

HISTORY OF LANCASTER COUNTY'S HIGHWAY SYSTEM

(From 1714 to 1760)

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The writer purposes to set forth and to discuss herein, a history of the roads and highways of Lancaster County, Pennsylvania from 1714 to 1760, that being the scope of the records of the said roads contained in Dockets Nos. 1 and 2 (re-copied) of the Court of Quarter Sessions of the said County. Of course, the county not being in existence, prior to 1729, the only evidence and history of the existence of roads here, prior to that date, are found in the references made by petitioners for roads etc., stating how long such roads have been in use as "customary roads" etc. Then, too, part of the history, which shall follow, has been collected from the Road Records of Chester County, which contain the road proceedings in the laying out of several of our early roads, while we were part of Chester County. Such records go back to 1719.

We shall find in these records several references to "customary roads." These were roads, which sprang into being simply by being used as needed roads, without any legal proceeding being first resorted to in order to lay out the same. There is no doubt that there was, from the beginning, a considerable net-work of such roads and that many of those customary roads, have been in existence and in use to this day and have long since ripened into legal roads. "Old Peter's Road" was one of these. I shall also mention others as we go forward with this discussion. It will be apparent, also, that when the term of twenty-one years was well running along, at the end of which the "customary roads" would become "legal roads," many land owners began to fence up the wagon tracks or roads over their land and required the public to apply in a lawful manner, to have roads laid out. Several instances which will follow, in this paper, will prove this. It is noticeable, also, that the Scotch-Irish of Lower Lancaster County were more active in having roads laid out early than the Swiss were. Their tracts were not so large as those of the Swiss Mennonites of the central belt of the County. The cutting of their land was more keenly felt. They were more inclined to stand on their rights also. The Mennonite farms, containing 250 or 500 or 1000 acres, with allowances and generally rectangular or at least frequently so, the boundary lines of the farms were convenient places for "customary" driving. Then, too, the Swiss seemed much inclined to be neighborly among themselves and among their neighbors and accommodated one another without resort to legal process.

I desire, also to make it especially prominent that, practically all the roads laid out here, were called for (in the petitions to Court, to have them surveyed, etc.,) for the purpose of access to churches and to mills. Next, in importance to these two objects, was the desire of access to markets. These three purposes and desires were the reasons for practically all of the early roads laid out. The mill was the most frequent reason given and the church next. The markets of Lancaster, Philadelphia, Christiana Bridge, near Wilmington, and of North East, at head of Chesapeake and of such places as Rock Run in Maryland, etc., were the objective points for purposes of trade.

Among the prominent mills were Buckley's and Moore's Brothers on Octoraro; Smith's (afterwards Groff's) on Beaver Creek about New Providence; Jacob Bear's (afterwards Myers') on Carter's Creek, at Oregon, Abey's, Stoneman's and others. These determined several roads. One or two forges had determining influences also.

The Episcopal and Presbyterian Churches also, put in calls for roads. The Mennonites did not appear to do so, though they had more churches than all other sects in the early days.

There are no calls at all, for any roads to get to "public houses" or taverns. And yet the public houses were among the most valuable and necessary places, used for transaction of public business, twenty years later in the Revolutionary War times. The reason is evident. There were no public houses of note until after the roads were first in existence. When the roads were well established, then the public houses sprang up on them, to accomodate those who used the highways.

Nearly all the towns of our county owe their existence and place of location to the mills and churches, which called the roads into being and which were important places at the termini of the roads. The villages sprang up at the termini and at the intersection of these roads (when the roads came into existence) and along their routes. This we should not forget. The mill was the most important improvement, at the beginning of our settlement in a civil sense and the millers were the lords of the land. We notice also, that the mills were not numerously built on the largest streams where the greater power could be had, but on the tributaries and on the smaller head waters. It was too costly to build dams on great streams and then, to, there was more fall in the tributaries and toward the head of the streams, farther up stream.

This treatise is accompanied by a map, illustrating where the 93 roads to be herein discussed are located. On the map, the year in which each road proceeding was begun, is indicated by the side of the road and the number of the docket and the page where the record is found, are also similarly indicated. Thus a road laid out in 1730 and recorded in Docket 1, page 45 is indicated, on the map thus "1730—1-45." By this means any of the road records may be found in full on the docket, etc. The discussion herein is in abbreviated form—simply sufficient to identify the roads as they are today and to indicate who lived along their course and to give such other information as may enable the reader to grasp the story of our county's roads down to 1760.

The map is accurate. Though it is only nine inches square, it was first produced six feet square on a scale of 220 perches to an inch; and each road was carefully drafted upon a separate strip of paper on the same scale as the map from the courses and distances in the dockets set forth and then placed properly on the map. The end of each course in this line of the road was pin-pricked from the paper to the map. Care was taken, also to see that the "calls" for crossing of streams, township lines and other roads, and the "calls" for mills, hills, etc., in the records, should fall in the map at the proper places upon such streams, other roads, township lines, etc. This required all the streams large and small, etc., to be placed accurately on the map.

The map, with all the records drawn upon it and the towns etc., located and named, was photographed one foot square and finally half-tone plates were made 9 inches square from which the map was printed. The scale of miles in the large map was 220 perches to an inch and in the small one is 5 miles to an inch.

It is to be regretted that, a reading glass must be used to read the map, but it will amply repay any one interested in the subject to so read

it, because a wealth of accurate information is contained on it and it is a complete key to the first two volumes of road proceedings of our County.

Finally I desire to call the reader's attention to the sentiment contained in the story of our early roads. Daily, all the people who moved about from place to place used these narrow avenues, either singly or in groups to govern their movements. Our property is private and those who desire to go from place to place, must use these avenues or highways to do so. Happy groups, on outings, picnics, weddings, etc., used them. Reverent groups going to places of worship used them, sad processions going to funerals used them. Ambitious people in quest of fortune, trade, etc., used them. Children by thousands tramped over them to school. In fact the life, activity, the heart throbs of the masses of the county used them for generations and we are using them today, (many of them) in the same place where our fore-fathers used them nearly 200 years ago; not in the same way, but not more joyously than they used them.

With this general discussion disposed of, I now enter upon a running history, in epitome, of the roads of our great county, from the beginning down to 1760. I hope to add at a future time those additional roads (at least the longer ones) which were laid out and opened, by law, from 1760 down to the Revolutionary War.

