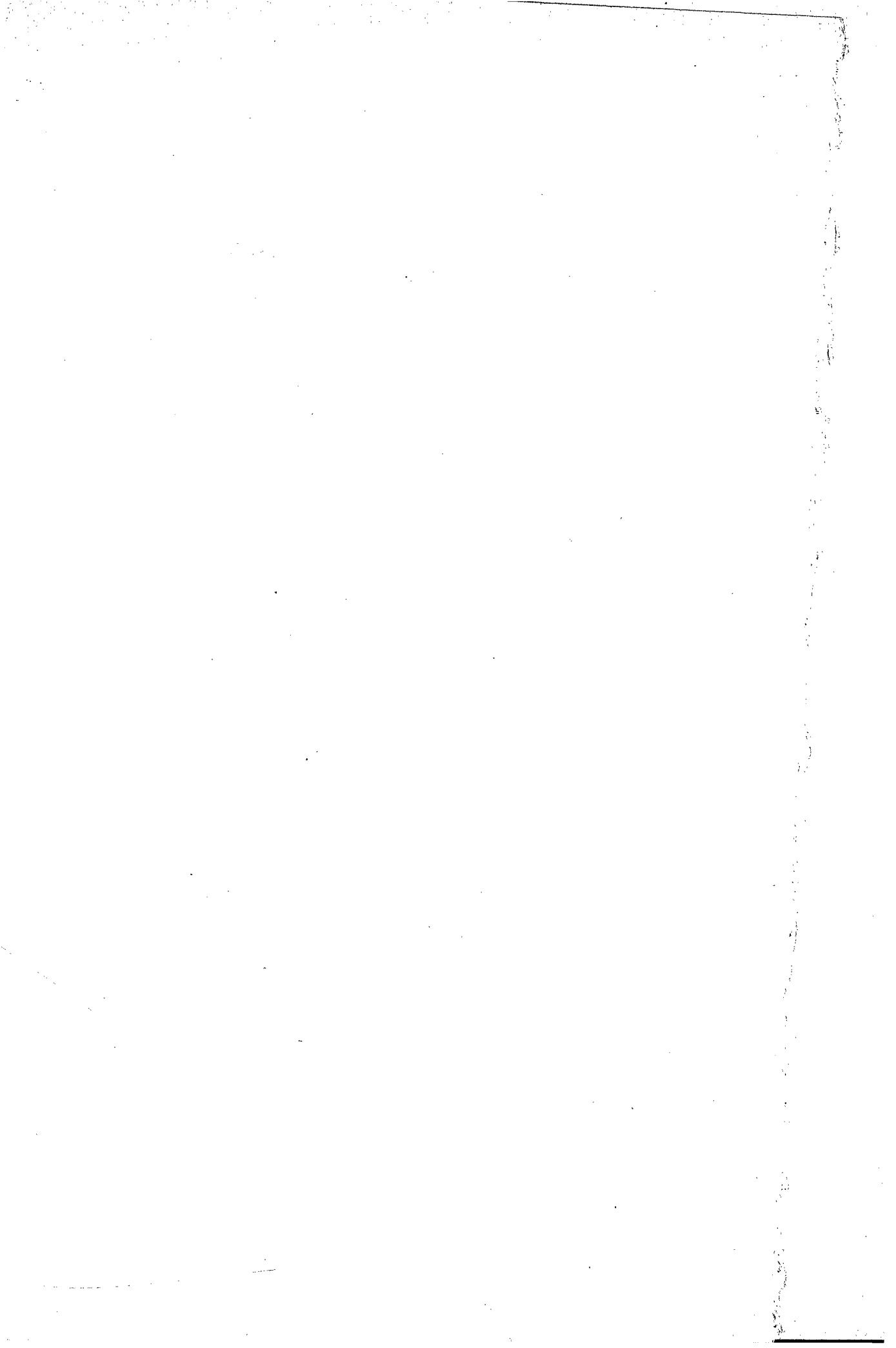
Wistar Morris, the son of Israel Morris, became the next owner of this vast tract. He was born and spent his entire life on the estate, and built the stone mansion, now owned by Friends' Central School, when he married in 1863. In 1888, he purchased from the John M. George Estate the southeast corner of Lancaster Pike and City Line, which he gave to the Presbyterians for the erection of a church. Upon Wistar Morris' death in 1891, his residence with the land surrounding it was left to his grandson, Charles Morris Wood, and the old stone homestead to his granddaughter, now Marguerite Wood MacCoy.

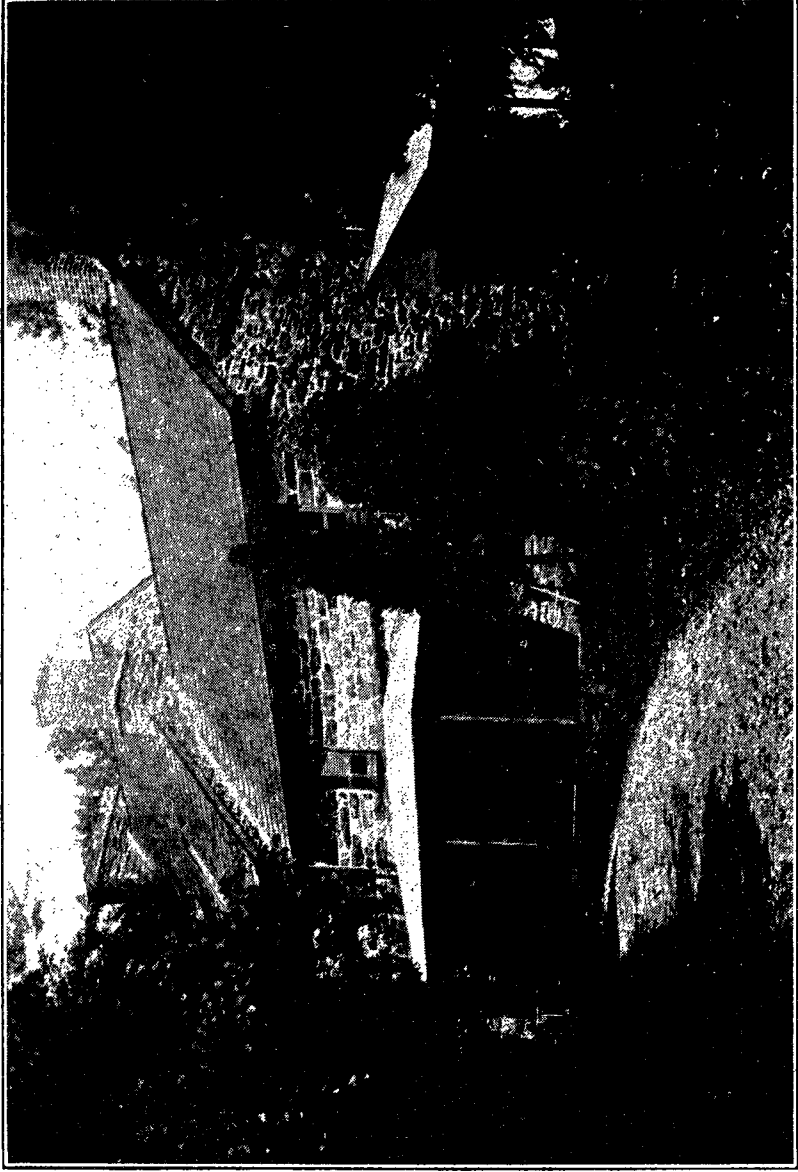
The Overbrook Golf Club leased 100 acres of the Morris Estate for use as a golf course in 1900. Since that date, certain sections of the remainder of the estate have been sold and others developed.

In 1910, Herman Wendell and Henry P. Wright, on behalf of the Morris heirs, began the development of the property bounded by Lancaster Pike and 66th Street, and running from City Line to the property depth of Overbrook Avenue. Church Road was cut through, and it was at this time that "Wayside" was moved to its present location. The work was completed in 1913, and the section has proved an attractive addition to the community.

In 1919, 5½ acres at the intersection of City Line and Lancaster Avenue were conveyed to Charles Morris Wood, to build the beautiful Green Hill Farms Hotel, which he managed until his death in 1933.

Though the original 300 acre farm is now only a matter of history, the Morris name has been perpetuated by the gift from the estate, of Morris Park, in 1911, which is described in a later chapter.





Stone House Built in 1698 by David Jones, Which Was Located Near
63rd and Oxford Streets.

THE JONES ESTATE

The Overbrook Farms boundary line at the property depth of Woodbine Avenue, was the original line as laid out by Edward Pennington, William Penn's surveyor, between the lands of William ap Edward and David Jones, and was formerly marked by a row of hickory trees. David Jones came to Pennsylvania with the Third Company of Welsh and settled on his plantation about 1698, when he built the old stone homestead, known as "Shady Nook," which was located at the present 63rd and Oxford Streets. David Jones received a patent from William Penn, under date of August 16, 1701, for these 286 acres and 98 perches, and his descendant, Lewis Jones, the 4th, now residing in Overbrook, has the original deed signed by William Penn.

When David Jones died in 1725, he left 100 acres from the south of his property to James Jones, while the remaining 186 acres went to his other son, Lewis, the first of that name. The extent of this latter tract was from the southeast property line of Woodbine Avenue, across 64th Street, south to Jefferson Street, and east to 56th Street, to point of beginning. At his death, in 1778, Lewis Jones left his large plantation to his son, David, and he in turn willed it to his son, Lewis, in 1808. This Lewis Jones died unmarried, and in 1855, the property passed to his cousin, Lewis Jones, the third of that name, who still resided in the old homestead, which had had several additions made to the original structure. His son, Lewis, the present representative of the family, was born in the old stone house, which has since been razed. In 1869, Lewis Jones, Sr., built the handsome grey stone residence now located on

Wynnewood Road. Then, however, the road through that section was the Merion and Darby Road, which passed quite near the house. 63rd Street was opened to Lancaster Avenue around 1871, and the entrance to the home was made from that thoroughfare. When Wynnewood Road was cut through, the house was remodeled with the entrance toward that street.

As time has passed, different sections of the Jones property have been sold or developed, until now, the old plantation has become simply a modern section of the city. It is interesting to think that on the same property, received from William Penn by the first Jones in this country, there has been built a modern steam heat plant, owned and operated by the present representative of the family.

PLEASANTON PROPERTY

The neighboring estate on the south was that of Captain Alfred Pleasanton, whose property joined the Overbrook Farms development at the property line of Woodbine Avenue, and, at one time, extended from Lancaster Avenue to 66th Street. Captain Pleasanton's father was General Augustus J. Pleasanton, who bought that section of his property between the 64th Street line and Lancaster Pike from the Jones Estate. The remainder was formerly owned by the Valentine family.

The entrance to the Pleasanton Estate was through a large wooden gate at the present 64th Street, with a flagstone driveway leading up to the two fine old houses, which stood facing each other. One house was built before the Revolution, and the other at the time of the Civil War.

In addition to these, there were a number of barns, in which were kept the family carriages belonging to the present and former generations. Captain Pleasanton lived in the old house with his daughter, Elizabeth. The terraced gardens, with their beautiful old-fashioned flowers, are vivid in the memories of the early comers to Overbrook Farms. General Pleasanton was the originator of the blue glass curative theory and author of a book on the subject. To prove his theory, he would raise two calves, one under blue glass, and the other under white, showing the superior development of the former. There were hot houses built of blue glass in which grapes were grown. Some of the windows in the old house were of the same glass, and it was used very effectively in sunbursts above the entrance doors.

In 1899, the Pennsylvania Institution for the Instruction of the Blind was built on part of the Pleasanton property.

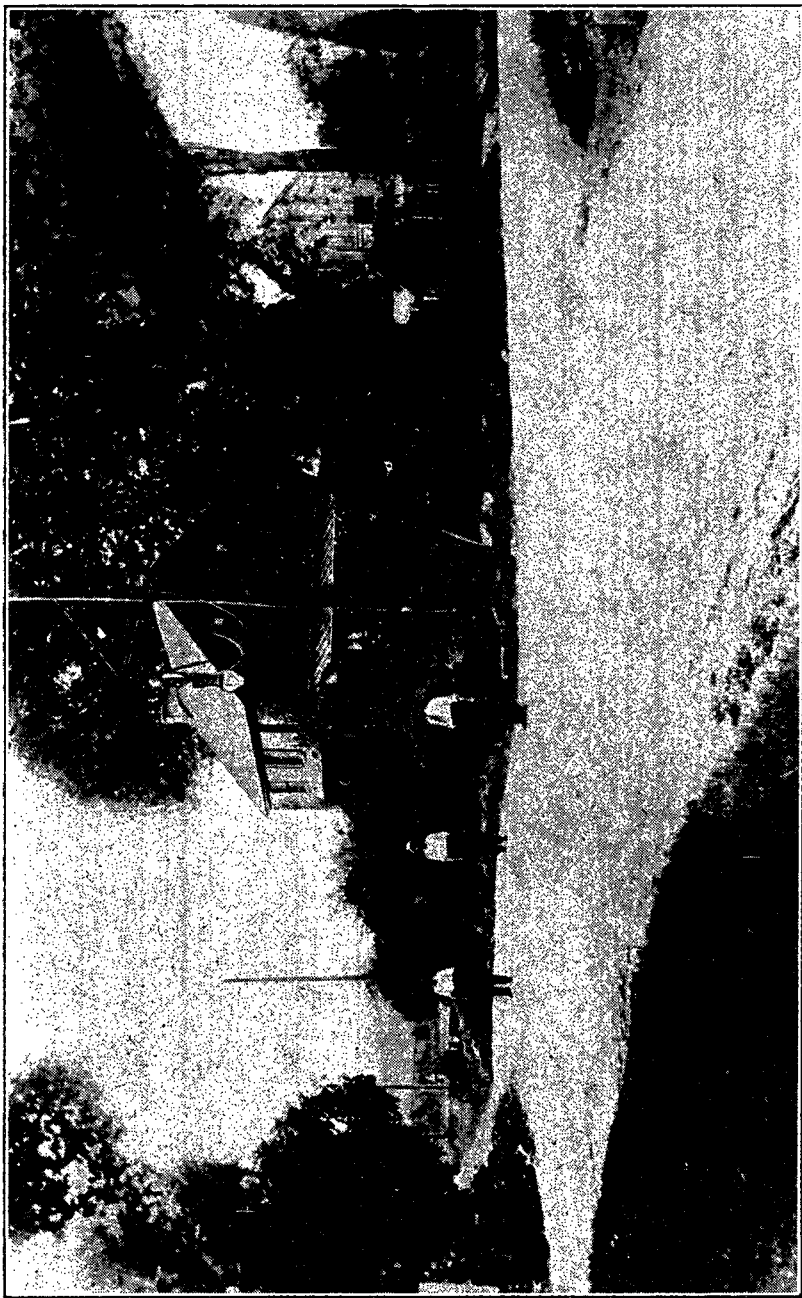
After Captain Pleasanton's death, the estate was sold. It was here that James J. Mitchell lived later and had his stables and horses, before the days of taxicabs. The last occupants of the place were the Stuarts, who ran it as a farm, and from whom the Overbrook people bought vegetables. About ten years ago, the old houses were torn down, and the section along Morris Park Road, Woodcrest Avenue and Lotus Road was developed.

HOUSES ALONG CITY LINE

When the development of Overbrook Farms was begun, there were quite a number of handsome homes along City Line. Adjoining the property on the northeast were the

Saunders, Baugh and two Scull Estates—these last now owned by Charles P. Vaughan and Cardinal Dougherty. Beyond, were the estates of John B. Gest and Judge Marshall Gest, and back of these, came the property of the Gerhard family. Across City Line, was the home of Cyrus Chambers, Jr., since torn down and another house built. In the residence now occupied by the Junior School of the Episcopal Academy, lived the Godeys of the famous "Godey's Lady Book." Later, this property was owned by George Allen. The handsome residence, now the Main Building of the Episcopal Academy, was erected in 1897 by John O. Gilmore, who was really responsible for opening up that side of City Line and clearing out the dense woods. Next toward the railroad, were the estates belonging to the Townsend family, whose houses have all be razed.

On the other side of the railroad, within the city limits, was the Marston residence, then came the Manse and Presbyterian Church. Across City Line, on the present Green Hill Farms Hotel property, was the old frame house in which the Casey family lived. This was later the boarding house presided over by Mrs. Wannemacher. A toll gate stood just across the Pike from here, and was kept by a family named Scanlon. The Tobins, with their large family of ten children, followed as residents of the toll gate. Next on City Line came the nurseries of Andrew O'Connell occupying part of the land belonging to the Seminary of St. Charles Borromeo. Along Wynnewood Road were the impressive buildings of this educational institution, which had bought the 127 acre Remington farm in 1866, and at that time the corner stone of the first building of the Seminary was laid. Since then, the institution has been greatly



County Line Inn Which Stood at the Intersection of County (City) Line and Haverford Road.

From a photograph presented to The Free Library of Philadelphia
by John W. Eckfeldt, M. D.



enlarged, until now its beautiful buildings are among the handsomest and most extensive in the country. The land along City Line, from Wynnewood Road to Merion Avenue, was owned by Charles E. Pugh, whose residence is still standing.

KENNEDY FARM

To complete the neighborhood picture we should mention the old house which stood on the Morris property across 66th Street, in the present Morris Park—the foundations can still be seen near Sherwood Road extension. Here, Joseph Kennedy and his family lived and had a livery and boarding stable, where the people of the surrounding estates could hire horses, as riding was the chief recreation in those days.

CHAPTER V

NEIGHBORING HISTORICAL LANDMARKS

BLOCKLEY

THE word "Blockley" immediately brings to mind the Almshouse, but that is simply a survival of the name. As may be seen by the complete Blockley Township Map of 1850, "Blockley" embraced all that section from the neighborhood of the University of Pennsylvania and the Almshouse, up the Schuylkill to Pencoyd. On the west, it extended to City Line, and on the south to the Swedish settlement of Kingsessing. It included all of Haddington, and was separated from Delaware County by Cobb's Creek. Thus, we see the George farmland, now Overbrook Farms, was in Blockley Township.

The first settler "who penetrated the wilds of Blockley" was William Warner, of Blockley, England. He came here as early as 1677, before both the Welsh and English Colonists, and landed at Upland, now Chester. He named his farmland "Blockley" for his native home, and built a house at about the location of 45th Street and Westminster Avenue. Upon William Penn's arrival, the title to Warner's land was confirmed.

At the Historical Society, one may see the original of the first assessment tax-list for Philadelphia County. The tax

was assessed under the Act of the Assembly in 1693. It was entitled "An Act for Granting to King William and Queen Mary the rate of one penny per pound upon the clear value of all real and personal estates, and six shillings per head upon such as are not otherwise rated by this Act, to be employed by the Governor of this Province of Pennsylvania and territories thereof for the time being towards the support of this Government."

	£	s.	d.
William Smith	250	10	10
Paul Sanders	100	8	4
John Gardner	20	2	6
Johnathan Duckett	100	8	4
Thomas Duckett	100	8	4
John Roads	120	10	—
William Powell	100	8	4
John Albore	—	6	—
William Wilkins	50	4	2
James Keight	10	3	4
William Warner	120	10	—
John Warner	40	3	4
John Boles	150	12	6
George Scottson	60	5	—
John Scottson	120	10	—
William Bedward	30	2	6
Thomas Pascall	150	12	6
George Wilcox	170	14	2

Notice the name of William Bedward (otherwise known as William Edward) third from the end.

From the letters of William Penn and others, we know that the woods of Blockley were majestic and picturesque. The Indians kept them partially thinned out as they traveled between their different settlements, so that the task of clearing the land for farming was not a difficult one. The early settlers took up large tracts of land, laid out plantations and built solid stone mansions in the midst of their holdings. The descendants of most of the first families

of Pennsylvania are able to point with pride to some old stone farmhouse as the original home of their ancestors.

The property purchased by Edward George in 1721, part of which is now known as George's Hill in Fairmount Park, was, of course, located in Blockley. It is astounding to see the great number of George family houses marked on the Blockley Map of 1850.

The Old Lancaster Road was called, for many years, the "Blockley and Merion Turnpike," or "Plank Road." A portion of what is now 63rd Street was known as "Blockley Avenue." "The Blockley Library" was in old Hestonville Hall, 52nd Street and Lancaster Avenue, and "Blockley Post Office" stood at Lancaster Avenue and Paschall Street (now Master Street).