A brief history of the said roads in chronological order, will now be set forth.

1714—GREAT CONESTOGA ROAD

The earliest public road extending across Lancaster County, is that leading from the neighborhood of Christiana by way of the Gap, and north of Strasburg, by the Great Spring, through Willow street, on to Rock Hill, about 19 miles long. It was known as the Great Conestoga Road. It dates back to 1714 as a "customary road." It was the subject of public attention from 1721 onward and was formally laid out in 1734. Its history has been fully discussed in the pamphlet of June 1908, of our society's proceedings. Edward Daugherty lived on this road about six miles west of Gap and about two miles north-east of Strasburg. Daugherty's was the point from which an important road began, leading to Buckley's mill, on Octorara, about two and a half miles south of Christiana. Other intersecting roads also joined at Daugherty's. It is strange that a town did not begin to grow there.

West of Daugherty's about $2\frac{1}{4}$ miles, this road crossed Pequea creek at Haines' run or near it. This run retained its name down to 1824 at least, when it appears in Scott's map of Lancaster County, of that date. The crossing was about half way between Strasburg (western end) and Lampeter Square. It is near the site of the Edisonville light plant, above the old woolen mill, where the present trolley line crosses the Pequea. About two and one-sixth miles west of this Pequea crossing, the draft of the road calls for the "Great Spring". This spring is at the intersection of the late Big Springs and Beaver Valley Turnpike, with the old Conestoga road, and the point is about said distance, northwest of the specified Pequea Creek Crossing. It is known as the Herr Spring. There is another Big Spring on the same road about two-thirds of a mile nearer Pequea. These springs are sources of two of the small branches which form part of a considerable tributary of Mill Creek lying to the northward.

NOTE:—The author has had a map made similar to the one herein inserted, on a scale of 2 miles to an inch, ($22\frac{1}{2}$ by $22\frac{1}{4}$ inches in size and printed in contrasting colors), which may be had at the cost of production on application to him, at 48 North Duke street, Lancaster, Pa.

No other point is called for, on the draft of old Conestoga road west of Great Spring until the Conestoga creek is reached, at Postlethwaite's, now Rock Hill. Later this road was changed and shifted southward along a considerable distance so as to pass through Strasburg. This road was not a "King's Highway," such as were laid out by Council, but efforts to make it such were put forth in 1718. (See 2 Col. Rec. 43) and also in 1721 (See 3 Do. 142.) Yet the road was known as a "Great Road" and it was often before Council. Therefore in 1733 it is not surprising that it was called "the King's Road" below Edward Daugherty's" (Docket 1 p. 83) by the viewers. That they viewed the Great Conestoga Road is plain from page 73 of the same docket, where the petitioners ask for a road from "Conestoga Road below Edward Daugherty's". We have seen above that Daugherty lived on the Great Conestoga Road.

The petition for Great Conestoga Road may be found in re-copied Quarter Sessions Docket No. 1, p. 89; and the draft of the same on page 99. The dockets cited in this paper are the re-copied dockets and they are paged somewhat differently from the original dockets. The dockets will be cited simply 1 D, for docket No 1, 2 D, for docket No. 2, etc., followed by the page or pages intended.

In many cases the original petitions with the lists of petitioners may be found in the said Quarter Sessions files, but practically no early drafts can be found.

1717—OLD PETER'S ROAD

It is impossible to state when the Old Peter's Road became a well defined bridle road or wagon road across the northern part of our county. It was so named because Peter Bizellion, a French Indian trader used that course in conveying furs, etc., from the Susquehanna to Philadelphia.

He made application to be licensed as an Indian trader in 1712 (2 Col. Rec. 545) and by 1717 was a well-known trader and interpreter (3 Do. 19). Therefore, it is safe to say that by 1717, this trail had become a trader's road.

Its location is definitely fixed by being adopted as the boundary between the townships of Penn, Warwick and the Earls, on the north, and of the townships of East Hempfield, Manheim and the Leacocks on the south of it in the laying out of the original townships of our county in 1729. (See 1 D. 8 etc..) This locates the said road, west to the eastern branch of Chickies Creek. It is said in some old works that, west of the said creek, beginning at the Susquehanna river it lay where the present boundary between Mount Joy and the Donegal township is located and that then it ran eastward across Rapho, to the Penn and Hempfield Township line. The eastern end of the road (from the Salisbury Twp. line,) courses southeasterly and intersects the Provincial or Old Philadelphia road at or near Spring Garden.

Very little more need be said of it except to notice that in 1739 a road was laid out close by it, parallelling it and at intervals crossing and recrossing it, leading from Spring Garden in Salisbury to Penryn in Penn Township. (See 1 D. 300.) In the petition for review of this road, it is suggested by Court that Old Peter's Road may be used, no doubt as part of the course of the proposed new road (See 1 D. 293.) The petitioners refer to it as the "old road made and used in early times". Peter's road is another apt illustration of a "customary road." Peter Bizellion and his wife Martha, lie buried in Compass church-yard on the Lancaster County eastern terminus of the "Old Peter's Road."

1719—ROAD LOWER OCTORARA TO CHRISTIANA BRIDGE

The oldest road in Lancaster County laid out by order of Court is one recorded to August sessions 1719 of Chester County Courts. Lan-

chester County was then part of Chester County. The courses and distances of this road cannot be found now. But it began in the neighborhood of Peters Creek, near Susquehanna and trended eastward over the Conowingos near their junction, below King's Mill and on eastward across Chester County to the Christiana Bridge near Wilmington. It is referred to in the records as a road from the west side of James Askin's land, thence across Octorara and by the Meeting House, etc. It is No. 112, of the Chester County records. Rupp refers to it in a note, page 42 and says it extended through Lancaster County "to the fording place at Octorara at old Shawanastown, thence over Octorara along the Indian path, etc., Aug. sessions 1719". As it would lie on the same course occupied by a road running eastward across lower Conowingo we have marked only part of its course in the map.

1724—ROAD, HEAD OF PEQUEA TO NOTTINGHAM

In 1724 a road partly in now Lancaster County was laid out by the Courts of Chester County, beginning at a lime-stone rock, at the head of Pequea Creek. It may be found in Vol. 1, p. 156 of the Chester County Road papers, and its location is in a like manner indicated on the map. Its course is almost due south. It begins in now Salisbury Township and crosses the great Conestoga road 1100 perches or nearly $3\frac{1}{2}$ miles south of its beginning point and about the same place it crosses into Chester County, through "White Oak Springs" and on to John Churchman's and about a mile farther south connects with the road from New Garden to Nottingham. It was nineteen and five-sixth miles long.

1726—ROAD CONESTOGA CREEK TO LAPPS (CO. LINE.)

In the Chester County Court, in 1726, while we were yet a part of that county, a road was laid out from the Conestoga Creek beginning 20 perches below the point where the Cocalico enters near the line between Upper Leacock and West Earl Townships, and practically on the site of Old Peter's Road (See Volume 2, No. 6 of Original Papers.) It followed the general direction of the Peter's Road, but before crossing Pequea creek it struck quite south of Peter's road. This is apparent on the map. The course is south-eastwardly. After proceeding about $2\frac{1}{2}$ miles (780 p.) it reached Martin Bear's land, whose residence was about two miles east of Jacob Bear's mill at Oregon. About $3\frac{1}{4}$ miles southeast of Bear's on this road (1036 p.) Theodorus Eaby's land began and a mile farther on (321 p.) it crossed Mill Creek at Eaby's Mill. At a distance of 1361 perches farther on about $4\frac{1}{4}$ miles it reached Henry Cowan's land.

I here remark parenthetically that David Cowan in 1729 lived on Old Peter's Road at the point where Salisbury, Leacock and the present Earl Townships meet. I do not know what kinship he bore to Henry Cowan. He lived northeast of Henry. After proceeding southeasterly beyond Cowan's about $2\frac{1}{4}$ miles the road took an abrupt northeasterly course for nearly $1\frac{1}{2}$ miles to the Pequea Creek at Dan. Cookson's. It then proceeded south-eastwardly about four and three-quarter miles farther (1482 perches) to the county line, near Lapp's, below Compass. The course from Cowan's to Cookson's are 1177 perches in length.

The fact the Old Peter's Road, the Bear's Mill Road, the Road to Penryn and this road of 1726 all traversed the same strip of territory shows that there was great importance attached to and development in this section across the three valleys of Pequea, Mill Creek and Conestoga. The road we are considering is the earliest of the long roads, laid out by court in our region. Upper Conestoga was awake.

1729—ROAD, MOORE'S MILL TO WHITE CLAY CREEK ROAD

In 1729 inhabitants of Sadsbury then partly in both counties, petitioned for a road from Moore's Mill on Octorara to the road that leads to White Clay Creek. The same may be found in Docket A, page 22 of the Chester County records and it is known as No. 49 in volume 2 of Original Road Papers of that county. It is briefly set forth as beginning at Thomas Moore's Mill in Sadsbury Township and ending at a black oak by the road that leads to White Clay Creek landing. It lies in Sadsbury, Fallowfield, E. Nottingham and London Grove Townships. It led in a southeastern direction to White Clay Creek below Wilmington. I mention it here because it was part of the system of our roads leading to navigation on the Lower Delaware. Thos. Moore on Octorara was at or near our Christiana.

1729—ROAD SUSQUEHANNA RIVER TO COOKSON'S.

In 1729, while our Court was still meeting at Postlewaite's, inhabitants of the county declared in a petition to the said Court that a highway through Hempfield Township, from the first surveyed land near Susquehanna to Christian Stoneman's Mill and from the said mill to Daniel Cookson's at the head of Pequea, was necessary and they asked that viewers be appointed to lay out such road. The court appointed viewers, (1 D. 17). No report or return of the viewers appears of record. However as the Columbia region was settled before 1729, a "customary road" was surely in use, from the beginning. We shall, however, see that five years later, a road was formally laid out (1 D. 100) at this place.

In 1753 Conestoga Citizens petitioned for a review of a road from Christian Stone's Mills in Conestoga Township to Caleb Worley's on the Gap road in Bart Township and such reviewers were appointed. There is no record of a return of the original road (2 D. 4 & 8.)

1730—ROAD, TAYLOR'S MILL TO NORTH EAST

In February, 1730, Samuel Taylor, a miller, filed a petition in Court setting forth the necessity of a road from his mill to navigable water and that the head of North East is the most convenient for trade. He asked that viewers be appointed to lay out such road, and the court appointed such viewers. The petition sets forth that if the road applied for be laid out to the Great Road which goes to Henry Reynold's Mill in Chester County, that would suffice (See 1 D. 24). We cannot find any return or survey made by the viewers. Just where Samuel Taylor's mill was is not certain. Buckley's Mill, a short distance south of Christiana, was known as Taylor's Mill (2 D. 70) at a later date; but it is not the Taylor's Mill referred to at this date, 1730.

1730—ROAD, HEAD BEAVER CREEK TO OCTORARA CREEK

At the February Court of 1730, at Postlewaite's, various inhabitants of the county petition that a road may be laid out by Court from Beaver Creek west of John Kyle's along the valley to the bridge over Octorara Creek above Caleb Pierce's, through Sadsbury, to the County line (1 D. 23). The court appointed viewers and a road was laid out by them (1 D. 25). This road is very interesting. It is 10½ miles long. It lies through "the valley" and is near where the present valley road from Quarryville, past Middle Octorara Presbyterian Church and on to Green Tree and to Christiana, now lies. However, much of its course does not correspond with the present road. It begins in the neighbor-

hood of Carmargo and curves southeast into the Quarryville section and then on easterly through the valley. See its course on the map.

While the petitioners call the beginning point Little Beaver they refer to Big Beaver, because they specify the beginning to be west of John Kyle's. John Coyle's or (John Kyle's) is the northwest corner of Eden Township (1 D. 8.) and that point is on Big Beaver Creek. Little Beaver is a considerable distance northward and not in Sadsbury Township. None of the residents along the course of this road are noted, so that it does not mention Middle Octorara Church and therefore likely passed some distance away from it. That church was organized before this time. The ending point of the road is above Caleb Pierce's on Octorara. There is no way of locating this point, but the courses and distances set forth starting from the head of Beaver Creek, place it somewhere near where the present valley road reaches the Octorara, a mile or less below Christiana and considerably north of the Noble road. It must not be confused with another road from head of Beaver (Smith's Mill) to Octorara which we will discuss later. (1 D. 308-314). The last named road trends almost due southeast, while the road we are now considering runs for most of its course somewhat north of east.