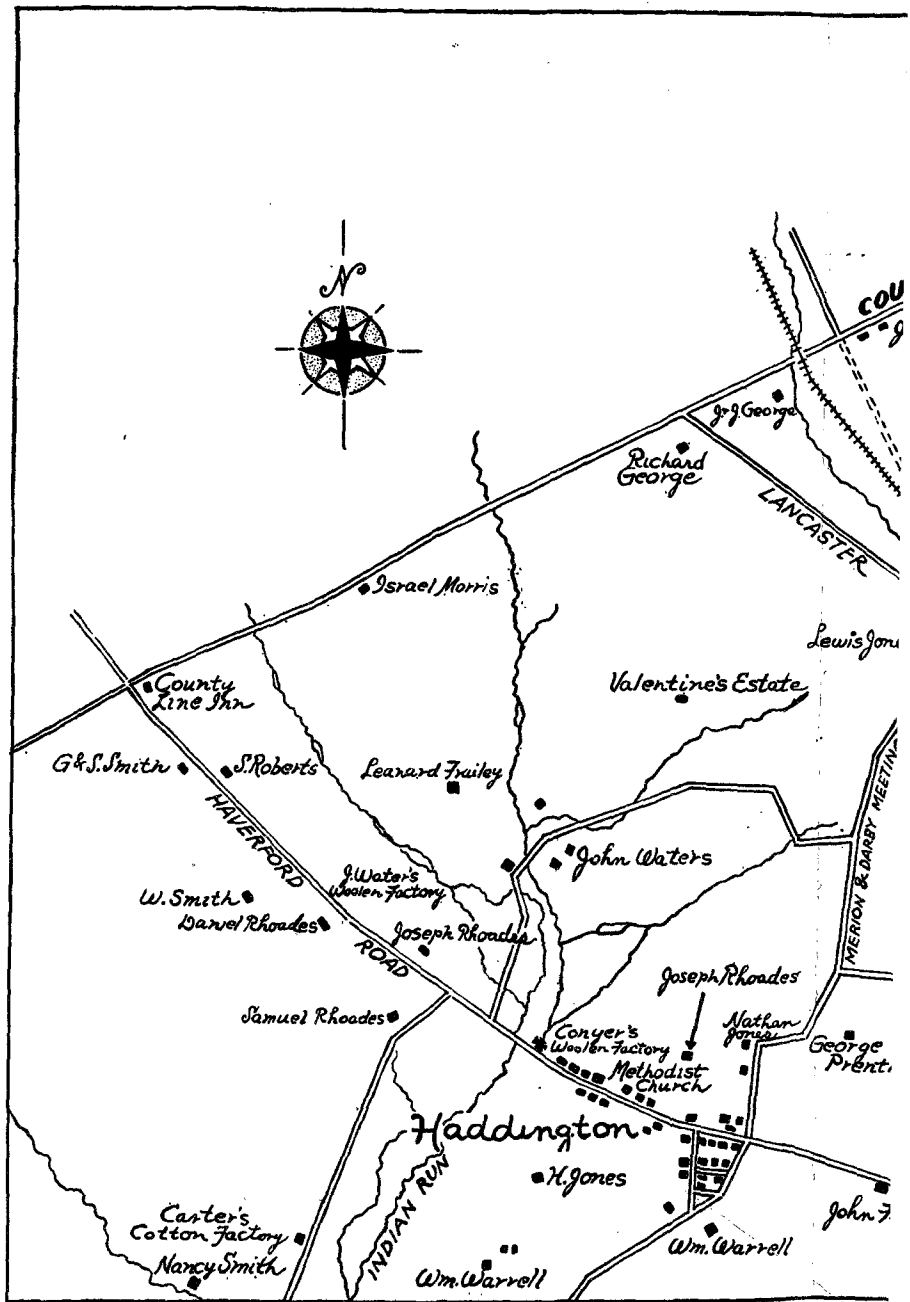
In 1783, Edward W. Heston and Thomas George were appointed assessors for the Township of Blockley. This was the first list taken after the Revolution. The white population was 644 and there were 8 negroes, or slaves. There were 85 houses, 40 barns, 119 horses, 253 horn cattle and sheep. Carriages were considered a luxury, only a dozen being in the district, but everyone had more than one saddle. There were 2 ferries, 2 grist mills, and one tannery in the Township of Blockley.

Among the names listed were Amos George of present Overbrook, and his cousins, Jesse George, Thomas George, and David George, who lived along Old Lancaster Road.

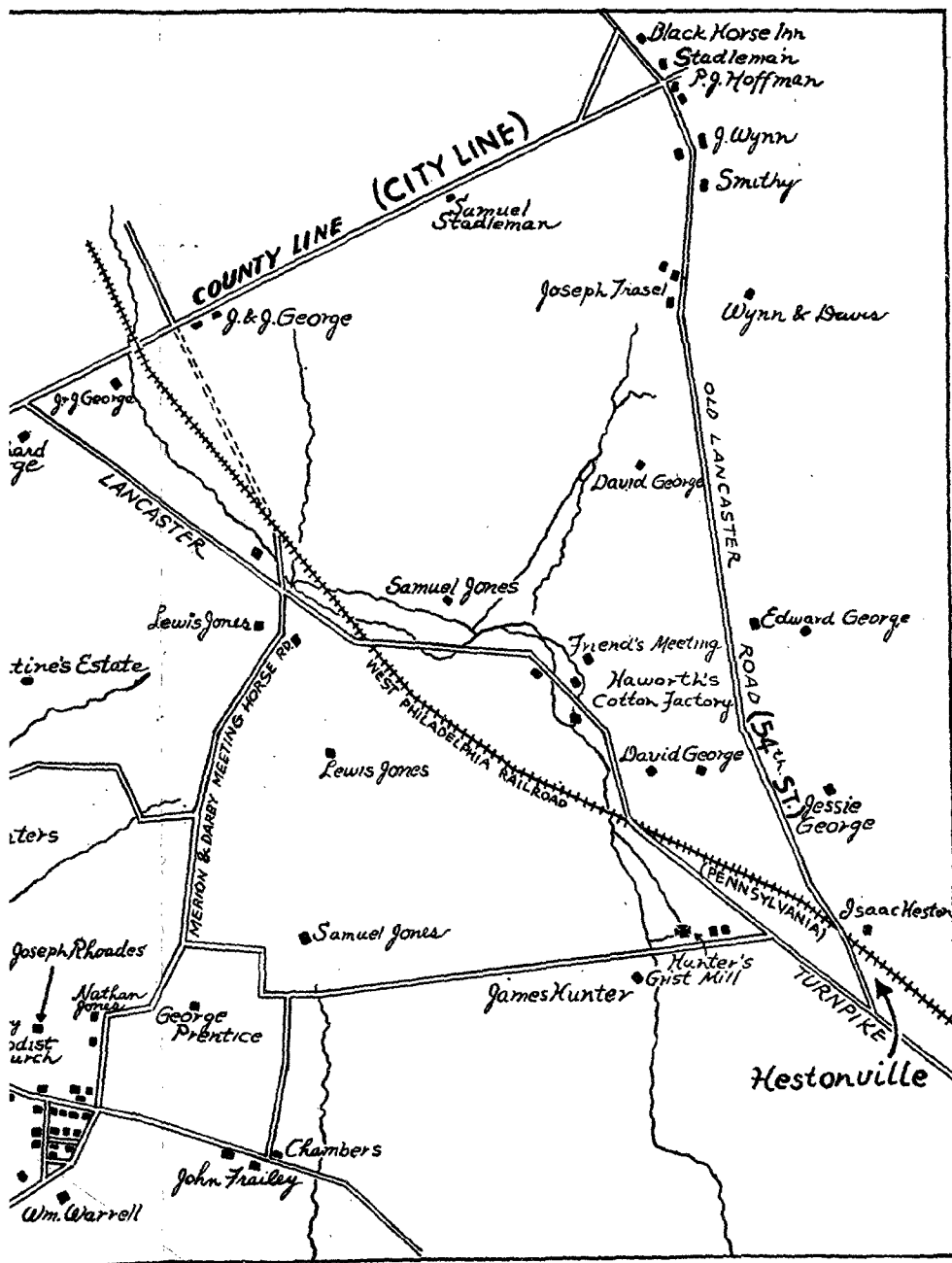
"WYNNSTAY"

In addition to the fine old Blockley mansions included in Fairmount Park, there are several others still standing. We

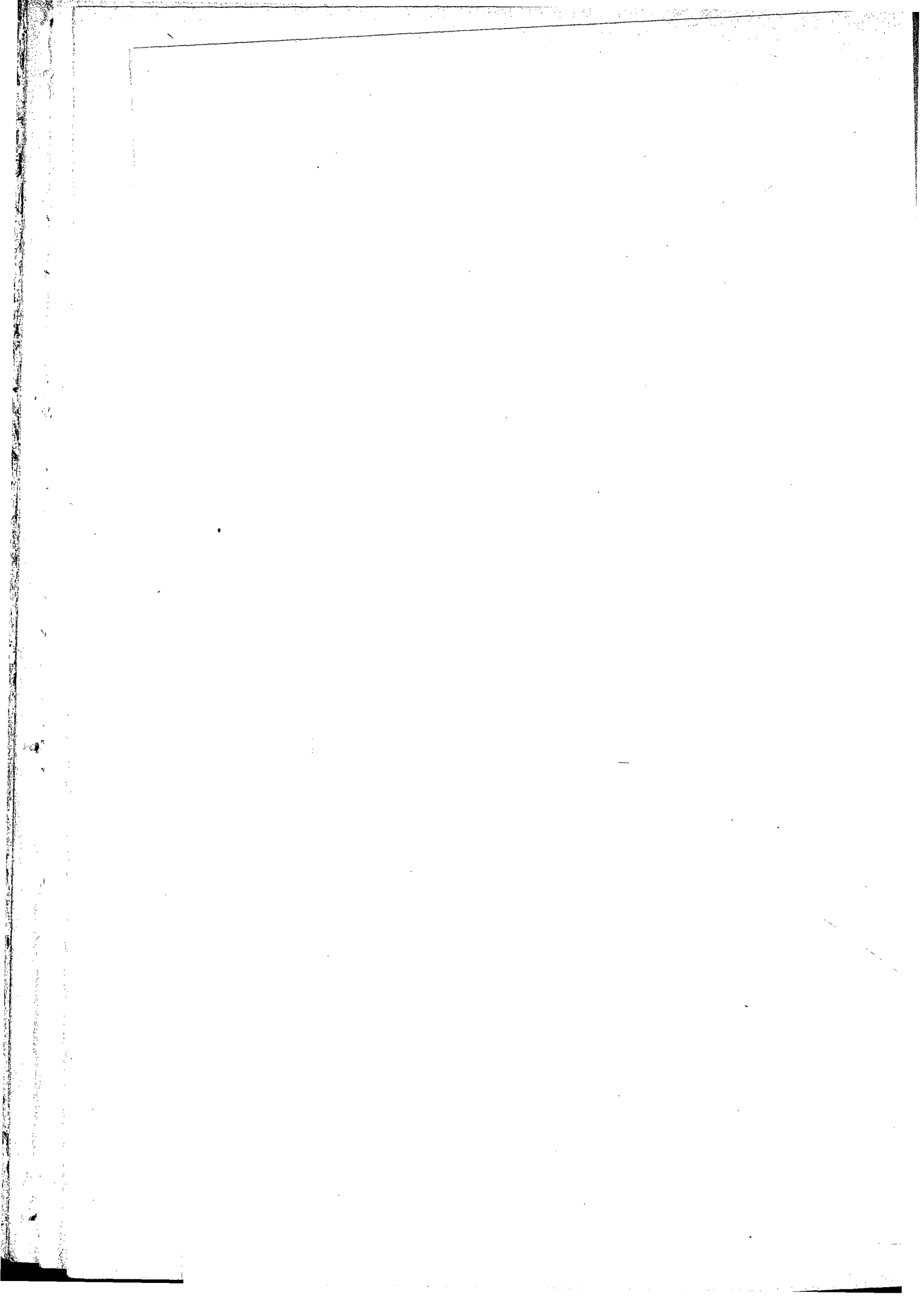




Section from Map of Blockley Township in 1850, Showing Hou
All Situated on the Overbroc



850, Showing Houses of John and Joseph George and Richard George, and on the Overbrook Farms Property.



might mention the Wynne mansion, "Wynnstay," on the northeast corner of 52nd Street and Woodbine Avenue in Wynnefield, and the other George houses in the vicinity of George's Hill.

"Wynnstay," built in 1690 and restored in recent years, was the original home of Dr. Thomas Wynne, who was friend and physician to William Penn, and a great scholar and Quaker preacher. Included in Dr. Wynne's vast holdings was the land embraced in the present "Wynnefield." On Reed's Map of 1774, given in Chapter I, one may see this property located on Old Lancaster Road and City Line, then owned by his son, Jonathan Wynne. The 6th Milestone, one of the early markers, is still standing at that point, though Old Lancaster Road is now known as prosaic 54th Street in Wynnefield! Dr. Wynne, in connection with John ap John, brought over the Fourth Welsh Company in 1682 and was the first Speaker in the First Pennsylvania Assembly. His daughter, Mary, was the wife of Edward Jones, the leader of the First Welsh Company. Their granddaughter married Joseph Williams, and so is connected with our two families of Williams and George.

There is a story told of the Wynne home during the Revolution, while Blockley and Merion Townships were being ravaged by the British. When Lieutenant Wynne was away from home in the service of his country, a number of British soldiers attacked the Wynne house. Mrs. Wynne, assisted by her children and servants, tried bravely to defend the home, but the English finally broke in. They searched the house for valuables, but all they found which they wanted were some freshly baked loaves of bread and a barrel of liquor. The last vanquished them and they were

in no condition to do anything but submit to capture by a party of American soldiers who passed that way.

HESTONVILLE

Hestonville was a village in Blockley Township founded by Col. Edward W. Heston, prior to the Revolution. Edward Heston volunteered his services at the beginning of the Revolutionary War, and went as a Captain in the Philadelphia Militia. He later became a Lieutenant-Colonel. His home, "Heston Villa," stood near what is now the 52nd Street Station on the Pennsylvania Railroad. This station was formerly known as "Hestonville." A portion of the Heston property is still in the possession of the family. The 3rd Milestone on Lancaster Pike stood near the home of Col. Heston. The Heston School, at 54th Street and Lansdowne Avenue, is built upon part of the original Heston farm. The ground was willed and deeded to the city by members of the family.

Hestonville, like the other outlying suburbs, gradually was absorbed by the expanding city. The rural lanes became paved streets, its fields were divided into building lots, and the lines of fences gave way to lines of houses. With the railroad facilities so convenient, manufacturing concerns of various kinds located there, until Hestonville has become the 52nd Street we see from the train window to-day as we pass.

HADDINGTON

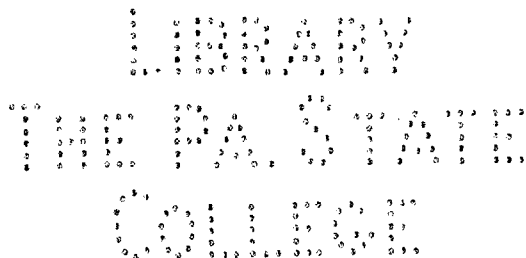
Haddington was the section extending from 63rd to 65th Streets, on and adjacent to Haverford Road. This settlement

can be seen on the Blockley Township Map and many of the old houses are still standing. During the Civil War, a hospital for sick and wounded soldiers was established in Haddington, and several small factories were located near there.

MERION MEETING HOUSE

Our neighboring historical landmark of most interest is the old Merion Meeting House, founded by the First Company of Welsh Quakers in 1682. William ap Edward and his family were among the early settlers who attended service in the log meeting house built in 1689, which was replaced by the present stone building erected in 1695, and the oldest house of worship in the state. Though there is some difference of opinion as to the meaning of the date stone, it is generally conceded that this structure has stood since that time. The quaint old meeting house is built in the shape of a T. The walls are of jointed stone, two feet in thickness, and the windows have small leaded panes. In 1829, the stone was covered with plaster; the "repairs" mentioned on the small tablet in the side wall. Inside, there is a peg on which William Penn hung his hat when he attended meeting there. It is interesting to note that in the collection at George School, there is another peg on which Penn placed his hat. This peg was the property of John M. George.

To show the march of time since Friends came afoot and on horseback through the wilderness to attend meeting, the property surrounding this ancient House was bought from Penn for only five pence an acre, and has been sold for more



than five thousand dollars an acre, while property a mile beyond, is valued at fifteen thousand dollars an acre!

The old cemetery, surrounded by its ancient stone wall, is a fund of historic interest. The first burial on record was of a little child, Catharine Rees, on October 23, 1682. It was her father who sold the ground where the log cabin stood to the Friends for the sum of \$2.50. In searching the burial records, which have been fairly well kept since 1705, we find William ap Edward and a John George were buried the same day, 10th month, 31, 1714, rather a coincidence. Jane, wife of William ap Edward, was also buried there, at the age of 93 years. During the 63 years of her residence in this country, she had seen a wilderness changed into productive farms. Of the George family, there are 24 marked graves, among them, Jesse George, the well known philanthropist, and John M. George.

The schoolhouse in connection with Merion Meeting, was for many years the only school in Lower Merion Township, and there the children of the community received their education. On the list of contributors for the erection of the school, filed in 1770, appear the names of John George, Richard George, Hannah Williams, Daniel Williams and Edward Williams. Both the George and Williams families were prominent in the affairs of Merion Meeting and generous contributors on all occasions. From the beginning, members of the George family were Trustees of the meeting, extending through many generations of devoted Friends until we find the last of them, John M. George, as Treasurer of Merion, and an Elder of Radnor Monthly Meeting, of which Merion is a part. It is said that the George

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1911

family, at times, were the only persons present at meeting, particularly in the middle of the week.

In 1827-8, Merion Preparative Meeting passed into the control of the "Hicksite Friends," the leaders being John M. and Joseph George and Edward Price. The Orthodox Minority, under the leadership of Jesse and David George, cousins of the others, Israel Wistar and Henry Morris, transferred their meetings for worship to a little stone schoolhouse, built about 1732, standing until the early part of this century, in the woods near where 57th and Jefferson Streets intersect.

In the words of the Quaker poet, John Russell Hayes:

"I love the old Meeting Houses, how my heart
Goes out to these dear silent homes of prayer,
With all their quietude and rustic charm."

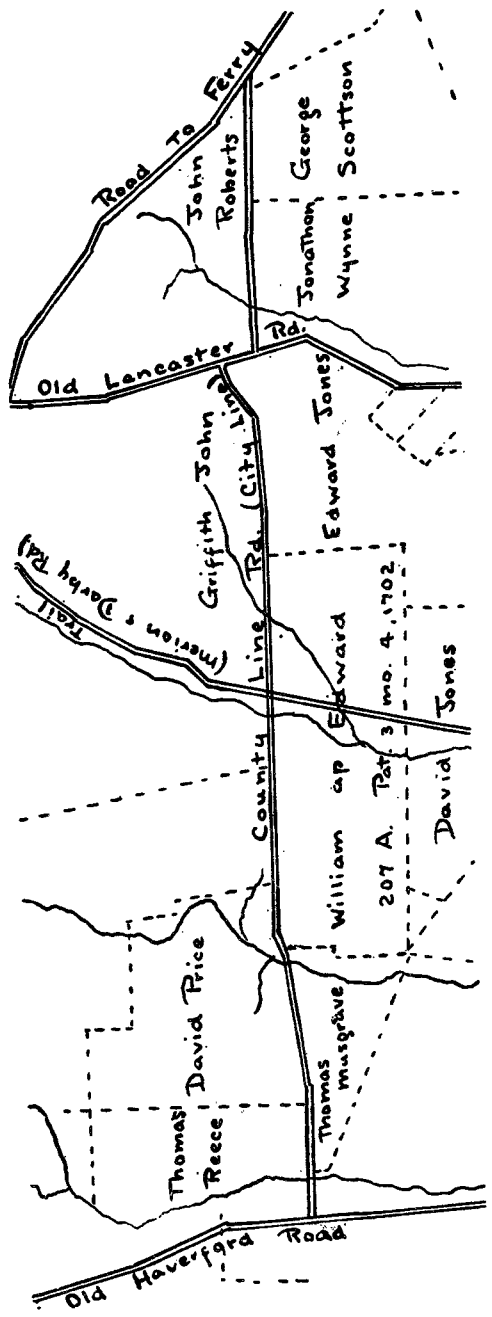
CHAPTER VI

OLD ROADS IN AND NEAR OVERBROOK FARMS

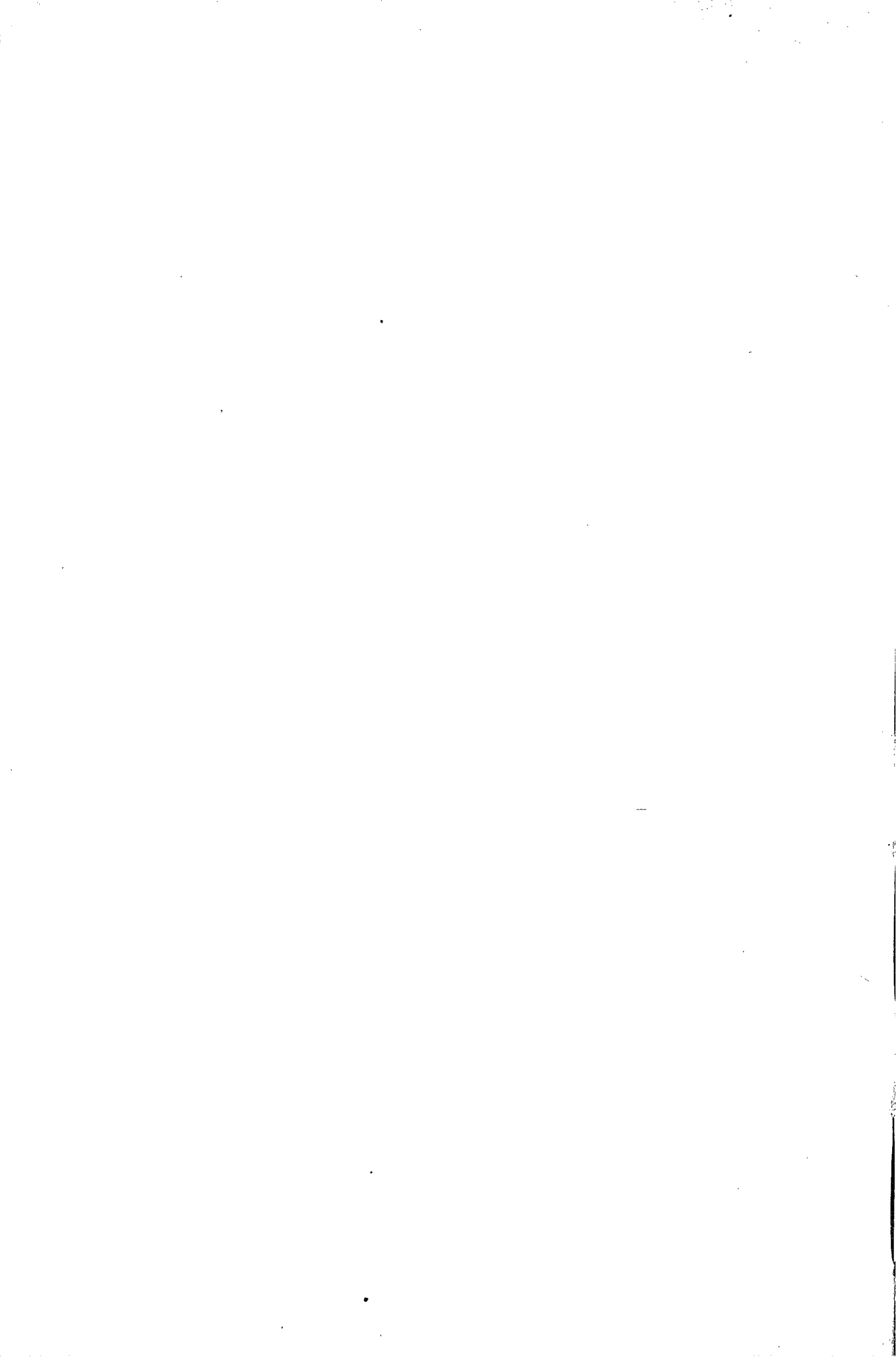
WHEN the George farmland was bought for the purpose of developing it into the present Overbrook Farms, there were few roads other than the main highways of City Line, Merion and Darby Road, Lancaster Pike, Old Lancaster Road and Haverford Road. The histories of all these roads are closely connected with the history of the community.