It may have been a part of this road which was complained of as of small use and as being burdensome in 1733 (1 D. 73). It began some where near or maybe above William Smith's mill on Beaver Creek. At any rate, at the court last mentioned the road laid out from Smith's Mill to David Templeton's on Octorara was said to be of small use and burdensome to the petitioners "many of the inhabitants of Sadsbury." It therefore seems that they were complaining of a road passing through Sadsbury and desired one extending southward from the upper Beaver valley instead of one running eastward. The viewers were ordered to decide whether a road to Rack Run (Md.) would be better than one to Octorara. The road complained of, however was one leading from Smith's Mill to David Templeton's on Octorara and not one leading to Caleb Pearce's. The viewers did not say they laid out the road to Pierce's, but they say they laid it out to Octorara (1 D. 25). The fact that they first swung southward and then struck north-east to Octorara, looks like an effort to accomodate people southward and people to the eastward.

1730—ROAD, SMITH'S MILL TO TEMPLETON'S ON OCTORARA

It is evidenced that there was a public road "laid out" from Smith's Mill at the head of Beaver Creek presumably across Sadsbury Township to David Templetons on Octorara. In 1733 many inhabitants of Sadsbury complained that this road is useless and burdensome and they asked to have a road laid out from said Smith's Mill to Rock Run in Maryland (1 D. 73). The court appointed viewers and directed them to determine whether such a road will supply the one they complain of. The road they ask for would likely trend south-easterly perhaps down west branch of Octorara and there meet a main Chester County road to or toward Rock Run. It seems that instead of an outlet to the east from Smith's Mill, they desired one to the southward. The application was evidently made by a large petition. The original petition cannot be found nor is the same copied in the docket.

1732—ROAD, DONEGAL CHURCH TO LANCASTER

There seems to have been a lull of about two years subsequent to 1730 in road application after that praying for a road beginning at the head of Beaver Creek was made. The Donegal section of the County

next applied, in 1732 (1 D. 58). The road prayed for here was to be come a section of the future Great Road from Harris Ferry to Lancaster. The record sets forth that divers inhabitants of Donegal petition that persons may be appointed to view and lay out a road from the Meeting House in Donegal to the town of Lancaster. The court appointed viewers. The records do not disclose any report made. Later there was a road from Logan's Ferry on Susquehanna leading by Donegal Meeting House to the Main Harris Ferry and Lancaster Road (2 D. 24). This was in 1742. It was not an out-growth of this application of 1732 and therefore it will be treated as a separate road. Whether for 10 years after 1732 these people used a "customary" road to Lancaster, we cannot tell; but from the silence of the record they likely did so.

1733—ROAD, SMITH'S MILL TO ROCK RUN

It is evident that Rock Run in Maryland was a very important point, to the growing population of central Lancaster County and especially to those of the south-central and southern sections. It was a point on one or more of the Great Roads of Maryland, leading to Christiana Creek near Wilmington to the eastward; and to north-east at the head of "navigable waters" on Chesapeake as many references show.

William Smith owned a mill at the head of Beaver Creek at or near present New Providence, at least a distance farther down the stream than Carmargo. It was in Martic Township (1 D. 73) now Providence.

At May Court 1733, he and divers others of his neighboring inhabitants petitioned for a public wagon road from his mill to Rock Run in Maryland for the encouragement of trade. They set forth the great necessity for such road. The court appointed viewers to lay out such road if they saw fit; but there is no report on file of their action. They may have refused it. It was not until four years later in 1737 (1 D. 241) that a road was laid out passing not far from Smith's Mill to or near Rock Run. It was the Great Lancaster to Mount Pleasant Road, over 23 miles long.

At this same court another petition was presented in connection with this road application signed by "many of the inhabitants of Sadsbury township complaining that a road already laid out from Smith's mill to David Templeton's on Octorara was useless", and they ask that this road substitute it. There is no record of a road so laid out unless it be that above referred to from Beaver to Octorara (1 D. 25). However there was such road and it seems to have been one "laid out" and not a "customary road". Just where David Templeton's was on Octorara there is no means of stating accurately.

1733—ROAD, DOUGHERTY'S ON CONESTOGA ROAD TO BUCKLEY'S ON OCTORARA CREEK

One of the most important early Mills was James Buckley's on Octorara Creek, about 2½ to 3 miles south of Christiana. It was the terminus of several roads. It was afterwards, (circa 1749) known as Taylor's Mill, as we have said. James Buckley and his family of Sadsbury must not be confused with the later iron-master, Buckley of Salisbury at Buckley's Forge. James was a miller. In 1731 James Buckley was granted a warrant for 200 acres and allowances on Octorara Creek, (Vol. 19 of 2nd Series of Pa. archives p. 762) to build a mill "as well for merchants as the country trade." It was surveyed to him where he had already built a mill on Octorara Creek (Taylor Misc. Vol. 15, No. 3083.) His patent for the land is found in Patent Book A, Vol. 6, p. 362 and it describes the land as partly in Lancaster and partly in Chester

Counties. It is bounded on the west "on the skirt of a barren mountain and on the south by John Devore's land". I cite this simply because of the importance of the old mill property.

At May Court 1733, James Buckley (Miller) and many of the neighboring inhabitants petitioned the court praying a public wagon road be laid out from Conestoga Road below Edward Daugherty's to said Buckley's mill on Octorara, and it being made appear to court that the mill is likely to be of considerable advantage to the inhabitants of the county, the court appointed viewers to lay out such road if they saw fit. Among the viewers was Buckley's neighbor John Devor (1 D. 73).

The viewers made their report to November Court (1 D. 83) setting forth the courses and distances of the survey, but not mentioning any intervening points. It was nine miles long. It is described as a road from the "King's" road, below Edward Daugherty's to Octorara near James Buckley's Mill. I call attention to this point because the "King's" road here means the Old Conestoga Road and not the Provincial Road or King's Highway from Lancaster to Compass church, etc. I have mentioned before why the word "King's" was used. It is well known that Daugherty did not live on the King's Highway, but on Conestoga Road. Indeed the King's Highway was not completely laid out at the time this Buckley road report was signed. Adoption of it was filed at this same court (1 D. 84).