CITY LINE

County, or City Line was really a line drawn by Penn on the maps as early as 1681, (Holmes' Map) running from the Schuylkill to Mill Creek (Cobb's Creek), showing the division between the Welsh Tract and the Liberty Lands. It is said that part of it was originally an Indian trail, coming up from the Schuylkill, through Fairmount Park, and across to Merion. Penn had journeyed on horseback to Merion Meeting along this trail in 1683. In 1705, William ap Edward (the original owner of Overbrook Farms) on behalf of himself and others "complained" to the Blockley Township Court "for want of a road to be laid out on the line dividing the Township of Blockley and the Township of Merion to lead from the Ford at Schuylkill near Garrett



County (or City) Line, as Laid Out in 1705. Overbrook Farms is Located on William ap Edward's Property.



Moreton's up to Haverford Road." The court ordered that four of the landowners, Cadwallader Morgan, John Roberts, Robert Jones and Owen Roberts lay out such a road. This they did, and the road was duly confirmed at the September session of the court, 1705.

In 1855, the legislature directed that there be a re-survey of the boundary line between the City of Philadelphia and Montgomery County. Many improvements were made in the route of City Line at that time.

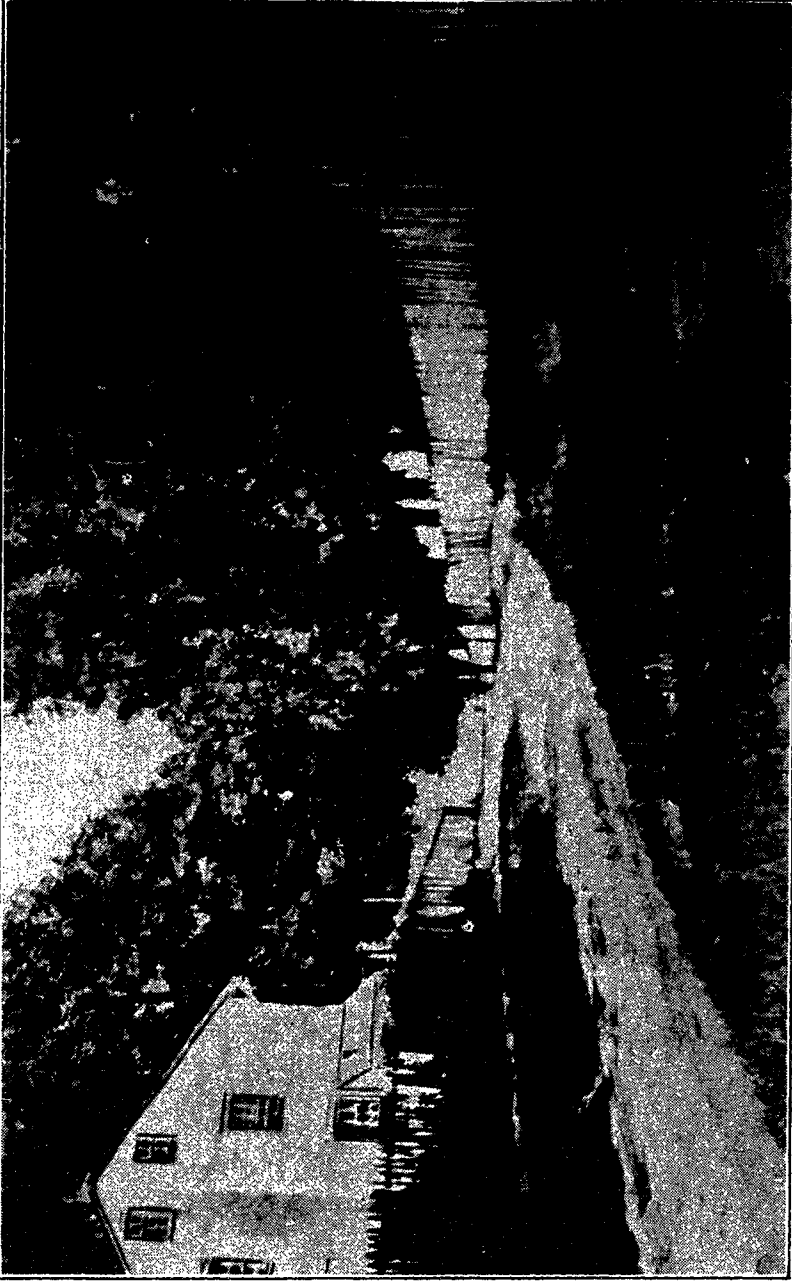
Until 1887, there was a grade crossing over the creek and the railroad at Overbrook. It was then that the first bridge was built, a simple metal arch. In 1904, the pedestrian paths and railings were added. Now, in 1935, after months of construction work and troublesome detours, City Line has reached its zenith, with a curb to curb width of fifty feet, a straight ahead level grade, and the beautiful new concrete bridge over the railroad.

MERION AND DARBY ROAD

When William ap Edward sold his first holdings on the Schuylkill, there was no real road through the wilderness to his new possessions (now Overbrook Farms). He followed a passage which had been opened through the various plantations, leading from the Merion Meeting House on Old Lancaster Road, down through Blockley, across Cobb's Creek, and over the Marshall's Mill Road to Darby Meeting. The Quakers traveled on horseback over this route between the two Meeting Houses, soon after Darby Meeting was built in 1689. The road, or passage, then came down what is now Merion Avenue and continued in the

same direction. Naturally, William ap Edward built his log cabin facing the road. Here we have the explanation for the entrance of the old homestead not being on City Line, as one might expect.

In May, 1750, petitions were made by the landowners to the Courts of Chester County and Blockley Township for a road to be regularly laid out and confirmed along this route. A "set of men" was appointed by both courts to view the road. Among these were our Joseph Williams, designated as a miller, and Richard George. In 1752, the road was opened the full length with a width of thirty feet, and was known as the Merion and Darby Road, or Meeting House Road. On the Blockley Map of 1850, the course of the road is clearly shown, crossing City Line, passing in front of the old homestead, going along the north side of the railroad, then crossing the tracks, Mill Creek and Lancaster Avenue. From that point, it ran through Haddington and continued to Darby. The grade crossing over the tracks in Overbrook was located at the present site of the steam heat plant. The railroad tried to do away with this crossing by having fences built over the road, hoping to close it for traffic the length of time required by law to abolish it as a thoroughfare. The people, in turn, would chop down the fences and ride cheerily along their way. The road was a short cut to the Overbrook Station, though many people preferred to avoid the grade crossing by going up Lancaster Pike to City Line, and so across to the station. Merion and Darby Road was finally closed around 1890, and, with the growth of the city, its entire course has been practically obliterated.



View of Merion and Darby Road near Haverford Road.

**From a photograph presented to The Free Library of Philadelphia
by John W. Eckfeldt, M. D.**

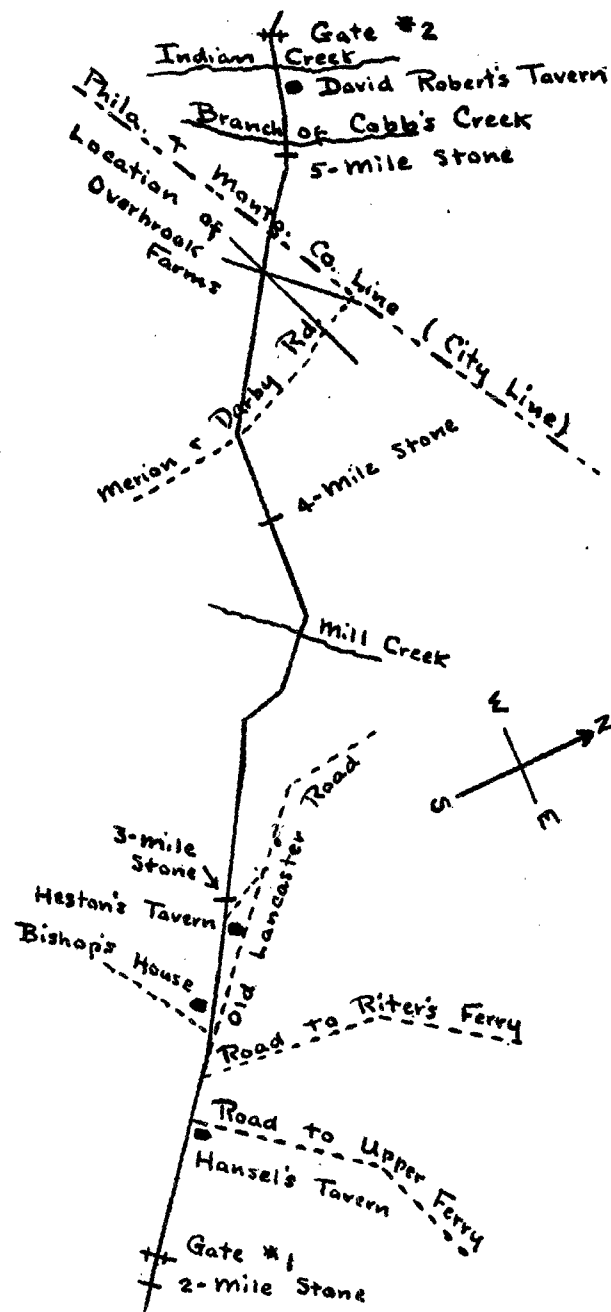
LANCASTER PIKE

In 1786, the General Assembly introduced a bill "concerning the new road to be made from the Middle Ferry on the Schuylkill to Lancaster." A corporation was organized called the Philadelphia and Lancaster Turnpike Road Company, the first important public improvement in the state. The act provided that the road should be built on an artificial bed of stone and gravel, following the recent invention of John Macadam. In June, 1792, subscriptions were taken up in the State House, Philadelphia, at \$30.00 each, for establishing a turnpike road from Philadelphia to Lancaster. The stock was largely oversubscribed. As the number of shares for this project was limited by law to six hundred, a lottery was instituted, the names of all subscribers being put into a wheel and drawn. When the road was opened in 1795, there were nine toll-gates in the 62 miles between Philadelphia and Lancaster! The cost was \$444,573.22, exclusive of the Brandywine Creek Bridge, and it has the record of being the "First Long Turnpike in the United States." Jacob Hetzheimer tells us, in an account of the inspection of the road in 1796, "I frequently got out of my chair and measured the bed of the Turnpike which is full twenty-one feet wide." It is interesting to know that the act of 1792 gave a right of way of fifty feet, showing the foresight of the early legislators. The road was often "paved with mud" and the "Rules of the Road" were quite as primitive. "No wagon, or other carriage with wheels, the breadth of whose wheels shall not be four inches, shall be driven along said road between December 1st and May 1st following, with a greater weight thereon than two and a half tons, or with

more than three tons during the rest of the year." The Turnpike was steadily improved and soon became a passenger and freight route of great importance. At one time there were 67 taverns or "inns" on it between Philadelphia and Lancaster, approximately one a mile! The last one in existence "The Red Lion" at Ardmore, closed only in recent years.

In 1806, a survey of Lancaster Pike was made by Robert Brooke in whose note-book the following epitaph appears on the first page: "On the 22nd day of December, a confounded big piece of timber fell down slam bang and killed poor John Lamb." The unfortunate John Lamb was one of the chain men accompanying the party. The old method of measurement was by chains, each chain equalling 22 yards. The surveyor traveled on horseback, dragging the chain behind him, while the chainman held the end in place for the measurements. Brooke made the notation that the bridge over the creek near City Line was in "good condition, though the coping needed repairs."

The old roadbed came out Lancaster Avenue to 56th Street, then went through a stone arch tunnel under the railroad and made an abrupt left hand turn running parallel with the railroad to the 58th Street tower, then passed under the railroad again, and, with a right hand turn at 62nd Street, it joined the present course of the Pike. It was a toll road until 1917, when the state purchased it. The toll-gate on City Line, across from the Presbyterian Church, is still vivid in the memories of Overbrook Farms residents. Another toll-gate was at 56th Street, showing the frequency with which they were located. The present route



Plot of a Section of Lancaster Turnpike, Surveyed by Robert Brooke, November, 1806.

of the Pike from 56th Street to 63rd Street was completed in 1922 and opened to the public with great ceremonies.

In 1926, Lancaster Pike was improved beyond City Line with a width of forty-one feet, now practically using up the right of way provided for in 1792. During the year 1935, the section through Overbrook Farms was widened to the present boulevard, the old trees, which had stood as sentinels for over a century, being removed, and others taking their places.

In this connection, it is interesting to trace the history of the word "Pike," which is now obsolete among highway engineers. The origin of the word goes back to England in the 14th Century, when the first turnpike, or road on which toll was charged, was established. At that time, the principal weapon of the infantry was a wooden shaft, 15 or 20 feet long, called a pike. A turnpike was a name given to a revolving barrier, consisting of three or more horizontal bars, sharpened at one end like pikes. These barriers were placed on the first roads where the tolls were taken from the users of the highways. They were followed by gates or single bars, but the name has lived on in the shortened form of "Pike."

OLD LANCASTER ROAD

Along with the history of the Lancaster Turnpike, it seems appropriate to describe the King's Highway, or Old Lancaster Road, which preceded the Turnpike. As early as 1683, the Welsh Friends of Merion had a passage from Merion Meeting House to John Powell's Ferry (later known as the Upper Ferry) of the Schuylkill. As far back as 1714,

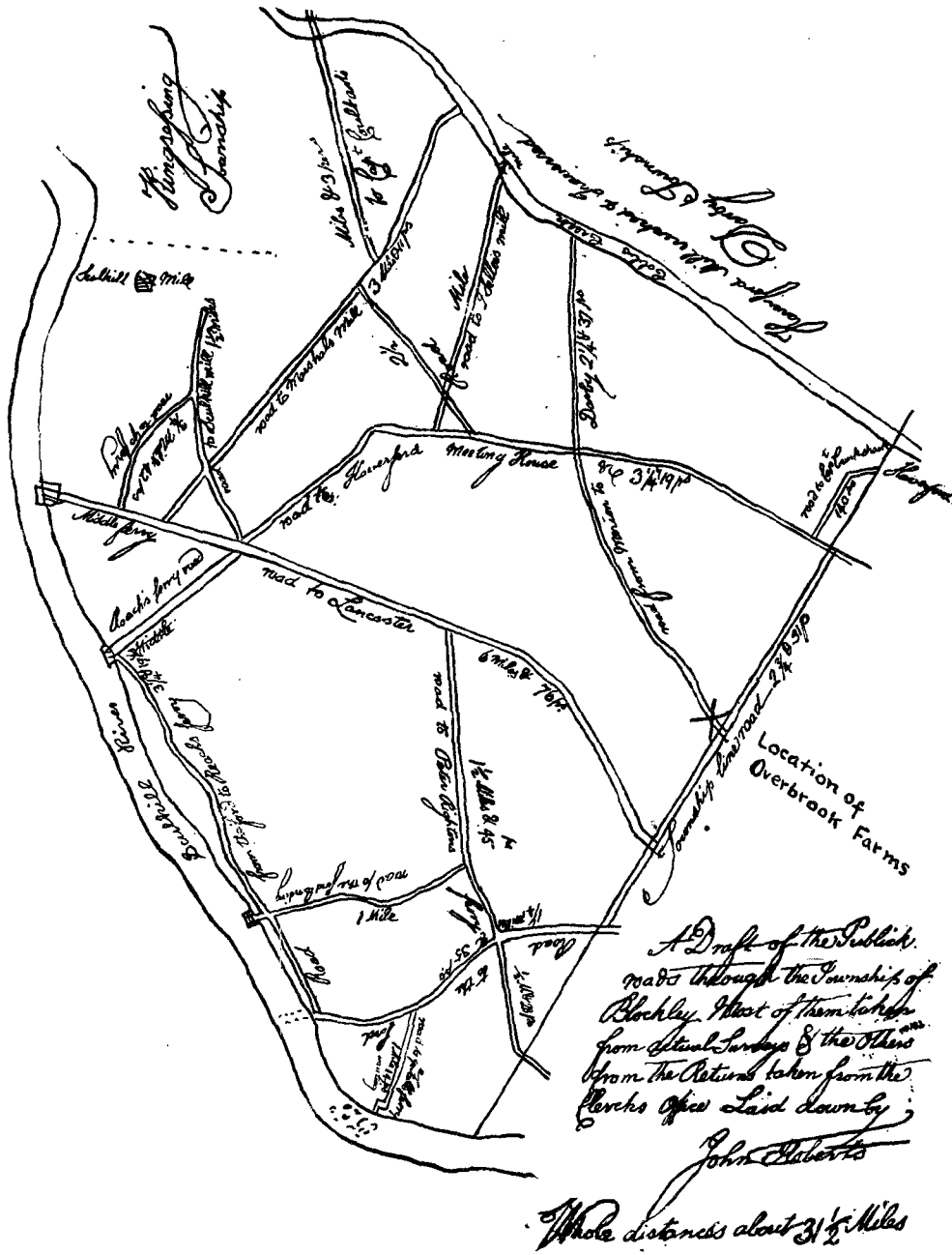
the road continued from the Merion Meeting, along an ancient Indian trail, to the Dutch settlements of Conestoga and Susquehanna. In 1730, a petition was made that the road should be laid out as one of the "King's Highways," which was granted and the road completed in 1741. Many pages of the Colonial Records are devoted to the proceedings and the route through the different plantations. It left the city over the Middle or High (now Market) Street Ferry and followed the present route of Lancaster Avenue to 52nd Street. It then curved to the right and went over the hill along Jesse George's property, following the route of the present 54th Street across City Line.

An attempt was made to straighten the road in 1767, but even that did not make it adequate for the travel between Lancaster and Philadelphia, as "there were still stumps in it and at times it was almost impassable." Agitation was therefore started toward securing a better road, and the Lancaster Turnpike was the result. Old Lancaster Road was very famous during the Revolution. Some of the original milestones are still standing, the 6th at City Line, the 7th at Levering Mill Road and the 8th beyond Merion Meeting. These distances are from the "Court House" and were set by agents of William Penn.