1733—KING'S HIGHWAY—LANCASTER TO COMPASS CHUDCH

The "King's Highway" has been fully written up in the proceedings of our Society and much cannot be added. It begins at Lancaster Court House and extends by an almost straight line eastwardly to the county line and on to Philadelphia. Not many points or owners of land are set forth on the draft (which appears in Vol. 3, Colonial Records, p. 521) except Conestoga Creek, Mill Creek, Cat Trail Run and Octorara.

This highway was laid out by the Provincial government and not by the County Courts as common roads were laid out. The report of the survey and draft was made to Council. After this was done, it was confirmed by the Governor and Council. The action was certified to the Quarter Sessions Court inter alia of Lancaster County (1 D. 84) and the court ordered the road to be forthwith cleared and rendered commodious. Orders were issued to the several supervisors to open and clear the road on the north side of the marked trees at least 30 feet wide to grub the under brush 15 feet wide and make bridges over swamps to make it safe and passable for wagons.

1734—ROAD, GAP TO CONESTOGA (RELOCATED)

At February Court 1734, upon the petition of many inhabitants setting forth that there had been a public road laid from the Gap to Conestoga and had for near twenty years past been found very convenient for the inhabitants, but that it was not confirmed by authority and was liable to continual alteration and was almost impassable for want of repair; asking for appointment of viewers to lay it out by courses and distances and to make alterations and to extend it on from Pastlewaite, to Blue Rock on Susquehanna, viewers were appointed. (1 D. 90.) These viewers made report, setting out courses and distances to May Court 1734 (1 D. 99). All these proceedings and the complete history of this road appear in our Society's proceedings as we have before stated.

1734—ROAD, HARE'S MILL TO GREAT SPRINGS

At May Court, 1734, many inhabitants, frequenting Hare's Mill on Pequea asked for a road to be laid out from the Great Spring, on the

Conestoga and Gap road, to the said mill. The court appointed viewers (1 D. 98). This jury reported they could not agree nor perfect the road (Do. 107). The proceeding was not completed at this time. In 1736 the viewers were ordered to proceed and finish their task (D. 182). A little later (Do. 188) the viewers made report that they laid out a road from the said King's road leading from Conestoga to Gap, to Emanuel Hare's mill and their report was judged deficient and imperfect accordingly other viewers were appointed. This road case was appealed to the Supreme Court and finally confirmed by that Court (Do. 216.) There are, however, no records at all of a return made by the viewers nor of any other proceedings in existence anywhere as to it. It seems to have been the present Hunsecker's Mill, once Haverstick's, which was then owned by Emanuel Hare. The road was apparently what was afterwards a part of Big Springs and Beaver Valley Turnpike. (See map.)

1734—ROAD, WRIGHT'S FERRY TO LANCASTER

In 1734 John Wright, Esq., filed a petition in Court setting forth that formerly a petition signed by many inhabitants was presented to Court asking that a road be laid out from Lancaster to Susquehanna near Wright's plantation, which petition was approved; but as there was no established ferry, it could not be known where to lay it out, and it was deferred. But the Governor, having since issued a patent for said ferry, and appointed a place of landing on said Wright's land, viewers were therefore asked for and the same were appointed. (1 D. 89).

At May Court, same year, (1 Do. 100) the viewers made a return to Court that they laid out said road and returned a draft of it. The court approved the same. The courses and distances are not recorded and the draft cannot be found. However they state that it began on Susquehanna at the dividing line between Wright and Blunston. There is no record of the first proceedings in this road case, the proceedings which Wright in his petition refers to.

1734—ROAD, KING'S MILL TO OCTORARO.

At May Court, 1734, viewers who had theretofore been appointed presented their return of a road from James King's Mill to the County line at Octoraro. This road was only about six miles long, but all the Conowingo region where it traversed was a very active district at this time, (1 D. 98). The petition for this road was filed at February Court, (Do. 90). They asked that the road lead to the Nottingham road that leads to Christiana Creek. The report refers to the Conowingo as Little Conowingo. This is an error, since King's Mill was on Big Conowingo, as many references prove. One of the points called for is a branch of Raccoon Creek. This call will correspond with the position of Raccoon Creek if Big Conowingo be taken as a starting point. Raccoon Creek is still called by that name in Scott's Map of 1824; and it is so known to this day. Later this road was reviewed and, in fact, another road made of it, crossing the Octoraro, farther south, at Mile's Ford. (See D. 132 and 228).

1734—ROAD, GAP TO JACOB BEAR'S MILL.

At May Court, 1734, a petition of the inhabitants of Leacock Township was presented, setting forth the necessity of a road from Richard Beeson's land to Andrew Moore's mill on a branch of Octoraro in Chester County, and asking for viewers to lay out such road. They were appointed and ordered to lay out a road from the King's Road to Philadelphia, (Old Philadelphia Provincial Road) to the Conestoga road. (1 D. 89). These viewers reported at the August Court (1 D. 107) that they

deferred acting and prayed that other persons be appointed and that alterations should be made in the order of Court. The Court appointed others and ordered them to lay out a road from Great Conestoga road to King's road and crossing the same to extend the same north-westwardly near the south corner of Richard Beason's land, (in order to accommodate a meeting house for worship), and from thence, if need be, to Jacob Bear's mill.

This Jury of View evidently made a report to November Court, which must have been displeasing and unsatisfactory, because at the same Court, (1 D. 110) in a petition stating that a road had been laid out "from Conestoga Road to Richard Beason's land" a number of inhabitants pray that a review of the same may be had, and viewers were appointed to alter it if necessary and to extend it to Jacob Bear's mill.

It would seem that these viewers were prematurely appointed and that they or others, were appointed at February Court, 1735, or that they made a report to February Court, 1735, and other viewers were appointed for another review at that same February Court because, in May 1735, (1 D. 123) reviewers who state that they were appointed at February Court to review the said road, make return of the courses and distances of a road from a branch of Octoraro Creek to Conestoga road and from the Conestoga road near Gap to Bear's mill. The reason the matter is indefinite is that, the record of the February, 1735 sessions is entirely missing from the docket.

Before discussing this important road further, we call attention to the fact that this Richard Beeson's tract is different from that of Richard Beeson's or Booson's, whose farm was made the point at the head of Muddy Creek, forming the western end of the artificial line which marked, in part, the northern boundary of the Drumores. (1 D. 8) This Beeson was one-half mile west of the southwestern corner of present Providence Township. The Richard Beason mentioned in the draft of the road in question, lived near the Provincial Road leading from Lancaster to Philadelphia.

Then, too, it seems that near the point last mentioned, that is, after crossing King's Highway and on to Beason's, a meeting house was to be accommodated by the proposed road. The meeting house nearest that point at that date was Heller's Reformed church, south of Mechanicsburg.

The road returned in this case consists of two parts, (1 D. 123) The viewers recite the order of Feb. 5, 1734, as their authority. The record does not show any order granted at that Court, for this purpose. They, perhaps, mean February 1734-5. Yet the first Court day was February 4th, that year. The order may have been issued on the 5th. That record is missing. The first part of the road begins at a branch of Octoraro Creek in the County line below John Minshall's and proceeds about 100 perches to a road laid out from Francis Jones' to Philadelphia, and then they laid out the balance beginning at Conestoga road near Gap and proceed to Jacob Bear's mill. The Francis Jones' road is not on record anywhere. It seems to have been a link in connecting the point on Octoraro, stated with the Gap road, which, after it reaches the Gap, proceeding from the west, strikes sharply southeast to Minshall's.

These viewers, also note that a former road was laid out from the Conestoga Road to the Provincial Road, for they say they have made several alterations. As they proceed from their starting point "near the Gap", where they note John Jone's land then proceed northwest 850 perches, about $2\frac{1}{4}$ miles to Samuel Blythe's land; and then about one-

third mile farther to Pequea Creek; after passing Humphrey Fullerton's and Samuel Blythe's land at Pequea Creek, and Alexander Davidson's, who lived near-by, striking more nearly west, they cross the Provincial Road, 700 perches or two and one-fifth miles farther on. Then striking northwest about 2 miles, Hatwell Vernon's residence is reached near our present town of Mascot or Monterey. Then 786 perches farther on—a little less than 2½ miles—they reach Mathias Taylor's land in the neighborhood of Mechanicsburg, and 820 perches, or 2½ miles farther on in the same northwestern direction, they reach the Conestoga Creek, and 266 perches farther, or about three-quarters of a mile in Manheim Township, on Carter's Run, they reach Jacob Bear's mill, in the present town of Oregon.

In 1772, this road was ordered opened 30 feet wide, (Docket 1772 p. 108, copied). This was done on a petition of the inhabitants of Manheim, Leacock, Warwick and Earl. It was then an important road "from the County line to Jacob Bear's (now Martin Myers') mill in Manheim Township." (See Carter's Creek referred to, 1 D. 293.)

1734—ROAD, POSTLEWAITE'S TO BLUE ROCK AND WRIGHTS

At November sessions 1734, John Emerson and others, petitioned for a road to be laid out from John Postlewaite's to the Susquehanna River at Blue Rock and on up the river to Wrights Ferry into the Lancaster road. Viewers were appointed. There is no record of a report made by them but we know such a road was laid out. It became the Columbia and Washington Borough Turnpike later. The portion from Postlethwaite's to Blue Rock is also very ancient (1 D. 111.)

1735—ROAD, WHITEHILL'S TO COUNTY LINE.

At February Court 1735 (1 D. 116) James Whitehill, an ancestor of one of our future Congressmen in Salisbury petitioned for a road from the Provincial Road to his house. Viewers were appointed to lay out a road from the county line where the road to Clerk's Mill crosses the same to said Whitehill's. At next Court the report was made accordingly, (1 D. 123). The course is from Whitehill's east—northeast 612 perches or less than 2 miles to the County line near John Miller's, that is near Compass. I note this road only because of the importance of the man. We shall see later that Whitehill also had property near Pequea Presbyterian Church. Or perhaps it was another Whitehill. There was a John Whitehill in that neighborhood.

1735—ROAD, SNAVELY'S (SCHOENECK) TO CAMPBELL'S FORD.

At May sessions 1735 the inhabitants of Cocalico petitioned for a road from Jacob Snavely's near Schoeneck or Gockley, past Kitzmiller's Creek to Campbell's Ford on Schuylkill in order to join a public road in Philadelphia County (1 D. 122). Viewers were appointed and at next Court they made a return of the same (1 D. 132.) They begin at Jacob Snebely's near the present town of Schoeneck or Gockley's in Cocalico Township and after laying out several courses and distances in a general north-eastern direction 2034 perches or about 6 miles, they reach Kitzmiller's Creek in Berks County; then proceeding by irregular courses northeast at a distance of about 5 miles (bee line) they cross a branch of Big Muddy Creek, a few miles west of Reading. Then they change the course sharply south-east by irregular courses and distances about six miles (bee line) and then by several courses and distances curving south-

ward but terminating at the eastern end of an east north-east bee-line 7 miles long, they reach the Schuylkill river at Campbell's Ford near present Birdsboro.

1735—ROAD, ALEXANDER'S TO MILES FORD

At August sessions 1735, the inhabitants of Drumore petitioned for a road from James Alexander's to Octoara Creek at Miles Ford to join a road in Chester County, leading to Christiana Creek. The court appointed viewers to lay out the same if they saw fit (1 D. 132.)

There does not seem to have been any return filed by these viewers, as far as the records shows; or perhaps they make report against laying out said road and it was not considered necessary to record the said return.

In a return made in August 1739 of a road laid out from the Lancaster road by Chestnut Level Presbyterian church and on to Peter's Creek it appears that Jedediah Alexander lived three and two-third miles south of Chestnut Level church and 216 perches north of Caleb Pennell's on Peter's Creek; (1 D. 266). Hereafter it will be shown that this road was practically a first attempt to lay out a road actually laid out in 1738, (1 D. 232) from Pennel's near Alexander's toward Octorara.

1735—ROAD, HEAD OF PEQUEA TO KING'S MILL ROAD.