HAVERFORD ROAD

Haverford Road bears mention, as it is one of the first highways of this section. On Scull and Heap's Map of 1750, this and Old Lancaster Road are the only east and west roads indicated. Even at that early date, there were a number of houses located along its route, some of which





Map of the Roads in Blockley Township around 1760, Found in Harrisburg in 1933 by Fred J. Gorman of the Department of Highways, Now Published for the First Time. The Location of Overbrook Farms is Indicated by X.

are still standing. In the Colonial Records of 1703, we find a petition to the Philadelphia Council from sixty of the "Principal Inhabitants of ye Welsh Tract," complaining that there was "no lawful road from ye Township of Goshen, through ye Township of Haverford by Haverford Meeting House, to ye City of Philadelphia," and asking that such a road be laid out. The Council ordered that "one direct road, fifty foot in breadth be established, as a free and lawful highway." This was done in 1704. There is a rather amusing record of great length dated 1738, regarding a complaint on the part of the inhabitants, saying that "the road had wandered widely from its original course, either through a mistake of the persons who pretended to lay out said road, or of the surveyor who took the distances." A group of men, among them Joseph Williams (now designated as a miller) and Edward George, were appointed to report on the road. They found it differed greatly from the original course laid out thirty years before. A re-survey was made and a new road opened which was "best and most convenient for travelers and carriages to the City of Philadelphia." The course of this road has been kept, following Haverford Avenue through the city to the Schuylkill.

These roads and others running through Blockley Township are clearly shown on the quaint old map drawn by John Roberts around 1760, which survey was made to determine the total mileage of roads in Blockley for the purpose of fixing a road tax. The map was discovered in Harrisburg in 1933 by Fred J. Gorman, of the Research Division of the Department of State Highways.

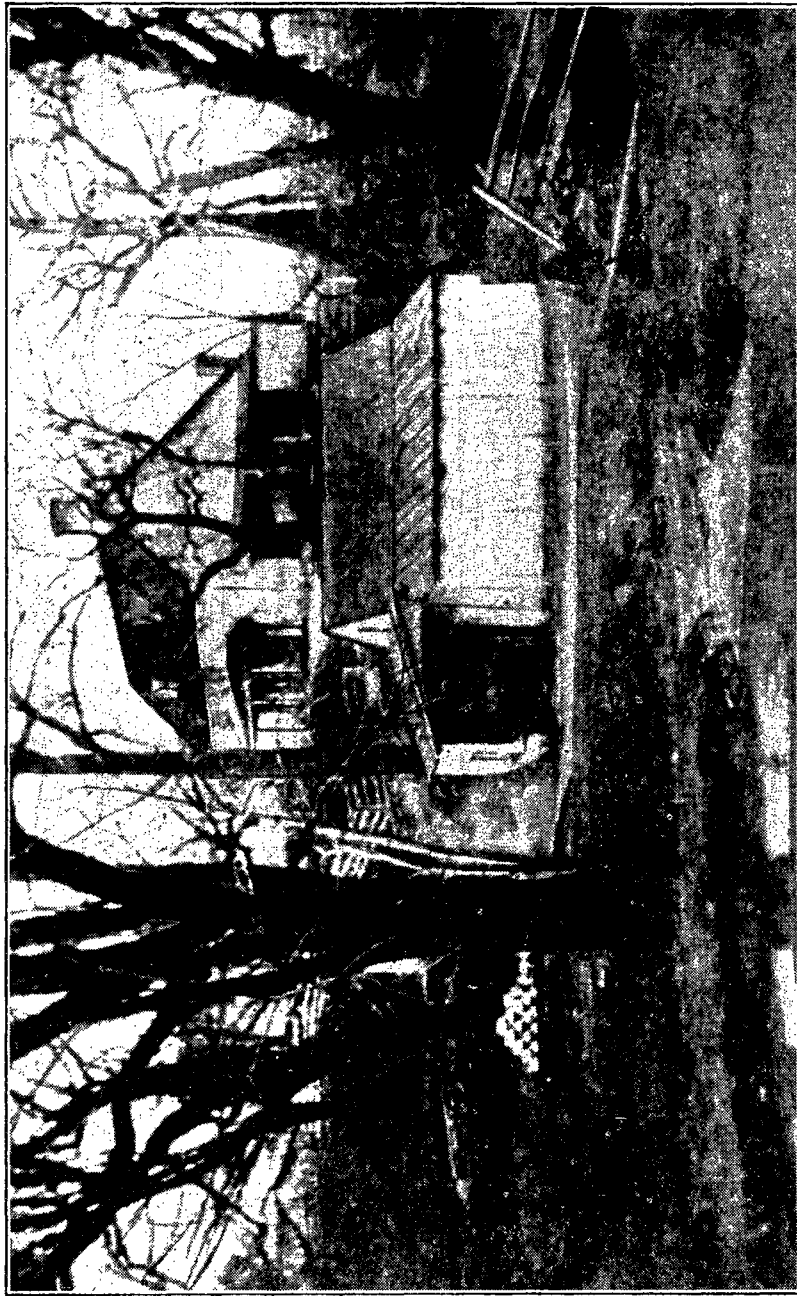
CHAPTER VII

NEARBY STREAMS

MILL CREEK

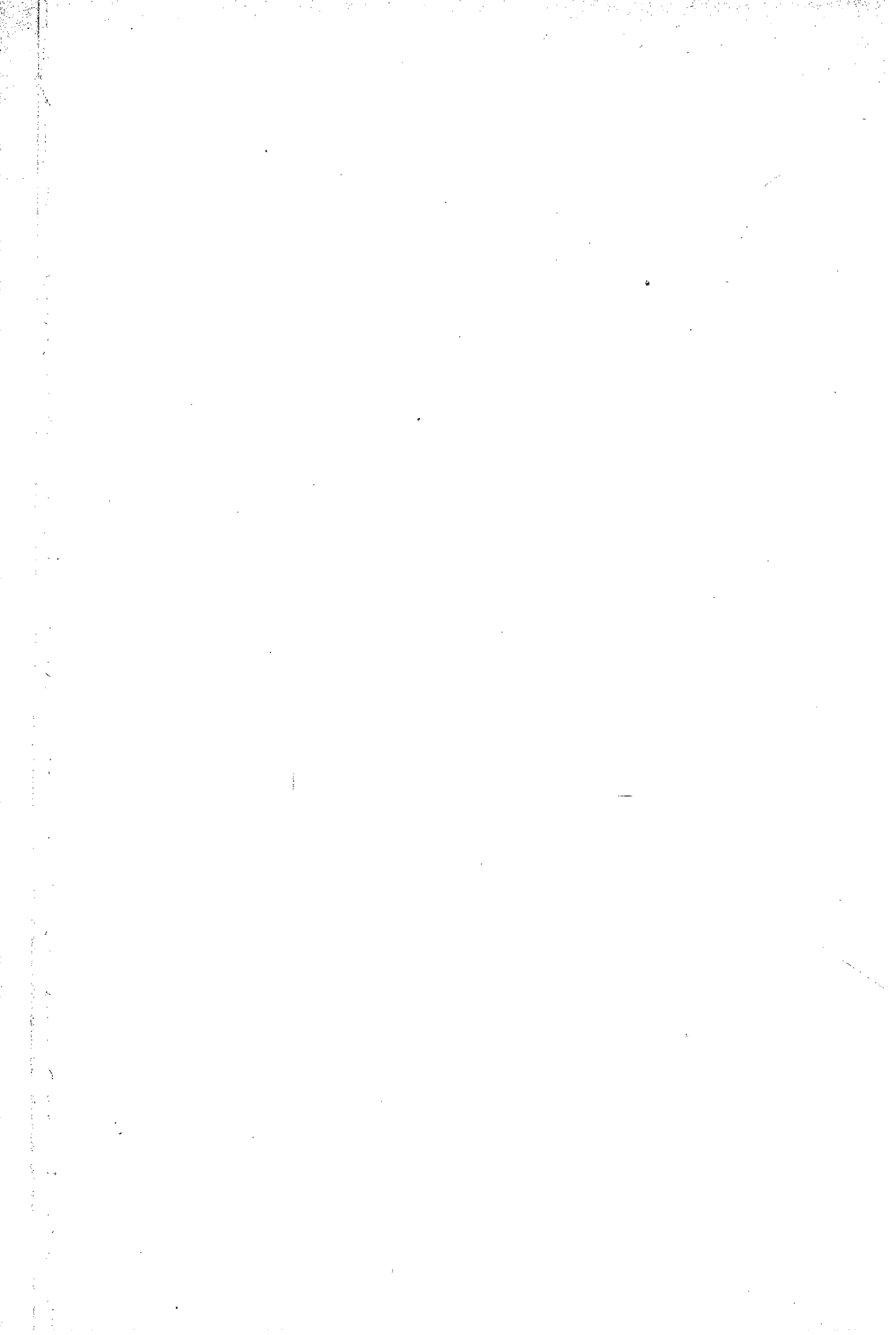
THE name "Overbrook," comes from the little stream which formerly flowed under the railroad tracks at the station. This stream, very important in the early days, was known as "Upper Mill Creek" to distinguish it from "Lower Mill Creek," before its name was changed to "Cobb's Creek." In Penn's time, three sawmills and three grist-mills were located along its course. William Penn's great Schuylkill Mill derived its power from Mill Creek. As money was very scarce in pioneer days, many of the settlers paid the rentals on their large tracts of land in wheat and other grain. This was taken to the different mills belonging to William Penn and ground into flour, part of which was sent abroad.

An early Welsh grist-mill was erected on Mill Creek, which was well patronized by settlers on the plantations in Merion and the vicinity. During the Revolution, and for sometime after it, there was an important gunpowder mill on Mill Creek, operated by Messrs. Young & Homes. Judging from the entries of burials at the Merion Meeting House, there were numerous fatal explosions and because of these, powder making was finally discontinued there. In 1785, as many as four sawmills and five grist-mills derived their



Old Taylor Farmhouse, Which Was Torn Down in 1893 to Make Way for 63rd Street.
Mill Creek in the Foreground.

From a photograph presented to The Free Library of Philadelphia
by John W. Eckfeldt, M. D.



power from the creek and by 1800, seven paper mills were flourishing along its banks.

In 1750, Joseph Williams, then owner of the Overbrook Farms property, was designated as "a miller." We wonder if perhaps a mill were located along the creek on this property! On the George map of 1803, there is a building on the creek at City Line, which might have been the mill.

The Indians called the creek, "Nangenesy," and to this the Dutch added "Kill." The name first appeared in a deed of March 10, 1670, when the Duke of York patented 100 acres of land to Hans Moens.

Rising from a spring near the Old Merion Meeting House, picturesque Mill Creek flows to the Merion Station, then follows the bed of the railroad to the Overbrook Station, where it formerly flowed under the tracks, then followed the general course of the present 63rd Street, and emptied into a large pond, about 500 feet by 200 feet, which was located beyond 62nd Street and Lancaster Avenue. From here, the stream continued on, worming its way across the city to 46th and Market Streets, where the present beautiful buildings of the Provident Mutual Life Insurance Company are built over the bed of old Mill Creek, then flowed on its meandering course, until it emptied into the Schuylkill.

With the development of the city, the waters of the creek were diverted into sewers and so carried to the river. Even then the stream was not conquered; for at times it will still assert itself, bursting through the sewers, and causing streets to be closed while repairs are made.

In the days of the George farm, Mill Creek flowed under the railroad tracks, and went merrily past the old stone house built in 1818 by Alice and Joseph George, and so to

the pond. Early settlers in this section can remember many a successful fishing trip along the banks of that pond, and it was a great "old swimmin' hole" for the boys for miles around.

In 1893, when the farm was bought from the John M. George Estate and the change from pasture land to the present beautiful suburb begun, the stream was diverted into a sewer and 63rd Street built along its general course.

EAST BRANCH OF INDIAN RUN

The other stream of any size in the vicinity of Overbrook Farms is the East Branch of Indian Run, the little creek which flows through Morris Park. Indian Run rises just beyond Narberth, traverses that borough, then flows through the grounds of the Overbrook Golf Club and enters the Park at City Line.

This stream has figured prominently in deals between the owners of the land through which it ran. There is an interesting account of an agreement in 1747 between John Hughes, at that time the owner of the property which later belonged to Israel Morris, and John Evans, whose land adjoined his on the northwest. The creek flowed through the Evans' property before entering the Hughes' farm. A mill-race had been constructed on the Hughes' property, and in exchange for a small parcel of land to Evans, Hughes received a piece of land and was given "free and unmolested liberty of extending his water course so far into the Evans land as is necessary . . . also free and unmolested liberty of eight feet on either side of the water course . . . to cut, scoure, mend, clense, or repair said ditch. . . ."

In 1849, a great struggle arose in regard to this water right between the successors in title to the two farms. After a suit at court, arbitration decided in favor of Israel Morris, upholding the old agreement.

MORRIS PARK

The stream still flows quietly on its way through the wooded countryside and through a natural setting in Morris Park, preserved for us through the generosity of the Wistar Morris Estate. In 1911, Indian Run and twenty acres adjacent to it, were given to the city, free of charge, by this estate, for the purpose of making a park, to be known as Morris Park. Wistar Morris, when he died in 1891, expressed a hope that a park might be created out of part of his property and so, his wish was carried out. The tract extended from Malvern Avenue to City Line, and 66th Street to 70th Street, and was valued at \$300,000. The only condition attached to the gift was that the city should open, grade and pave the various streets leading to the proposed park.

A small strip of land on the park side of 66th Street extending from Sherwood Road to the property line of Woodbine Avenue was part of the George Estate and was given to the park by Drexel and Company.

Morris Park, in connection with Cobb's Creek Park, was placed under the control of the Commissioners of Fairmount Park. Since the gift from the Morris Estate, several extensions have been made to the park by the city, following the course of Indian Creek, which is a tributary to

Cobb's Creek. The idea of the Park Commissioners was to make one continuous park along these two streams.

Morris Park, with its simple natural beauty, has proved a great asset to the Overbrook Farms section, and given much pleasure to the residents, especially the children and their canine pets.

CHAPTER VIII

THE PAOLI LOCAL

THE Paoli Local, that ever-popular commuters' train, has been immortalized in verse by Christopher Morley:

"Along that green embowered track
My heart throws off its peddler's pack
In memory commuting back
Now swiftly and now slowly—
Ah! lucky people, you, in sooth,
Who ride that caravan of youth
The Local to Paoli!"¹

Our modern Main Line commuting service began with the running of the first Paoli Local, September 20, 1832, on the old Columbia Railroad. Our part of the state had the earliest rail transportation, as Oliver Evans, a Welshman of Philadelphia, conceived the idea, in 1773, of propelling carriages on land by steam power. In 1805, he took the first passengers around Center Square, Philadelphia.

OLD COLUMBIA RAILWAY

John Stevens, of Welsh extraction, was the father of the railroad system of the state. Through the efforts of Mr. Stevens and others, the legislature passed an act in 1826, incorporating the Columbia, Lancaster and Philadelphia

¹ From *The Paoli Local*, from *ESSAYS*, by Christopher Morley, copyright 1918, 1927, by Doubleday, Doran and Company, Inc.

Railroad Company (which came to be known simply as "The Columbia Railway"). The road was opened for traffic in September, 1832 from Broad and Callowhill Streets, in the Northern Liberties, to Paoli. At first, the Schuylkill was reached only by stage-coach from Broad Street, and passengers and light freight were ferried over the river to the "rail cars," at Callowhill Street, which horses dragged to the "Belmont Incline," and then still drawn by horses, the cars were taken over rails to Paoli. This method of travel lasted only a few weeks, when the "locomotive engine" was put into service, and the route, starting from Broad Street was much extended; but it was not until April, 1834, that the road was completed to Lancaster. The finished portion was formally opened on December 9, 1833, together with the big red, wooden bridge over the Schuylkill. The light iron rails of this early railroad were laid in iron chairs, bolted to sills of stone about 22x14x12 inches in size. When the old road-bed was abandoned for the present one, these stones were taken for other uses—sometimes they were seen as carriage steps at driveways!

The old road simply meandered through Merion township, with many curves and digressions to avoid hollows and hills, and tradition has it,

"Columbia's iron rails
Lay on Indian trails."

The route of the Columbia Railroad was through the ancient Liberty Land, or Blockley township, and what is now Fairmount Park to the base of Peter's Hill, near "Tom Moore's Cottage," where the carriages were drawn up an "incline" of about 180 feet, by a stationary engine and cable to "Belmont," the home of the Peters family.

Thence the route crossed the County or City Line half a mile north of the old road to Lancaster. Later it intersected the old Lancaster Road, then paralleled it, and crossed it again several times, until it finally reached Paoli.

A poster of the "Through Line from Philadelphia to St. Louis," the "Pioneer Fast Line," dated Philadelphia, April, 1837, advertised, with pictures of an engine and one passenger car, and a canal boat, drawn by three horses: "By Railroad and Canal Packets, from Philadelphia to Pittsburg, through in 3½ days."

PENNSYLVANIA CENTRAL RAILROAD

In 1847, the station at 18th and Market Streets was built. The old Columbia was taken over by the Pennsylvania Central Railroad in 1850, and it vacated the route to Athensville (Ardmore) and established the one now used. Before the junction with the new road, the old railway in the year 1849, carried 90,250 passengers, but after the connection with the Pennsylvania Central, the Columbia is credited with 146,320 passengers in 1852, and its freight increased proportionately, showing the value of the extended route.

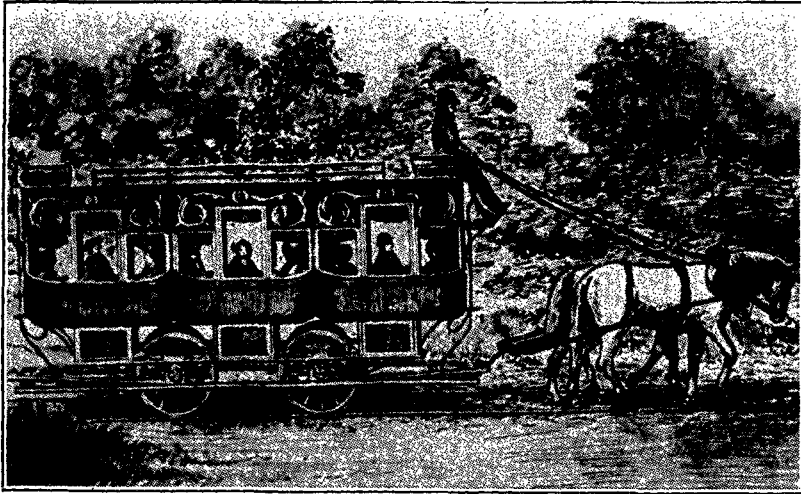
In describing the journey to Pittsburgh in 1852, a writer refers to the first mile of the journey being made over the widest street in Philadelphia, and after dwelling on the virtues of the Market Street Bridge, which had been widened to accommodate the railway cars in 1850, remarks: "Emerging from the bridge we enter the borough of West Philadelphia, with its mud and dust and jimcrack cottages. It has a large and rapidly increasing population, which is principally composed of those who conduct business in the

city, but do their sleeping out here—hence the dull, drowsy appearance of the place.”

The following items from the 1860 issue of “The Business Guide of the Pennsylvania Railroad” give us some knowledge of the “Main Line” and its stations at that time. It says that West Philadelphia was the first station on the road, and that there, “locomotive engines” were attached to trains, the carriages having been drawn there by mules from the city. The next stops were Mantua (about 40th Street), then Hestonville (52nd Street) 3 miles, and City Line (Overbrook) 5 miles, but these were only flag-stations. After that, came Merion and Libertyville, also only “flag-stations for the convenience of a thickly settled country, principally the country residences of Philadelphians.” The post office for these points was at General Wayne. The town of Ardmore, then called Athensville, was simply noted as being 7½ miles from the city. Of Whitehall, it said, “this is the first regular station on the road, 10 miles from Philadelphia.” West Haverford was a flag-station, and had no railroad agent, but had a post office. Villa Nova, too, was only a flag-station, and its post office was Radnor, which was also the post office for Morgan’s Corner, another flag-station, thirteen miles from Philadelphia. Eagle was the next regular stop after Whitehall; Paoli, “20 miles from Philadelphia, and 600 feet above tide water,” was the third regular stop.

When George B. Roberts became the president of the Pennsylvania Railroad, he renamed a few of the stations on the Main Line for places in Wales from which the first settlers came, hence we have Bryn Mawr, Rosemont, Merion, Haverford, and Narberth. But Ardmore, for some reason,

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The Original Paoli Local, Which First Ran
September 20, 1832.



Overbrook Station in 1867, Showing Grade
Crossing at City Line.

was substituted for Athensville, from a town in County Waterford, Ireland. As there were not many Welshmen from the County of Anglesey, he did not name a station after its celebrated village, "Llanfairnwllgwynnglogerywyndrobwllillandyssiliogogogoch," much to the relief of the conductors!

A station was built at 30th and Market Streets in 1864—a brick building, not larger than a dwelling—and it was from there, the trains left. The passengers were landed on a small platform in front of the station. A very ornate station was built at 32nd and Market Streets for the Centennial.