At August Sessions 1735 (1 D. 132) the inhabitants, "toward the head of Pequea Creek" petitioned for a road to be laid out from the south side of the Mountain above William Willson's, to the King's road, for convenience of Church, mill and market, and John Mendenhall, Jacob Miller, Nathan Evans, John Miller, Jacob Gault and John Cowan were appointed viewers. I mention these names because the location of this road not being given and no return appearing in the records of any view or survey, by the viewers, the names of the viewers indicate the place of the proposed road as the court always appointed viewers in the immediate neighborhood. Very frequently it appointed some on the jury, whose land would actually be crossed by the road. Mendenhall and Evans owned adjoining tracks at the southwest corner of Caernarvon, Mendenhall really across in Earl, Gault was in the same neighborhood, John Miller, and John Cowan, were in Salisbury to the south. The road must have been wanted for Bangor or Compass or for Pequea church. Later roads for these purposes were laid out. It may be that the Evans Mill road of 1736 (1D 146-157) was the final result of this application.

1736—ROAD, GAP TO BUCKLEY'S MILL.

At February Court 1736 (1 D. 146) James Buckley and inhabitants about head of Pequea, petitioned that a public road might be laid out at the Gap to Buckley's Mill. It was ordered that viewers which are appointed, to view the same.

At the May Court following the said viewers reported a road (1D. 155) beginning at Buckley's Mill road near James Long's house, by courses and distances, almost due north two-thirds of the way and then about, north 30 degrees east, to the King's road, by Francis Jones, who as we have seen before lived on or near Conestoga road (1 D. 123) the whole length being about $4\frac{1}{2}$ miles.

No places are mentioned in the course of this road. Its length required, that it be located west of the Gap because east of the Gap the Conestoga road at its Christiana terminus, approaches within 3 miles of Buckley's. We also saw in 1 D. 123 that Jones lived a short distance west

of Gap. This road's northern terminus was practically as the viewers say "at the Gap."

Its Southern terminus seems to have been in what is now the Noble Road and it passed from the Gap southward about midway between Smyrna, on the west and Nobleville on the east and then a short distance east of Coopersville. A continuation of it reaches the Octoraro at Steelville. (See Bridgen's, Atlas 1864).

1736—ROAD, EVANS' MILL TO CHESTER COUNTY LINE.

The inhabitants of Caernarvon at February sessions 1736, petitioned for a road from Nathan Evans' Mill to the "New Church" to the county line and requested that it be divided into two parts toward the east end to answer a road to be extended through Chester County to Samuel Nutt's and the other to answer a road to be extended from the County Line in Philadelphia, (1 D. 146). At next Court (1 D. 157) these same inhabitants asked for a review of the above road and for alterations of it.

At the August sessions (1 D. 169) the petitioners complain that the road is incomplete and that a review was ordered and that the review disregarded the road petitioned for, entirely and it was stated that debates had arisen. A petition from most of the blacksmiths who deal at Samuel Nutt's for their iron, of Lancaster County was also presented to Court.

Upon this the Court ordered another review of the road and that the viewers carefully determine whether the eastern extension shall cross the Conestoga Creek at Thomas Morgan's Bridge according to the first return—(Morgantown) or more to the northward over the forks according to the last return. The records do not show any further steps, and the application for this road seems to have been dropped. The Lancaster and Coventry Iron Works Road, a King's Highway being laid out a year or two later made this application unnecessary. 4 C. R. 267. This application was for a road extending eastwardly. In 1752 another road was laid from said Evans' Mill southwardly to the County Line (2 D. 86.

1736—ROAD, CHESTNUT LEVEL TO BUCKLEY'S MILL.

At the February Court 1736, the inhabitants of Chestnut Level petitioned for a necessary road leading from said Chestnut Level to James Buckley's Mill (1 D. 146). William Smith, Alexander Sewright, John Caldwell, Joseph Long, John Robinson and John Stewart were named viewers.

There is no return made by this jury of view. But at the next Court there is a return of a road from Sewright's to Buckley's Mill road, and it recites that the return is made pursuant to an order directed, at the last Court. This beginning point was not the present well-known Chestnut Level, but a locality near Carmargo, in Eden Township. See 4 col. Rec. 313, where it is stated that John Kyle lived at Chestnut Level. Kyle's farm was at the northwestern corner of present Eden Township. (1 D. 8.) A road from Chestnut Level to Mechanics Grove could, from that point, enter the Sewright road to Buckley's. 1 D. 157.

1736—ROAD, SEWRIGHT'S TO BUCKLEY'S MILL.

At May sessions 1736, there was filed a return by a jury of road-viewers of a road leading from Alexander Sewright's to James Buckley's

Mill (1 D. 157). The viewers state that their report is made pursuant to an order, issued to them at last Court. But no such order appears.

The courses and distances first extend roughly south by east about 2 miles (612) perches)—then due east 1068 perches or about $3\frac{1}{2}$ miles; then "along an old road" either 36 perches or 304 perches, east by north, then due east 308 perches about a mile, then northeast by east by several courses, 1270 perches or 4 miles to Buckley's Road. The whole course is $11\frac{3}{4}$ mles. ...

These courses and distances place Alexander Sewright in the neighborhood of Carmargo or New Providence—near Smith's Mill etc., Sewright's appointed as a viewer on the Gap to Buckley road, discussed above (1D. 146) would indicate he lived in the Pequea Valley or toward Buckley's. The Quarter sessions index seems to regard this as the road from Chestnut Level to Buckley's, petitioned for at February 1736 Court; (1 D. 146) but the courses and distances clearly forbid that. If the first 2 miles extended northward instead of southward, this might be true.

This road begins as we have stated, somewhere near the head branches of Beaver Creek, then goes south by east about two miles south of Quarryville and then turns at right angles eastward near the line between Colerain, Eden, Bart and then proceeds east by north to the Octoraro, about, Nobleville. The latter half of it, corresponds somewhat with the "Noble Road" and is considerably south of the "Valley Road." The "Old Road" which it passes over, in part was likely a "customary" road. The angle where it turns from south to east seems to be about 2 miles from present Mechanics Grove. The map illustrates its location as called for by the return of the viewers. It is the same as the preceding one just described, beginning at Chestnut Level, near Carmargo.

1736—ROAD, PETER FIERRE'S TO JAMES WHITEHILL'S LINE.

At May Sessions 1736 the inhabitants of Sadsbury Township petitioned for a road from Peter Fierre's land near Isaac Lefever's to the road laid out from James Whitehill's to the County line. Viewers were according appointed 1(D. 156).