OVERBROOK STATION

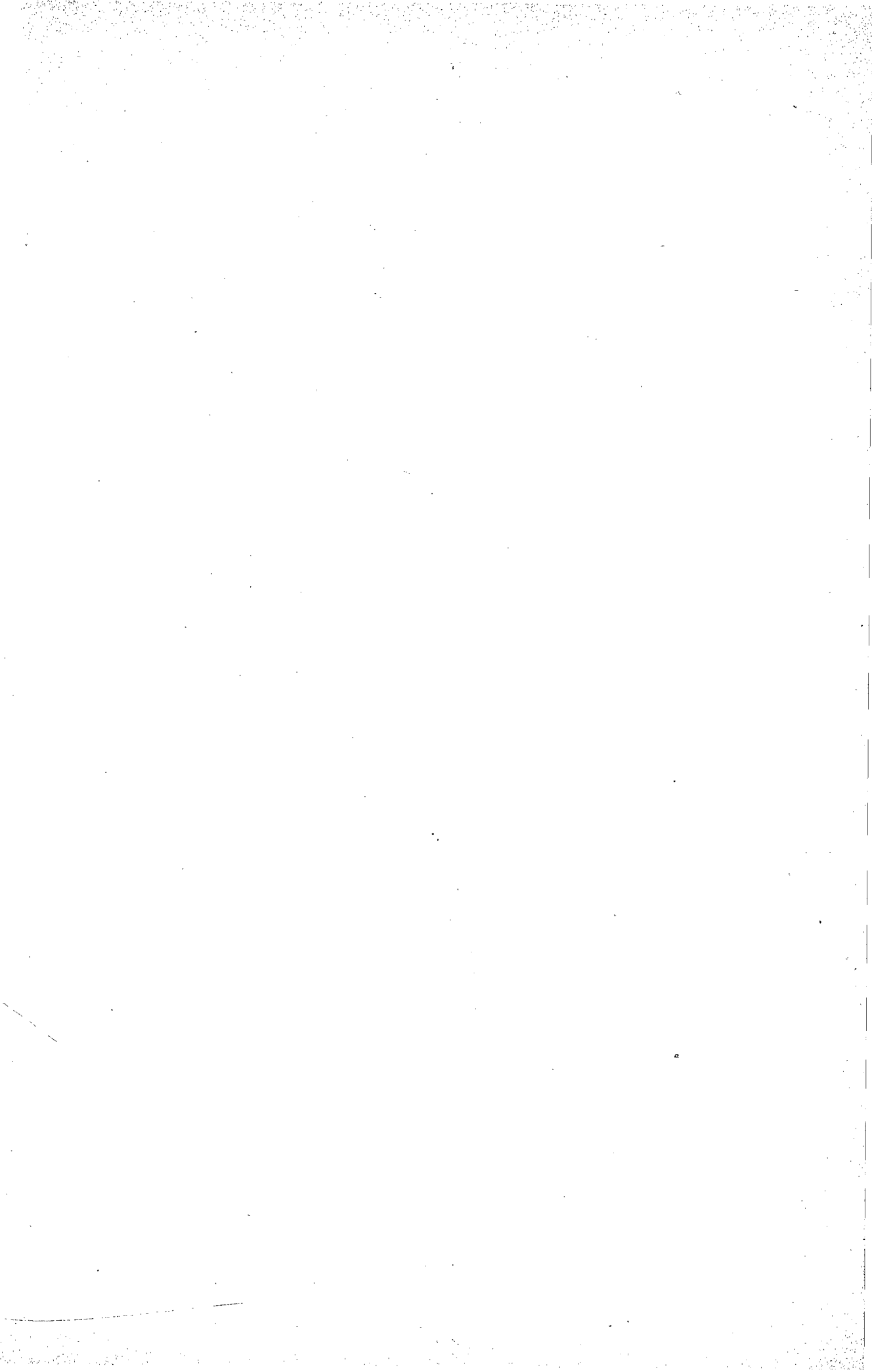
Overbrook was known as "City Line" until 1867, when the "new station" was erected, and a culvert built to carry the waters of the little stream under the tracks, hence the name was changed to "Overbrook." It is said that at one time the stop was known as the "Tannery Station," due to the George tannery near the tracks.

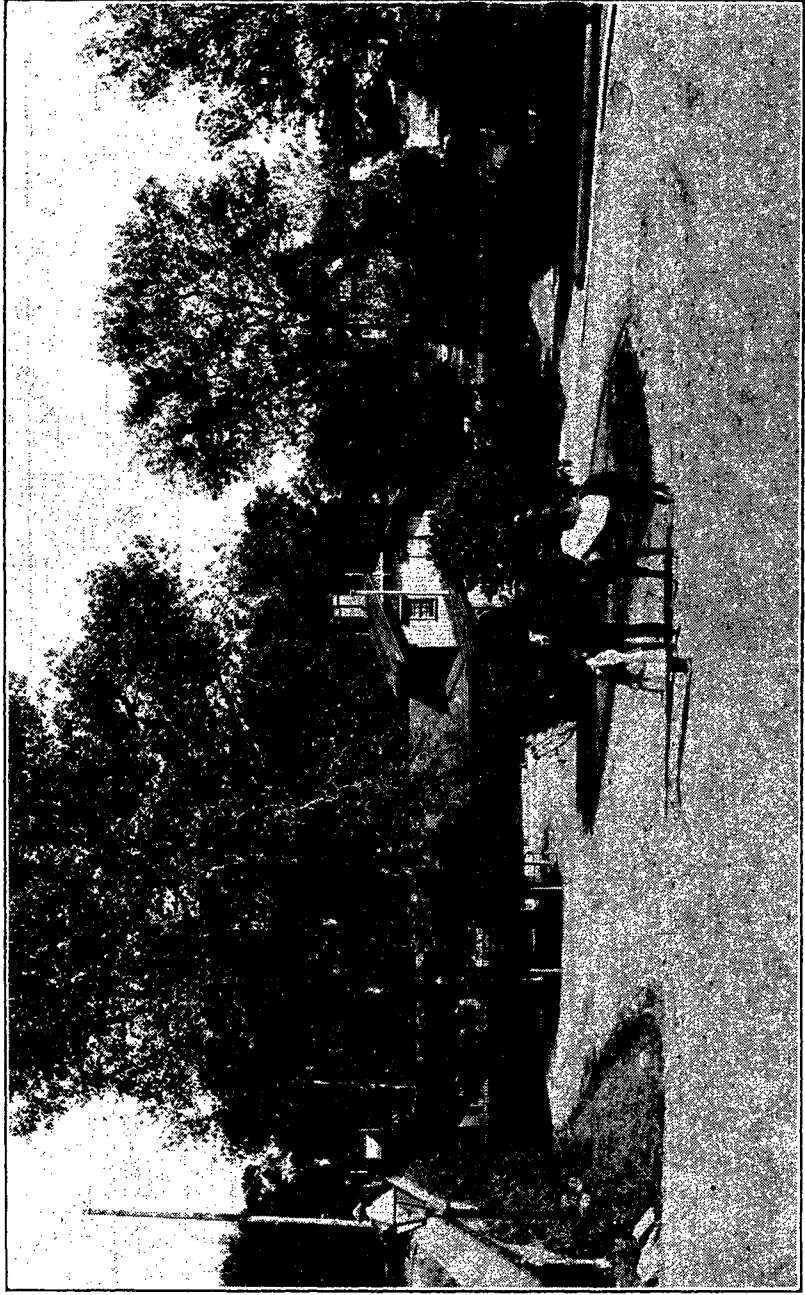
The roads around City Line Station were so bad, in the early history of the railroad, that a story is told of a girl on horseback almost losing her life when her horse sank into a quagmire on a road on the city side of City Line! John W. Townsend in his address to the Community Health and Civic Association in 1929, describes a photograph he has of Athensville (Ardmore) Station in the 60's, as follows: "A frame, one-room shanty, about six feet square and ten feet high. The photograph shows the two tracks in front of it, with high weeds growing between the rails and the wagon

road is shown crossing at grade, as all roads then did from West Philadelphia out." There were no accidents from grade crossings, however, as the trains were so few and slow, and had very loud whistles to give warning of their approach. They also had large cowcatchers on the front of the locomotives, which gently lifted any obstacle out of the way.

The Pennsylvania Railroad offered little in the way of service to the commuters of the 60's. There were only six trains a day each way and none on Sundays. If the 6 p. m. were missed, there would be nothing till "the Emigrant train" at midnight, which was a through train for arriving foreigners and it stopped at each destination for which they were booked. It was unpleasant and odoriferous. There was naturally no going to the city for theatres, evening entertainments or club attractions; one could not dash in the station at most any time, asking for the "Paoli Local" gate. A brakeman at each car turned a wheel like the present freight cars have. The cars were lighted by oil lamps and in cold weather red hot coal stoves stood at each end. The four track service from Philadelphia to Paoli was installed in 1875, and a much more frequent commuting schedule put into effect.

Following are the Pennsylvania Railroad Company monthly ticket rates between Philadelphia and Downingtown, which went into effect May 1, 1874: Mantua (40th Street), \$2.50; Hestonville (52nd Street), \$2.60; Overbrook, \$3.25; Merion, \$3.45; Elm (Narberth), \$3.60; Wynnewood, \$3.80; Ardmore, \$4.60; Haverford College, \$4.85; Bryn Mawr, \$5.10, etc.





View of Overbrook Station, South Side, in 1895.

In a report of tickets sold from Overbrook during the month of May, 1880, we find the following:

- 73 Straight tickets to Philadelphia
- 55 To Girard Avenue (Belmont)
- 4 To 52nd Street
- 14 Commuters' tickets to Philadelphia
- 9 School tickets
- 1 50 trip ticket

Compare this with the monthly average of 3,000 tickets now sold from Overbrook to Philadelphia!

Broad Street Station has been in existence since 1880, and how well residents of Overbrook remember the huge train shed, (said to have been the largest in the world) and the great fire which destroyed it ten years ago! West Philadelphia Station was built in 1893, and closed in 1933, when the new Pennsylvania Station was opened at 30th Street. The connection was made with the 16th Street Suburban Station, and "Main Liners" had to become educated in the intricacies of this modern train system.

The line to Paoli was electrified on September 12, 1915, and it is said that when the current was first turned on, all the telephones along the Main Line rang. One can picture the inhabitants of the various suburbs all madly answering their phones!

The first bridge at City Line over the railroad was built in 1887. During 1934 and 1935, the beautiful new City Line Bridge was erected and the railroad station "rejuvenated." The pedestrian tunnel was first installed in 1884. Mill Creek runs under the tracks near this point, which accounts for the dampness and coolness of the tunnel, making it a delightful spot on hot summer days. One of the first comers to Overbrook Farms recalls an occasion when the

tunnel was closed because the creek broke through the walls, and it was necessary to use the old grade crossing with wooden gates.

OVERBROOK TO PAOLI—OKLAHOMA

Many of the stations along our famous Main Line have the distinction of possessing namesakes in Oklahoma. There, however, Overbrook is more than 60 miles from Wayne, and the distance from Wynnewood to Overbrook is over 40 miles!

On the Main Line of the Gulf, Colorado and Santa Fe Railroad, in Southern Oklahoma, the names so familiar to us appear from north to south in the following order: Wayne, Paoli, Wynnewood, Berwyn, Ardmore and Overbrook. However, unlike our section, in the old Indian Territory at the time these towns were named, settlements were pretty far apart.

The explanation for the use of these names differs. One story tells us that when the Santa Fe Railroad was built south across the Chickasaw nation, the project was financed in Philadelphia. Each member of the board of directors of the bonding house, which supplied the capital, had the privilege of naming one station. The records of the Santa Fe Railroad disclose that on January 16, 1887, the Assistant Chief Engineer wrote to Mr. Thomas W. Jackson, then General Land Agent at Galveston, requesting him to furnish names for the new stations. Mr. Jackson replied, sending these names without explanation as to their origin. Perhaps the fact that he was a native of Hollidaysburg, Pennsylvania, is responsible for his action! Of one thing we are sure, however, the Main

Line of the Gulf, Colorado and Santa Fe Railroad does not possess a duplicate of our beloved Paoli Local.

To quote Christopher Morley again: "One who was nourished along the line of the Paoli Local, who knew it long before it became electrified, sometimes has an inner pang that it is getting a bit too civilized. . . . And yet no train will ever mean to us what that does! . . . When I die, you will find the words PAOLI LOCAL indelible on my heart." ²

² From The Paoli Local, from ESSAYS, by Christopher Morley, copyright 1918, 1927, by Doubleday, Doran and Company, Inc.

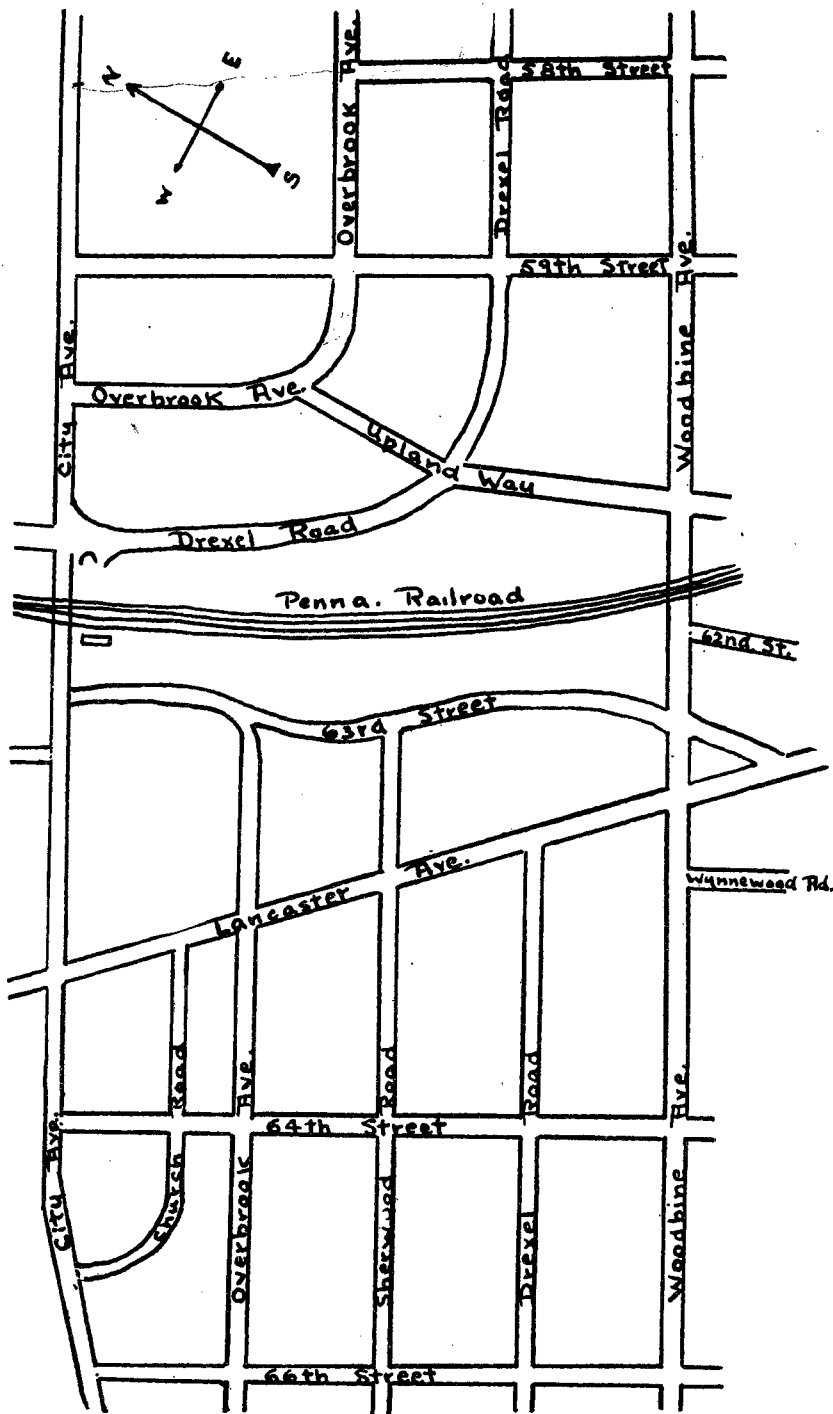
CHAPTER IX

DEVELOPMENT OF OVERBROOK FARMS

IT WAS generally understood that the section known as "Overbrook" extended as far south as Lansdowne Avenue, but the name "Overbrook Farms" was given by Drexel and Company to their development made from the George farmland. The whole tract included 168.4133 acres and extended over that territory now embraced in the following: Along the southeast property depth of Woodbine Avenue from 58th Street to 66th Street, following 66th street to the northwest property depth of Overbrook Avenue, along this line to the railroad track on the south side, bounded by City Line on the north side to Overbrook Avenue, and so to 58th Street. In 1893, this property was bought from the John M. George Estate by Stotesbury and Paul, of Drexel and Company, through Herman Wendell and Walter B. Smith, for the sum of \$425,000.

At the time of John M. George's death in 1887, his farm had also included the property along City Line on the south side of the track to Lancaster Avenue, which had already been sold as follows:

	Acres	Amount Paid
Wistar Morris (For Presbyterian Church)	1.400	\$7,000
Joseph R. Rhoads	5.093	25,465
Charles E. Pugh	1.561	7,830



Map of Overbrook Farms.

On the other side of the track, the farm had extended along City Line to 59th Street, and down 59th Street to Overbrook Avenue. This extra territory was sold previous to 1893, to the following:

	Acres	Amount Paid
Emily B. Gest	2.274	\$10,800
Francis B. Saunders	1.500	7,125
Louisa M. Baugh	2.500	11,875

The farm had included an extra strip, of varying widths, west of 66th Street, from the rear of Woodbine Avenue lots to the present Sherwood Road, which is now part of Morris Park. Between 58th and 59th Streets along Overbrook Avenue, it was necessary to exchange small corners with the adjoining Scull Estate to complete the opening of Overbrook Avenue and also the block frontage on the south side of that street.

WORK BEGUN

The firm of Wendell and Smith had complete charge of the development. Their handsome grey stone office, near the railroad station on the north side, was the first building erected, and has been remodeled into a private dwelling. John P. P. Lathrop, a Cornell graduate, was the engineer, and Milton W. Young had the contracts for building most of the houses.

The working plans for Overbrook Farms were commenced December 1, 1892, and construction work was begun in the early spring of 1893. There were many trees to cut down, but wherever possible the original trees were preserved. Heavy woods extended from half-way between

64th and 66th Streets near the property line of the Woodbine Avenue lots. On the other side of the track, there was a wooded section from Overbrook Avenue to Woodbine, on both sides of Upland Way. Another tract of woodland ran from Drexel Road to the property line of the Woodbine Avenue lots near 58th Street. These spots can easily be located by the stately old trees still standing. The sycamores were the most unusual, and there were many fine chestnut trees which have now completely disappeared. Young trees were planted as soon as the streets were put through.

Little streams ran through the farmland, which had to be drained and filled in. There was a creek running down Upland Way and the ground east of Upland Way was so swampy that it was under-drained with tile and French drains. From the grounds of what is now the Episcopal Academy this creek crossed City Line at 59th Street, ponds being formed on the Scull and Townsend properties for the purpose of procuring private ice supplies. Mill Creek started above Merion Station and, running south, continued under the Overbrook Station, and followed the general line of the present 63rd Street. Another small stream ran on Sherwood Road down to 66th Street.

Upland Way was filled to a depth of 4 to 6 feet, practically the entire length, to within 100 feet of Woodbine Avenue. 64th Street at Overbrook Avenue was filled in over 10 feet, and 63rd street from Drexel Apartments to within 100 feet of Woodbine Avenue was filled at an average of 6 to 9 feet. At Sherwood Road, a large cut was made in the bank along the railroad, as the south side was just as high as the north. A small ravine at the end

of Sherwood Road at 66th Street had to be filled to a depth of 12 feet. A limit of 7 per cent. was made for the street grades. Only in a few instances did they go to the limit, the average grade running about 3 per cent. The steepest grades are on Woodbine Avenue, on account of the underpass, and on 66th Street. In those days, horses were used and grades had to have serious consideration.

In Philadelphia, 100 feet of ground as called for in deeds is more than 100 feet. William Penn is responsible for this. In laying out the original section of the city, he allowed an excess measurement for every 100 feet of ground, giving adjoining property owners a little leeway and thus preventing boundary disputes later. This same condition exists all through the city. Block distances in the old section of the city were accurately measured about 150 years ago, and they were found, in every instance, to exceed distances on the plans. The city surveyors took the differences, averaged them, and found the average was 15/100 in every 100 feet. In Overbrook Farms, the same allowance had to be made, as it was within the city limits.

There was a large stone quarry at the southeast corner of Woodbine Avenue and 63rd Street (where the stores now are), with a depth of 25 to 30 feet. The grey sandstone from this quarry went into many of the houses and was also used for road work. No houses were erected at Woodbine Avenue and 63rd Street for a number of years, then two double ones were built on stilts in the quarry. More stone, taken out of Drexel Road west of 59th Street, where there was an 8 to 10 foot cut, was used in the houses and on the roads. Woodbine Avenue from Upland Way to 58th Street was solid stone and the road

cut down in places as much as 10 to 12 feet. Quarries were opened between 58th and 59th Streets on Woodbine Avenue and afterward houses were built there. Between 75 and 90 per cent. of the stone used in developing Overbrook Farms came from the property itself.

There were from 300 to 400 men working most of the time during the first two years. The company bought the old horses from the horse-cars and used them in the work in the development. The Traction Company had just started to electrify the street cars and the horses sold from \$10.00 to \$25.00 each. Their feet were sore from being driven on cobblestones, but in a short time the hauling over the dirt roads healed them completely.

STREETS LAID OUT

The original idea was to have Drexel Road and Overbrook Avenue cross the tracks, running parallel with Woodbine Avenue, but as the railroad would not construct the tunnels, it was decided to swing the roads around to meet City Line, and Wendell and Smith built the tunnel at Woodbine Avenue at their own expense. They called the 63rd Street side, the "South Side," and the other, the "North Side." The north side was developed first and the business section on 63rd Street started.

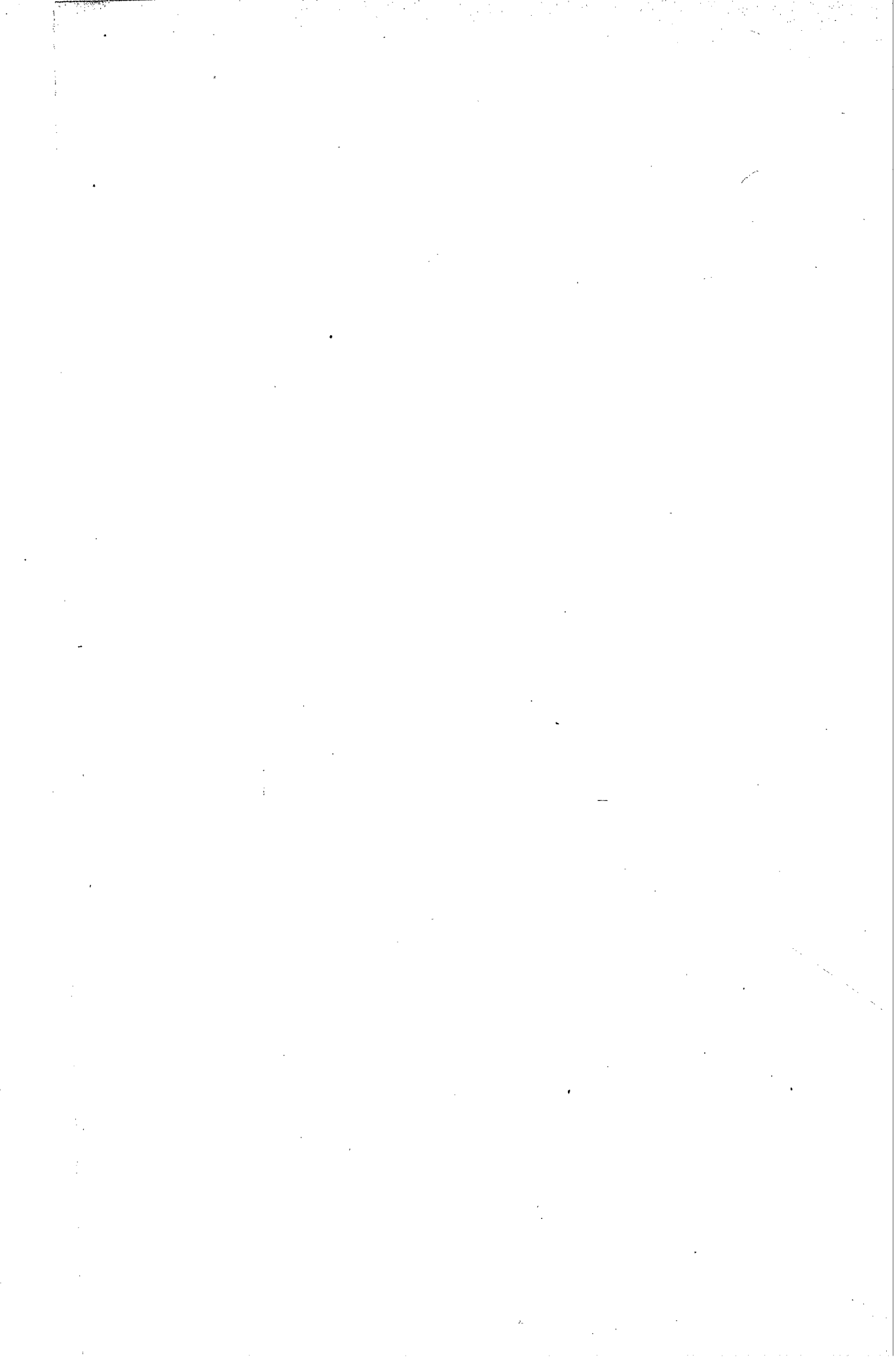
In 1893, Drexel Road was put through from City Line to 58th Street; Woodbine Avenue to 58th Street; Overbrook Avenue from City Line to 58th Street; and Upland Way from Woodbine Avenue to Overbrook Avenue. They started to build houses even before roads were through. The development was popular and properties were disposed of



Corner Drexel Road and Upland Way, February, 1894.



Looking up Drexel Road toward 59th Street,
February, 1894.



in a short time. Station wagons with old horses met the trains and were used to take people around. One never knew whether the old "nags" would get to the end of the trip or not. The first residences built were the double house, 6030-38 Overbrook Avenue, and several on Drexel Road—the Grieb (now Neall) home at 6055, Major Bent's at 6040, and two near Upland Way, 6001 and 6023.

In 1894, 63rd and 64th Streets were put through; Overbrook Avenue to 64th Street; Sherwood Road to 64th Street; and Drexel Road to 64th Street. Drexel Road was not carried through to 63rd Street on account of the grade and the available frontage did not warrant it. The same year, Woodbine Avenue was built to 64th Street. An old stone farmhouse near the site of the Drexel Apartments was torn down to make way for 63rd Street. The bridge at Woodbine Avenue, constructed in 1893, is an oblique arch built on the principle of a right arch by making small triangular offsets of stones at the springing line of the arch. The center line of the arch and the center line of Woodbine Avenue were not at right angles, hence this construction was necessary.

In 1895, all cross streets were continued to 66th Street, which was also put through at this time. The road construction was followed immediately by building houses along them. Most people wanted to build on the north side. It was difficult to persuade them to live on the other side, because they said it was such a "wilderness," they would have to put "bars at the windows."

STEAM HEAT PLANT AND WATER SUPPLY

As the work of building progressed, a central steam heat plant was started, one of the first of these plants in the country. Pipes were laid and wells sunk to a depth of 220 feet to solid rock, where springs were tapped that yielded an abundant supply of unusually pure water. There were four wells, one of which was located by the railroad station; another, near Woodbine Avenue south of the railroad; a third, south of Upland Way, east of Woodbine Avenue; and a fourth, in the rear of Woodbine Avenue, 175 feet north of Upland Way. The water from these wells was forced into a reservoir by means of air power, producing the same effect as aeration, giving the water a peculiar sparkling quality.

The "Farms" built their own electric light plant, which was bought later by the city.

BUSINESS SECTION AND CHURCHES

The first business structure was Lafferty's store in the present McIntyre building, erected in 1894. The community center was located on the second floor of Lafferty's building, and it was there, they held all meetings and dances. The next store to be built was the one now occupied by Campbell's Drug Store and MacKellar's. It was at this time, in 1896, that Dr. Theodore Campbell established his business. For several years, the other side of Campbell's Drug Store was a bakery run by Hines. Later Herbert MacKellar started in business for himself and located there. He had been one of the first men on the development, doing all the electrical work.

Propositions were made by Wendell and Smith to three religious sects, Catholic, Episcopal and Methodist, that land would be given them to erect their churches. The Catholics were the only ones who accepted this offer and built "Our Lady of Lourdes," in 1895. A few years later, the Episcopalians began a church, holding their services at Miss Sayward's School for two years; then buying their present property on Lancaster Avenue and erecting a church.

TROLLEY LINES

In 1895, the trolley line was extended from 52nd Street to Overbrook. This was known as the Arch Street Line, and the route it followed from Overbrook was 63rd Street to Lansdowne, to Lancaster, to Haverford, to 33rd, to Spring Garden, to 20th, to Arch, and so to Front Street.

Before this, the nearest trolley was the horse-car which ran out Haverford Avenue to Haddington and the trip on this line from 63rd Street and Haverford Avenue to the Delaware River, occupied one and a half hours. Some people have supposed that at one time a trolley ran out as far as City Line, since several lengths of rails were uncovered on Lancaster Pike near that point, when improvements were being made. These rails, however, were simply laid down to hold a charter which had been secured, but never used.

ADVERTISING THE DEVELOPMENT

In a booklet entitled, "A Little Talk with the Home-seeker," issued by Wendell and Smith in 1899, Overbrook

Farms is described as combining all the advantages of both city and country, with the addition of the central heating plant and unusually pure water. It records the fact that not a single case of typhoid fever occurred in Overbrook Farms during the epidemic of 1898, and attributes this fact to the pure water and sanitary conditions.

We learn that Overbrook Farms is from 200 to 250 feet above the level of the city, and occupies an area as large as the section west of Broad Street, between Market and Pine Streets, to the Schuylkill.

Even then (1899), there were 64 trains a day, running at half-hour intervals. The quarterly ticket, 180 trips, cost \$11.75, or about 6½ cents a ride, while a ten-trip ticket was \$1.00.

We smile when we read that "electric light, the greatest refinement perhaps of modern life, at usable prices, is in every house."

In a description of the charm of the houses already built, we are told, "the woman of taste will find her gracefully-shaped parlor, and spacious halls with delightful cozy-corners"—very different from our modernistic style!

In the five years from 1893 to 1898, "over \$2,000,000 worth of property had been sold to people of refinement, intelligence and wealth, many of them prominent in the intellectual, political and mercantile walks of life." It is advertised that the price of land ranged from \$60 to \$100 per foot front, and the houses and lots together cost from \$7,000 to \$18,000. It is interesting to compare these figures with the value of property to-day.

The enthusiastic response to these offers is seen by examining a map of Overbrook Farms in 1912, which gives the

owners of the different properties. All the lots had been built upon with the exception of Sherwood Road near 66th Street, and certain sections of Woodbine Avenue and 63rd Street.

As can be seen to-day, not only has every available space been used, but many private dwellings have been razed and apartments erected in their places. Through the efforts of the Civic Club and the Overbrook Farms Club, a strict system of zoning has been established. In this way, the original plan of Overbrook Farms can be preserved, restricting the business enterprises to a certain section, and keeping the remainder, the beautiful residential development, as designed.

CHAPTER X

LIFE IN THE EARLY DAYS OF OVERBROOK FARMS

SPORTS

IN THE early days of Overbrook Farms there was much community interest and holidays were gala occasions. All community affairs and dances were held in "Overbrook Hall," which was located over Lafferty's (now McIntyre's) Store. Here, also, a dancing class for the children was conducted. Most of these young people received their early education in "The Overbrook School," later called "Miss Sayward's School," and many are the stories connected with their first strides for knowledge.

Tennis was the favorite sport of the "gay nineties," and a tennis club was started in the first years of the development. Several courts were located just beyond the Grieb (now Neall) house on Drexel Road, and here lively matches took place. In 1897, there was an active tennis Association in connection with the Overbrook Club (the community organization, now known as The Overbrook Farms Club). Subscriptions were taken up and the property at the foot of Upland Way and Woodbine Avenue was leased for an athletic field. There were five tennis courts, a cricket field, and spaces for quoits and croquet. Many

to-day remember the excitement on the occasion of the formal opening of the field on June 4, 1898, when the Ladies' Committee received, and "luscious lemonade was served to all!"

For those who wished to feel the thrill of speed, bicycle races were the order of the day. A Wheel Club was formed in connection with the Overbrook Club, as all the men and many of the women were devotees of this sport.

Cricket matches with outside teams were often held. Not having a real club house, it was necessary to use Mr. McOwen's coach house as a dressing room, and a hose in place of a shower!

Fourth of July was always a festive occasion. Dr. Drysdale introduced the first fire crackers and fireworks in Overbrook Farms in 1893, the people gathering on the Saunders' lawn (Overbrook Avenue and City Line), which was gay with Japanese lanterns.

Each Fourth of July, there was a community celebration held on the athletic field, subscriptions being taken up to defray the expense of the fireworks. Fourth of July, 1898, soon after the opening of the athletic field, was a very special event. The program was as follows: A game of cricket and fire crackers in the morning; bicycle races, tennis and formal orations in the afternoon; and fireworks until late in the evening (10.00 p. m.), when the tired but happy residents of Overbrook Farms returned to their homes.

Ice skating was popular. There was a large pond, 200 feet in size, on the Townsend property across City Line near 59th Street. On the Scull Estate at City Line near Overbrook Avenue, was another one, much smaller. A third pond was located on the Kennedy Farm, part of the

Morris property, across 66th Street, now Morris Park. The deepest pond, and one not safe for skating, was in the stone quarry on Woodbine Avenue, back of the water tower. This was known as the "Tin Can Pond," the name being derived from the tin cans floating about, and was the delight of all the children!

Drexel Road was a wonderful hill for coasting. One could start near 59th Street and go almost as far as City Line, the traffic being diverted by the friendly police, with a little monetary persuasion on the part of the inhabitants. Another favorite coasting hill was on Woodbine Avenue. Everyone coasted, the grown people as well as the children having bob-sleds. After dinner, most of the residents could be found on the snow-covered hills, having the time of their lives. They gathered afterwards at the different houses, and sipped hot chocolate, while thawing out before the open fires.

With the turn of the century, golf became popular, and 100 acres of land on Lancaster Pike were leased from the Morris Estate, in 1900, for a golf course. The Overbrook Golf Club was started with Joseph B. Townsend as President. Community meetings, dances and other social events were then held in the club-house. Naturally, neither the golf course nor the athletic field could be used on Sundays in those days!

HORSE AND BUGGY DAYS

Horseback riding and buggy driving were favorite diversions in the early days. The drives in the vicinity of Overbrook Farms were many and beautiful, with Fairmount





A Glimpse of City Line near Lancaster Pike in 1900.

Park nearby. Valley Forge was considered a long, tiresome, all day trip, but was occasionally taken. With the highways bristling with toll-gates, it was great fun to see how one could take side roads and so avoid paying the toll. It required but little maneuvering to get around the gate at Lancaster Avenue and City Line, as one could drive up Merion Road and so across.

Many people owned their own horses, but others hired them from Herald's Livery Stable, located on the corner of Woodbine Avenue and 63rd Streets. The present Gallagher and Mitchell Taxi companies had their beginnings in these horse and buggy days, their respective owners being with Herald, before starting in business for themselves. Their hacks were familiar adjuncts to the Overbrook railroad station, and the one driven by "Jimmy" was the favorite of everybody.

Moonlight straw rides were a great delight to both the older and younger generations. The huge wagons and teams of horses were hired from the Kennedy farm nearby.

How many of the old residents can recall the long carriage sheds at the rear of the different church properties. Here, the family horse and carriage was hitched during the services on Sunday, and on other events connected with the church. Many a fine team of horses and handsome carriage graced these sheds. Among the last to be torn down were those of the Overbrook Presbyterian Church, in 1922, when alterations were being made to the manse.

Alas, for the poor horse when automobiles began to appear! Lewis Jones introduced the first one in this section in 1900, when he constructed a special carriage with a

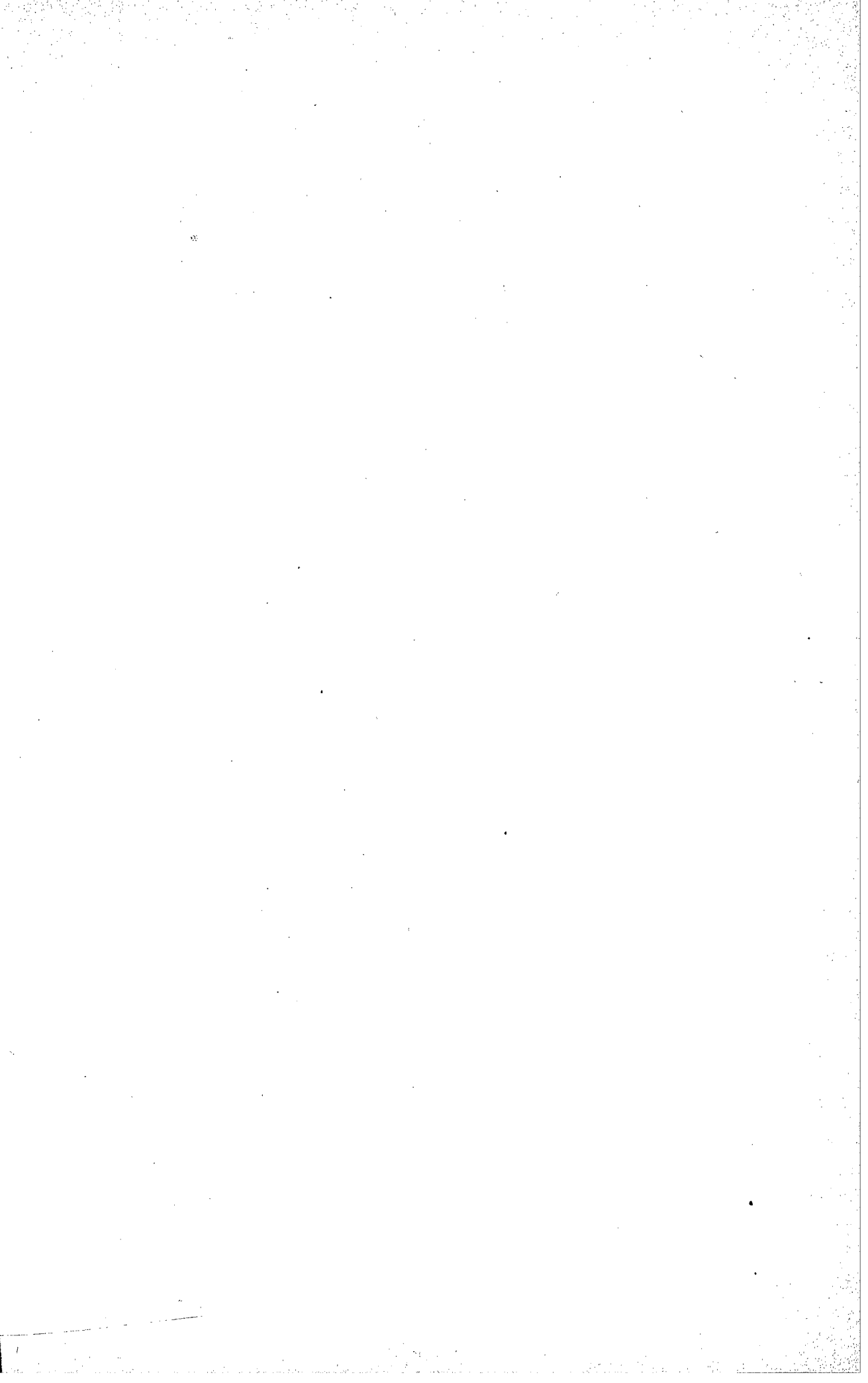
gasoline engine, which went along the road with many sputterings and explosions, much to the distress of the horses. Mr. Jones, however, made a trip to Narragansett and back in this original automobile.

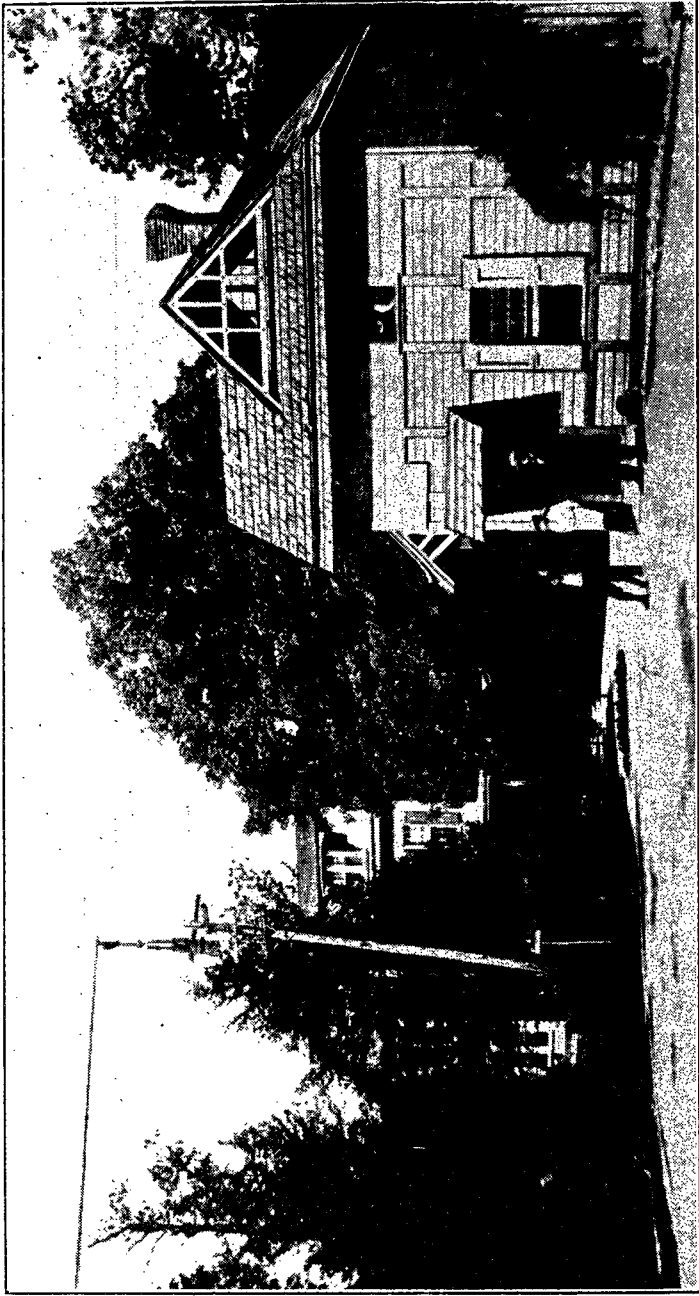
SOCIAL LIFE

The social life in the early days in Overbrook Farms was very simple in comparison with the crowded hours and rush of modern times. There were no movies, but the theatres in the city were well patronized, and many trips were made on the Paoli Local to see such actors as Edwin Booth, John Drew, or Lillian Russell. On winter evenings, it was quite a lark to ride over the crunching snow to the little Overbrook Station, then stand around the blazing stove waiting for the train to arrive. There are stories told of being "snow-bound" in town and going to friends' houses for the night!

Entertainments were given in connection with the monthly meetings of the Overbrook Club, the ladies being invited on special occasions. The character of these entertainments was typical of the period—a lecture entitled "Half Hours with Flowers and Gardens of Japan," by Henry Pettit; "Oriental Magicians and Musical Novelties," Smith Brothers, performers; and on one occasion, Mr. McOwen spoke of his service with Commander Dewey on the U. S. S. Mississippi.

Musicals, using local talent, were arranged by Mr. McCollin and Dr. Keffer, and held in Miss Sayward's School. Dr. Sykes of the University Extension gave a lecture on Victorian Poets for the Overbrook Farms people, and there





Toll Gate at Lancaster Pike and City Line. "The Colonial," Mrs. Wannemacher's House, at the Left.

is a record in the minutes of the Overbrook Club of \$100 being set aside for a musical "to which the ladies would be invited."

The boarding-house of the community was "The Colonial," conducted by Mrs. Wannemacher in the old rambling frame house, on the present location of Green Hill Farms Hotel. She was a charming hostess and her clientele, very exclusive. Many of the Overbrook Farms people closed their homes, and spent part of the summer there, enjoying the broad piazzas and cooling shade of the trees.

Trolley dances were the chief delight of the servants, all of whom were Irish. These dances were held at 63rd Street and Lancaster Avenue, and the band or orchestra, stationed in a trolley car, played for the couples to dance on a roped-off section of the street.

FIRE DEPARTMENT

The Overbrook Fire Department in its early days was equipped with a horse-drawn steamer pump and a hook and ladder wagon. The grades on Woodbine Avenue and Drexel Road were so steep that the engines were brought up 63rd Street, across City Line, and so down the streets to the fire. Often the young people helped push the engines up the hills. In the early spring of 1909, just after the Fire Company had taken possession of its new city-built fire house at 63rd Street and Lancaster Avenue, Overbrook Farms' largest fire took place. This was the Overbrook Garage on 63rd Street and Overbrook Avenue. The firemen had to call for help from the West Philadelphia Companies, but several cars were lost and the garage was burned to the ground.

MARKETING

At first the only store was Lafferty's, then a little later, a baker shop was started by Hines, where MacKellar's is now located. The children had fun hitching their sleds to Lafferty's sleigh as it drove about Overbrook Farms.

Different grocery and meat stores in town sent out their wagons, from which the housekeepers purchased supplies.

Packages were expressed from Philadelphia on 5c stamps and delivered by Gallagher from the station.

MAIL

A regular post office was located at the Overbrook railroad station until 1917 with the station agent, as postmaster. This gave Philadelphia the distinction of having two postmasters within its city limits. The location of the post office was just above the tunnel steps on the station side of the tracks. There were lock boxes, used principally by the Merion residents, as Overbrook had city delivery. Mr. McKinley, who endeared himself to everyone, was the first postman on the route, serving for over thirty-five years, until his retirement and death soon afterward.

The agent, Mr. Ketchum, lived at the Overbrook Station with his family, and they were friends to everyone in the development. One knew the Ketchums would gladly help with any problem which arose or give any information desired.

TELEGRAPH AND TELEPHONE

In 1898, a telegraph operator was installed in Overbrook Station, but the greatest excitement of all was when the telephones were introduced in 1899, with the exchange located in a house on 63rd Street, between Woodbine and Lancaster Avenues.

On this occasion, Wendell and Smith issued a booklet, giving the names and numbers of all the telephone subscribers in Overbrook Farms, totaling thirty. Of these, the following are still residents: Mrs. Samuel A. Boyle, Charles L. Dexter, Mrs. Theodore Campbell, Campbell's Drug Store, Dr. John I. McGuigan, Frederick McOwen, Overbrook Steam Heat Company and Walter B. Smith.

In the introduction, we find this interesting statement: "There are many people who do not know that the Bell Telephone Company furnish a kind of telephone that you can hold in your hand while you sit in an easy-chair and talk into, as easily and as quietly as you can to your friend who calls in person. This is new, and there is another new thing at Overbrook—new to some—THE WATER. . . . The water at Overbrook Farms sparkles. Sparkling things are usually nice. Precious stones and metals have a sparkle or lustre peculiar to themselves—and sparkling water is attractive because it sparkles. . . . This water question and the new using of the telephone service to talk to your friends, or ask them to come to an unexpected treat, makes one more luxury at Overbrook."

CHAPTER XI

CHURCHES OF OVERBROOK FARMS

THE OVERBROOK PRESBYTERIAN CHURCH

THE Overbrook Presbyterian Church had its beginning before the development of Overbrook Farms. On December 11, 1888, a meeting for the purpose of organizing a Presbyterian Church in Overbrook was held at the home of Wistar Morris, who very generously gave the property on the southeast corner of Lancaster Avenue and City Line for the church building. An Advisory Committee composed of George W. Barr, A. K. Dixon, Dr. C. A. Service, William T. Harris, Samuel Croft, J. B. Gest, Wistar Morris and Charles Wood, D.D., at once made plans to build. In October, 1889, the corner stone was laid, and the church was dedicated February, 1890, the total cost of the structure being \$11,800. The church was formally organized in May, 1890, with a membership of thirty. The Rev. Charles R. Erdman was the first pastor, serving from 1891 to 1897. In 1892, a manse was erected for him, adjoining the church.

The next pastor was the Rev. George Reynolds, who was with the church from 1898 to 1902. In 1899, the pipe-organ was installed. During the seventeen year pastorate (1903-1920) of the Rev. Guido Bossard, the organization

grew from a small suburban church to a prominent place among those of the city. Many improvements were made; in 1905, the church building was enlarged to almost double its size and the Sunday School erected. The organ was rebuilt in 1911, and in 1912, an addition made to the Sunday School building. In 1922, the manse was enlarged and modernized. During the same year, the Rev. George Emerson Barnes, D.D., the present pastor, took charge, and under his guidance the church has increased to a membership of over 865, broadened greatly in scope and inaugurated an extensive missionary program. In 1926, the beautiful new church house was completed at a cost of \$240,000, the corner-stone being laid October 11, 1925. In a letter reviewing the history of the parish for the Anniversary Service in 1925, Dr. Charles R. Erdman, D.D., the first pastor of the church, said, "I congratulate you most of all in these days of greater strength you are still maintaining the simplicity in worship, that loyalty to the Gospel, and that world-wide outlook that has characterized the church during all its five and thirty years of life."

Under the leadership of Earl Beatty, organist, the quartette choir has contributed greatly to the impressiveness and beauty of the services. The church has been fortunate in having such distinguished artists as Helen Buchanon Hitner, Marie Langston List, Nelson Eddy, Wilbur Evans and Bernard Poland.

OUR LADY OF LOURDES

The Parish of Our Lady of Lourdes, the Roman Catholic Church of Overbrook Farms, was founded on April 14,

1894. The Rt. Rev. Msgr. James A. Mullin, the present pastor, has been with the church from the very beginning. Formerly, he was pastor of the Chapel of the Seminary of St. Charles Borromeo, and did all the preliminary work and collecting of the funds for building the Overbrook Farms church. Hugh Sullivan contributed \$10,000 toward the building fund for the privilege of naming the church "Our Lady of Lourdes."

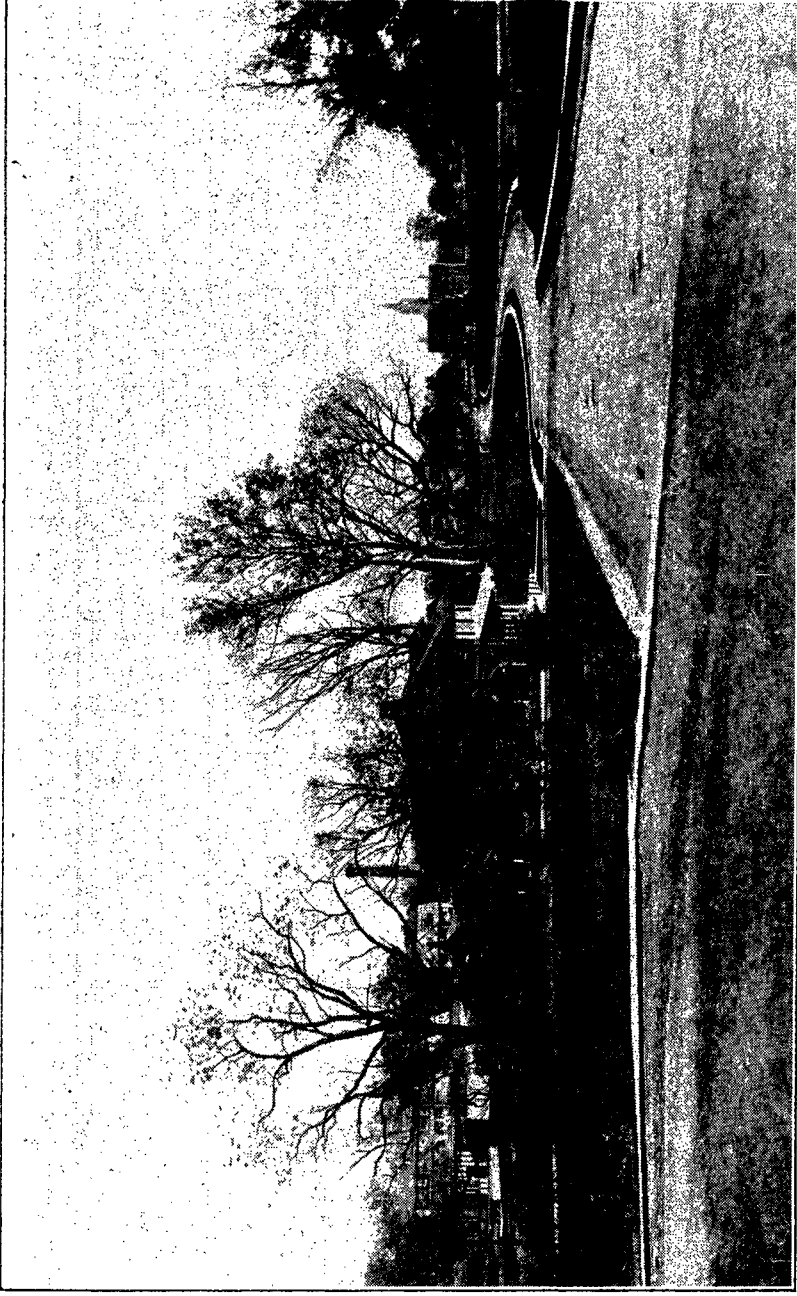
The exterior of the church was completed and the basement blessed on September 8, 1895. In 1896, the Rectory on Lancaster Avenue, next to the church, was built, and the interior of the main church was finished and dedicated on October 15, 1899.

The Parish School was completed in 1908, and opened for the children of the church. Next, the convent was built and the Sisters of Mercy took possession on August 15, 1914.

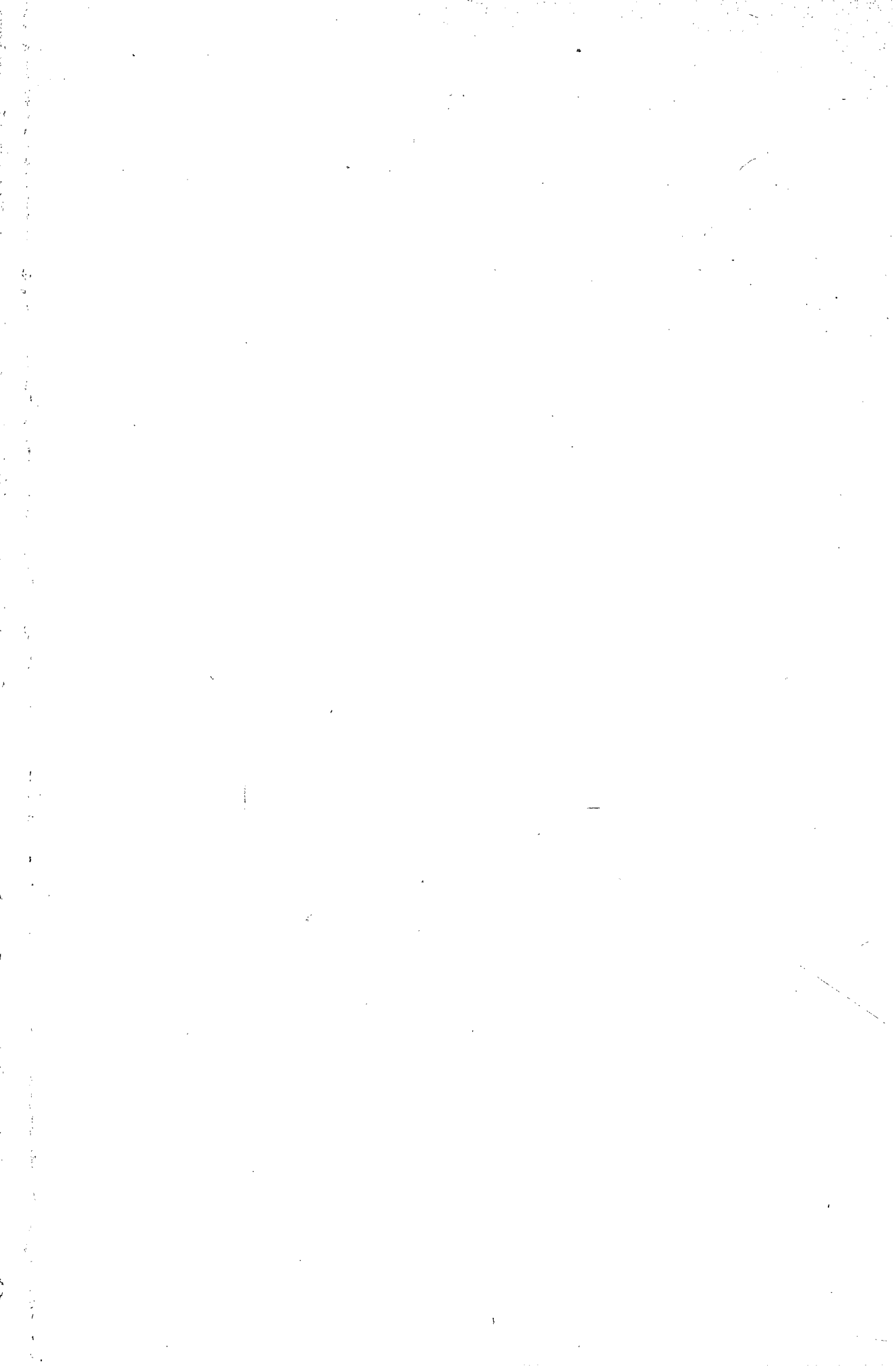
In 1918, the basement was remodeled, frescoed, and new marble altars and Grotto erected. The next year, the main church was renovated and frescoed. This was consecrated on May 17th by His Grace, Most Rev. D. J. Dougherty, D.D.

For many years, Msgr. Mullin did all the work himself, but as the Parish increased in numbers, it was necessary to have help, until now there are three assistant Priests.

In 1935, the entire exterior of the church was refinished. Situated as it is, on an elevation above Woodbine Avenue, this beautiful building is very impressive, just at the entrance of Overbrook Farms.



63rd Street in 1895, Showing Lafferty's Store in the Foreground, and Roman Catholic Church in the Distance.



THE MEMORIAL CHURCH OF ST. PAUL

Early in 1898, Mrs. D. N. McQuillen and Mrs. Edward G. McCollin called at the homes of the residents of Overbrook Farms to determine how many Episcopalians were living in their midst. They secured signatures to a petition to the Diocese, asking to have a church established in Overbrook Farms. The outcome was a small Episcopal Mission which began holding its services in February, 1898, at Miss Sayward's School, with the Rev. Cyrus Townsend Brady, Arch Deacon of the Diocese, in charge.

The Temporary Organization Committee was as follows:

	Dr. Edward Brooks, <i>Chairman</i>
	(First Rector's Warden of Church)
	Mrs. Edward G. McCollin, <i>Secretary</i>
Mrs. William Simpson, Jr.	Lewis A. Thompson
Mrs. D. N. McQuillen	Edward A. Casey
E. E. Cassell	W. Percy Simpson
	Prof. Warren P. Laird

The name of St. Paul's, Overbrook, was selected, and the Rev. Edwin A. Gernant was chosen first rector of the mission. Edward G. McCollin organized the St. Cecilia Choir, which sang hymns and chants accompanied by a portable organ. A building fund was started and the present church property purchased. Mrs. William Simpson, Jr., gave \$20,000 to erect a church building in memory of her husband. Accordingly, the name was changed to The Memorial Church of St. Paul, and the first service was held on December 25, 1899. The Rev. Cyrus Townsend Brady returned to Overbrook as the first minister of the church. The organ was also presented by Mrs. Simpson, as a memorial to her father, David Morgan, while the other fittings were provided by the congregation. The beautiful

stained glass windows were given as memorials by various members of the church.

The Parish House was built in 1900. The next rector was the Rev. John B. Faulkner, who came to the church in 1902 and remained one year, when the Rev. George C. Bartlett, D.D., took charge. The parish had grown to such an extent that it was necessary to enlarge the church and Mrs. William Simpson, Jr., offered to bear the expense. The building was increased from a seating capacity of 350 to one of 572, and the church re-opened on November 26, 1905. The Rev. William R. Turner came as rector in 1909.

The organ was rebuilt and enlarged in 1912 through the generosity of Mrs. Simpson, in memory of her father and mother. In 1918, the Rev. Robert Norwood, D.D., became the rector. Under his brilliant leadership, the attendance increased to such numbers that it was necessary to add transepts on either side of the church. The Rectory, which was built in 1920, was given by W. Percy Simpson in memory of his mother, Mrs. William Simpson, Jr.

The parish was fortunate in securing the Rev. Joseph Fort Newton, D.D., when Dr. Norwood left in 1926. The present rector, the Rev. C. E. Snowden, took charge in 1930. The Memorial Church of St. Paul has been especially noted for ministers of outstanding ability, beauty of its music, extensive charitable and missionary work, and a far reaching influence for good in the community.

For many years, the distinguished organist, Henry Gordon Thunder, A.G.O., has been the director of the chorus choir and solo quartette. In addition to the impressive music incidental to the regular services, many beautiful special programs have been given by the choir.

CHAPTER XII

SOCIETIES AND CLUBS

THE OVERBROOK BRANCH OF THE NEEDLEWORK GUILD

THE Overbrook Branch of The Needlework Guild of America, Inc., was started in 1897 by Mrs. J. Howe Adams, who was its first President. It hardly seems necessary to explain the purpose of this organization, whose slogan, "new garments for the needy," tells the story. Each member donates two new garments of the same kind each year (or money), and these are distributed among the worthy poor through various organizations. Mrs. Adams served as President of the Overbrook Branch from 1897 to 1900, when Mrs. Robert E. Pattison succeeded her. In 1904, Mrs. Joseph P. McCullen was elected President, and was followed by Mrs. James F. Lynd in 1909, who served until 1916. Mrs. Albert C. Barnes succeeded Mrs. Lynd, and served for ten years. In 1926, Mrs. Alfred M. Parks accepted the Presidency, and served until 1929, when Mrs. Edward Fell Lukens took the office and was succeeded, in 1933, by Mrs. George Emerson Barnes, who still holds the chair. Mrs. Albert C. Barnes has the position of Honorary President.

Overbrook, with its population of approximately 5,000, worked under the Town Organization until 1934, when it

reorganized on the Section or City Branch plan. From a small organization in its first year with 16 directors and a total of 457 garments and \$16.95 donated, the Overbrook Branch has reached the high point of 218 directors with a total of 18,087 garments and a special collection of \$601.91 in addition to \$473.14 for the regular fund. Compared with other branches of its size, Overbrook ranks third in a list of more than 700 branches.

THE CIVIC CLUB OF THE 34TH WARD

Early in 1900, a group of civic minded Overbrook Farms women met on the porch of Mrs. Edward G. McCollin's home and organized the Civic Club of the 34th Ward, as a branch of the Philadelphia Civic Club. Mrs. McCollin was the first Chairman of this organization, representatives from which attended the hearings of City Council and reported on measures introduced. Mrs. R. E. Gill succeeded Mrs. McCollin, serving as Chairman until 1912, when Mrs. R. A. Schoneman became the next Presiding Officer. Mrs. John Z. Turner followed her, and was succeeded by Mrs. Joseph B. Williams. Mrs. Eugene Matlack was the last Presiding Officer until 1926, when the club disbanded and the men's organization, "The Overbrook Club," carried on the civic work in Overbrook Farms.

The membership of the Civic Club of the 34th Ward numbered about 200 with very active committees in charge of the different branches of the work. The following list will give some idea of the accomplishments of this organization:

Secured a playground in connection with the Overbrook Public School.

Visited the schools and talked to the children on patriotism and civic responsibility.

Was instrumental in having sub-platform built at 63rd Street elevated station.

Worked against unsightly trash on streets, advocating covered containers.

Secured stop signs and signal lights at dangerous intersections.

Reported streets which needed repairing.

Had trees trimmed.

Had regular inspection of Overbrook Station for cleanliness and sanitary condition.

Obtained extra policemen in the Ward and was instrumental in having the booths built for same.

Established zoning.

Secured city street signs on all corners in the Ward.

Worked for better movies.

Sent 150 children away for the summer.

Gave out Christmas baskets and several tons of coal to the poor.

THE OVERBROOK WOMAN'S CLUB

On May 17, 1926, a group of Overbrook Farms women met for the purpose of organizing a Woman's Club. The Charter Members were as follows:

Mrs. Fred W. Aiken
 Mrs. Tello J. d'Apéry
 Mrs. Joseph J. Bailey
 Mrs. Charles Buckley
 Mrs. Lewis R. Dick
 Mrs. L. A. Faber
 Mrs. M. R. Gano

Mrs. Anthony H. Geuting
 Mrs. Joseph C. Heyman
 Mrs. Louis R. Meisenhelter
 Mrs. Joseph C. Meloney
 Mrs. Frederick C. Mencke
 Mrs. J. M. Nicholas
 Mrs. Albert L. Scholl

Mrs. R. A. Schoneman	Mrs. Dwight P. Thompson
Mrs. Daniel W. Simkins	Mrs. John Z. Turner
Mrs. Clarence Lynne Summers	Mrs. Samuel O. Wynne

Mrs. John Z. Turner was elected the first President and served until 1928, when she was succeeded by Mrs. Alfred M. Gray, who still holds that office.

The Club is non-sectarian and holds its meetings monthly through the courtesy of the Overbrook Presbyterian Church in their Educational Building, City Line and Lancaster Avenue. The purpose of the organization is two-fold; in the morning, the members sew on layettes for needy children, which are distributed through the Free Clinic, Visiting Nurse Association of West Philadelphia, Family Society and Milk Kitchen; while in the afternoon, following the business meeting, a program of a musical or literary nature is given.

In 1927, the Overbrook Woman's Club joined the State Federation, and began sending delegates to the conventions. In the ten years since its organization, the Club has grown to a membership of over 200, and the scope of its work has increased accordingly. A very active Junior Department is connected with the Club. There is also a Chorus, which began as the Club Choir of only seven members, and is now a large group under a professional leader. This Chorus gives two programs a year for the Club, and also makes radio and other appearances.

The following list will give some idea of the activities of the Club, in addition to the regular meetings, with their interesting programs:

Compiled a History of the First Year of the Club containing pictures of all Charter Members.

Each year made layettes for needy children in Philadelphia.

Sent layettes to Mississippi Flood sufferers and answered other special calls.

Distributed Christmas baskets and several tons of coal to the poor yearly.

Has given donations to the Needlework Guild each year.

Formed a lending library for members at a small fee.

Started a Club House Fund with the sum of \$500.00.

Paid yearly tuition of a girl in the Pennsylvania Institution for the Instruction of the Blind.

Exhibits held each spring by Flower Department, when members show flowers and plants from their gardens.

Assisted Art Alliance in their Broad Street Station flower booths, in collecting flowers for distribution among the sick.

Held monthly card parties at members' homes and other special entertainments to raise money for charitable work.

Garden Party for benefit of the Club given each spring by Mrs. Kunkel at her home.

Held Annual Luncheon of all members.

We regret that space does not permit mentioning the names of all the loyal workers, who have been instrumental in the growth and development of this organization. The Club is a vital factor in the cultural life of Overbrook Farms and its membership includes the representative women of our community.

The present officers of the Club are:

- President, 1928-36.....Mrs. Alfred M. Gray
- Vice-President.....Mrs. Lewis R. Dick
- Honorary Vice-President.....Mrs. R. A. Schoneman
- Treasurer.....Mrs. Archibald C. Eglin
- Recording Secretary.....Miss Helen Harris
- Corresponding Secretary.....Mrs. J. M. Nicholas
- President, Junior Club.....Miss Ruth Hazlett

THE OVERBROOK FARMS CLUB

The original name of our community organization was "The Overbrook Club," which was organized in 1896 to promote "friendly intercourse, to encourage field and other athletic sports, and to afford opportunity and means for co-operation and concerted action in the matters of local interest which affect the community at Overbrook, Pennsylvania, and vicinity."

The first Officers and Directors of the Club were as follows:

President.....	William S. Taylor
1st Vice-President.....	Charles H. Harding
2nd Vice-President.....	George E. Earnshaw
Secretary.....	Charles K. Yungman
Treasurer.....	Benjamin Ketcham, Jr.

DIRECTORS

Henry Pettit	J. H. Morice
William T. Galey	W. B. Paxson
Frederick McOwen	L. B. Whitney

Meetings of the Club members were held monthly in Overbrook Hall (second floor of the present McIntyre building), and consisted of a business meeting, followed by a social program. The Directors also met each month at their homes.

The members paid an entrance fee of \$5.00 and annual dues of \$10.00.

The Club applied for a charter on June 7, 1898, and the By-Laws were adopted on October 4, 1898, with a membership of 97 active and 7 junior members.

Entertainments of various kinds were arranged by the Club, and often the ladies were invited to attend. The annual meeting with election of officers was held the first

week in December. This was followed by a "Symposium." It is interesting to read the program of the celebration of the first birthday of the Overbrook Club, December 4, 1897.

The following Toasts and Responses were made:

"Overbrook" Responded to by Hon. Robt. E. Pattison
"Our Club" Responded to by Dr. Edward Brooks
"Our Sports" Responded to by Mr. John N. Morice
"The Ladies" Responded to by Mr. Henry Pettit

Speeches were made by Messrs. Evans, Hicks, F. Caven, C. H. Adams and Harding. The President read, "Finnegan's report to Flanigan." Mr. McCollin sang and the "Club Chorus" distinguished itself. The Meeting adjourned at 11:50 singing "Auld Lang Syne."

As the purpose designated, in addition to taking charge of all civic matters, the Club took an active interest in athletics. In 1897, a Tennis Association was formed within the Club, which was not limited to Club members, however. Also, a Wheel Club was organized as an independent branch of the Overbrook Club.

The Fourth of July celebrations were managed by the Club, voluntary subscriptions being given to cover the expense of the fireworks.

In 1898, the Club leased the property at the foot of Upland Way from 59th Street to Woodbine Avenue, and prepared it for athletic grounds, which it maintained until 1915, when country clubs and golf courses were the order of the day.

The Overbrook Golf Club, which was organized in 1900, was also fostered by the Overbrook Club. Club meetings and social activities then took place in the Club House there.

In 1913, the Overbrook Club had grown to a membership of 247, having the enthusiastic support of all the residents of Overbrook Farms. With the larger Club, the monthly meetings of the members were dispensed with, the work being carried on through the Directors at their meetings each month. The annual meeting and banquet of the entire Club gave an opportunity for the residents of Overbrook Farms to unite on a common ground. The entrance fee was abolished and the dues were reduced to \$5.00 a year.

With the extensive growth of Overbrook in general, in 1931, it seemed advisable to change the name of the Club to the "Overbrook Farms Club," and so designate the boundaries over which it had jurisdiction.

In every question of civic interest in the community, the Club has had the leadership, and has always stood ready to assist in all matters of a philanthropic, educational or cultural nature among its residents.

In 1897, it adjusted a schedule of steam heat charges with E. T. Stotesbury, then President of the Steam Heat Company, and has continually worked on behalf of the consumers to maintain fair prices. In 1917, when the charges were greatly increased, the Club arranged a hearing in Harrisburg and secured a rebate for all consumers.

Since 1898, the Club has had charge of the removal of snow from the pavements. At that time there was an additional charge for the snow removal, according to the size of the property and to the number of private paths to be cleared. Before the dedication of the streets of Overbrook Farms to the city, the Club removed the snow from the roads in winter and arranged for sprinkling them in summer.

With the growth of membership, the scope of the work increased, as is evidenced in the accomplishments here listed.

Secured a telegraph operator in the post office in Overbrook Station in 1898.

Arranged telephone connection for Overbrook Farms property owners in 1899, and regulated the running of the wires.

Arranged dedication of all the streets of Overbrook Farms to the city in 1899.

Secured a local voting place in 1900—formerly, the residents had to travel two and a half miles to vote.

In 1913, obtained an addition to the Overbrook School to take care of increased number of children in the district.

In 1914-15, waged bitter fight and kept Pennsylvania Railroad from building Malvern Avenue tunnel and freight yard at Woodbine Avenue, thus protecting Overbrook Farms and vicinity from great smoke and noise nuisance and resultant depreciation in value of property.

In 1917, placed special ornamental iron street signs at every corner in Overbrook Farms. Has since kept the signs painted and repaired.

In 1934, bought new snow broom to work in connection with plough.

Had periodic analyses of drinking water.

Saw that zoning laws and building restrictions were enforced.

Secured better car and train service to Overbrook.

Secured stop and caution signs for dangerous intersections, the Club erecting its own special signs in some instances.

Brought about better lighting of streets.

Obtained traffic lights at dangerous crossings.

Had defective sewer inlets and holes in streets repaired.

Saw that sidewalks were kept in good condition.

Arranged for trimming of trees.

Had hedges on corner properties removed or trimmed in order to give clear vision at intersections.

Had fireplugs in Overbrook Farms tested regularly.

Had loose manholes in streets tightened and saw that gutters were kept clean.

Secured additional police protection.

Opposed residents placing unsightly trash on streets and arranged for private collection.

Had any neglected vacant properties cleaned up.

Conducted mosquito extermination each summer for several years.
 Instituted campaigns against Japanese beetles, tent caterpillars,
 mosquitoes, flies and rats.
 Caused objectionable incinerators to be done away with.
 Secured proper numbering of houses.
 Worked for lower assessments on properties in Overbrook Farms.
 Had objectionable business signs removed.
 Investigated any outbreak of disease in the section.
 Secured the return of the post office in the station on two occasions.
 Placed bulletin boards at railroad station and on 63rd Street and
 inaugurated poster campaign against speeding, unsightly trash,
 objectionable dogs and cats, incinerators and other nuisances.
 Has given liberally to charitable organizations and the churches of
 Overbrook Farms for their poor and unemployed.

The Club has been faithfully and untiringly served by its
 Officers and Directors, who numbered among them the
 prominent professional and business men of the community.

The most complete list of Club Presidents available is as
 follows:

1896-1898.....	William S. Taylor
1898-1900.....	George E. Earnshaw
1906-1910.....	Nathan Davis
1910-1912.....	F. S. Drake
1912-1913.....	Leon S. Dexter
1913-1915.....	John Weaver
1915-1917.....	George W. Carr
1917-1920.....	Edwin H. Dunwoody
1920-1922.....	Justin Peters
1922-1926.....	Harley T. McDermott
1926-1929.....	Frederick A. Blount
1929-1934.....	Judge Utley C. Crane
1934-	William Wallace

Following are the Officers and Directors for the year 1935-36:

PresidentWilliam Wallace
1st Vice-President.....Charles P. Vaughan
2nd Vice-President.....George L. Parker
Secretary, Treasurer.....Edwin H. Dunwoody

DIRECTORS

Dr. Tello J. d'Apéry	Edward Fell Lukens
E. C. Dixon	David J. Smyth
A. H. Englund	Frank Street
Percival Johnson	Maurice V. Sweney
	Paul L. Wolfe

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COLOPHON

*"Though an angel should write,
still 't is devils must print."*

—MOORE: *The Fudges in England*

THE type used for this book is a modern adaptation of the face created in the infancy of printing by that master designer and first type-founder, Claude Garamond, of Paris. Garamond was born (about 1528) during the Golden Age of French typography, lived to see his creations adopted throughout the civilized world, and died poverty-stricken in 1561.

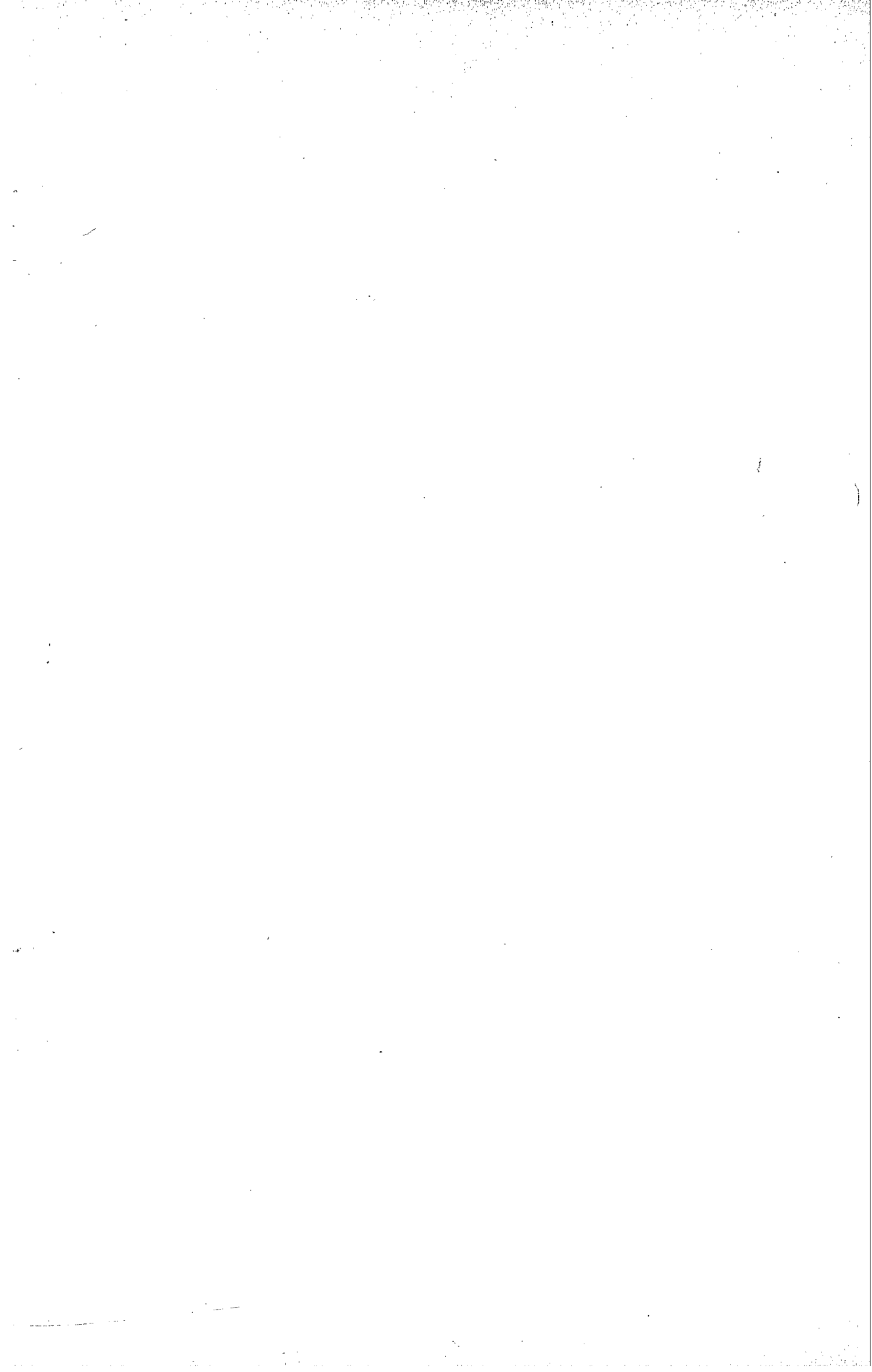
Garamond dealt the death-blow to black letter types by designing his famous Roman types. He did not copy the handwriting of the scribes blindly, but created as the true artist an entirely new type style, perfectly suited for reproduction on paper by the printing press.

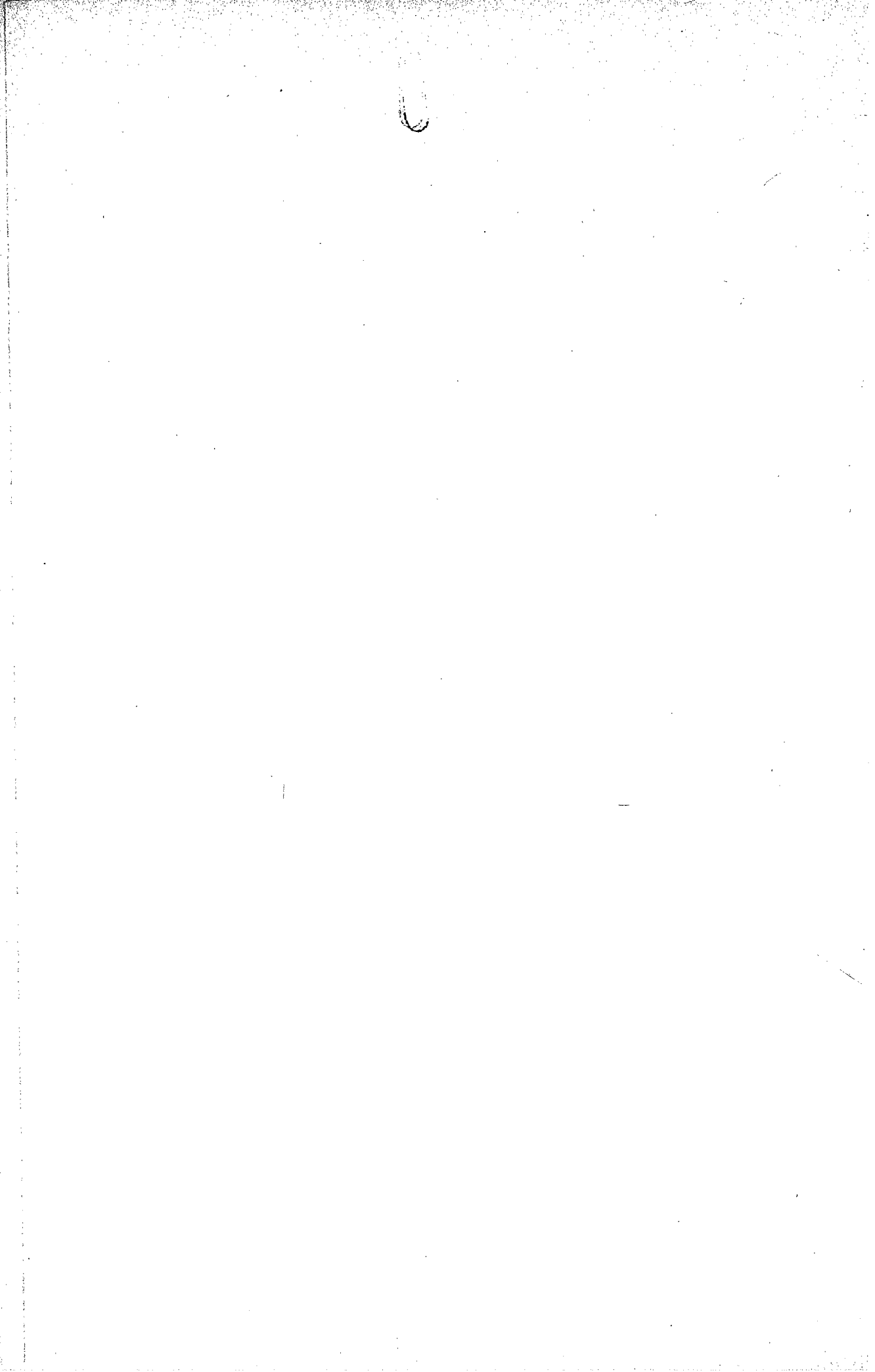
The paper for this book, 160-pound white antique and plate finish Cloudweave, was made at the mill of W. C. Hamilton & Sons, of Miquon. 12-point Garamond on 14-point body, set on the Intertype by John C. Meyer & Son, was selected for the text.

The entire work of printing this book, two pages at each impression, 23,090 impressions in all, was done on an old hand-press by hand labor. The book-binding was executed by Murphy-Parker Company.

The make-up and typography of "OVERBROOK FARMS" was designed throughout by George W. Magee, Jr., and printed under his direction at The Magee Press, in historic Overbrook Farms, Philadelphia.

Three hundred copies of the first edition were printed as described above, in which series this book is registered and numbered









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