At next Court when return was made (1 D. 169) though the courses and distances are not stated Samuel Blythe and Hugh Gilliland filed a petition objecting that the road was laid out over their land to their injury and they asked a review to be ordered and it was so done. At the November Court the proceeding was continued (1 D. 183). At the February Court 1737 the report was made and it was named a Road from Peter Fierre's land to James Whitehill's Line. The Whitehill end of the road as laid out is "where a road formerly laid out from a public road to the County line," ends. The road begins in Fierre's land and extends southward 526 perches slightly eastward to Samuel Blythe's land, about one and two-third miles. We have seen Samuel Blythe had land on Pequea Creek (1 D. 123) near western boundary of Salisbury township.

The road then passes through Christopher Griffith's, Stephen Cole's, Robert Hoar's, Hugh Gilliland's and to James Whitehill's land a whole distance from Fierre's of $4\frac{3}{4}$ miles. It ends at or near Provincial Road near County Line. At least James Whitehill declares, in an early road petition that he lives two miles from Provincial Road. He had land near Pequea Church.

On March 24, 1737 report was made to the Governor and Council that the Pexton Road was laid out and they approved it and it became a "King's Highway" (4 Col. Rec. 181) We of Lancaster County know this road as the old Downingtown and Harrisburg Pike or locally the Clay and Hinkletown Pike. The courses and distances may be found fully set out in the said volume of the Colonial Records. It begins at Harris' Ferry and ends at Downingtown, being 68½ miles long,. It strikes Lancaster County at the northwestern corner of Elizabeth township about three miles northwest of Brickerville. At Brickerville it crosses the Lancaster and Tulpyhocken road, laid out, as we shall see in 1742 (1 D. 327). About three miles east of Brickerville, it passes through Clay at the boundary of Clay Township where it crosses over Middle Creek, as called for, in the draft; then continuing southeast about five miles, it crosses Cocalico, as called for in the draft now at Ephrata. Here it also crosses the Bear's Mill and Tulpyhocken Hill, Road, laid out in 1748 (2 D. 59 and 62). It then proceeds in the same general direction southeast through Murrell, to Hinkletown, a distance of about four miles and crosses the Conestoga at the latter place; about five miles farther on it reaches Blue Ball and passes through East Earl, Fetterville, Sorrel Horse, Beartown and near Cambridge to and across the Chester County line. At Blue Ball it crosses another "King's Highway", the Lancaster and Coventry Iron Works' Road known in part as the New Holland Pike laid out in 1738 by Councils (See 4 Col. Rec. 267). The draft does not mention any of the owners of land along the way. It mentions all the main streams. Where it approaches Caernarvon Township; it mentions Cedar Run and then Evans' Run and then nothing more 'till the Chester County line is reached. Evans' run is in the southwestern corner of Caernarvon Township and Nathan Evans' Mill was on it, which was the terminus of another road laid out in 1752 (See 2 D. 86). Cedar Run is mentioned as 339 perches west of Evans' Run or about one mile and is near Cedar Lane station on Downingtown Railroad.

1737—ROAD, LANCASTER AND MOUNT PLEASANT.

At August Court 1737 (1 D. 205) the inhabitants about Drumore Township filed a petition setting forth the necessity of a road to lead from Conowingo Creek in said Township to Lancaster. Viewers were appointed to lay it out. Drumore at that time included all of Little Britain and Fulton Townships At February Court 1738 Drumore was divided so that the southeastern half by a line described be called Little Britain (1D. 221).

A road, apparently was laid out and returned by the viewers, but there is no record of the same, in the docket or files. There is, apparently, no term missing from the docket, but the minutes are not complete records of each session. At May Term 1738 inhabitants of Conestoga and Martic Townships filed a petition setting forth that a road had been laid out from Lancaster to Rock Run, and that it was laid out to their disadvantage and they ask for a review. Such a review was ordered. (1 D. 227). These reviewers also made a return of their proceedings and then the inhabitants of Conestoga and Lampeter filed objections, at August Court 1738 and asked another review, which was ordered (1 D. 233. The first eleven miles at the Southern end were already opened and the Court did not include that part in this second review (1 D. 233).

At February Court, 1739 a return was finally made of the road (1 D. 241). In the return they recite that a return was made to February

Court 1737 and confirmed and ready to be opened etc., and that certain alterations were ordered and that they have made a final review of the same. Then the courses and distances are therein set out. They begin at the top of a hill called "Mount Pleasant" in Little Britain Township and passing northward at a distance of one and a quarter miles it passes Abraham Cullet's plantation, the next place called for is the "eleven miles" tree; then going seven-eighths of a mile farther it reaches the dwelling places of George Caldwell and Andrew Cunningham, and one & one-fourth mile farther on Richard Duggan's house, at the 13 Miles Tree; it then proceeds on northward and the next call is the 16 miles tree a little less than two miles south of Pequea Creek. It then crosses Pequea Creek "below John Byers's" which is in the neighborhood of Byerland Mennonite Church. It then continues northward along the line between John DeHoff and Samuel Myers and by the west side of Martin Kendig's plantation (part of it now John B. Kendig's farm) and by John Newcomers, Jacob Snavely's Christian Ferree's Charles Pippin's, George Gryter's and Christian John's in all about 4 miles (1310 perches) from Pequea Creek crossing to Mill Creek, crossing at now Pugh's Mill. Thence it proceeds by Philip Shollenberger, Stephen Rensbarger, Michael Byerly and Thomas Doyle, 280 perches to Conestoga Creek, at what appears to be Rockland Street. It then continues north-by-west until it enters South Queen Street and then goes up South Queen Street about half a mile to the Court House, which was then in Penn Square. It is 23 miles long; (bee-line).

Its starting point was near Pleasant Grove and it proceeded up, the Big Conogngo Creek to Buck; then west of Smithville and of Herrville, and east of Marticville on by Baumgardner's Mill and Baumgardner's station and by West Willow and by Hollinger's and to Lancaster by the route mentioned. From a point below Hensel, on the Little Britain line a branch passing through Drumore Center, at that point about two miles west of the main road passing up Conowingo Valley was opened and joined the main line again about two miles southeast of Rawlinsville. This branch is about seven miles long and lies on high ground. It is now considered the main road. Mount Pleasant was described as near Rock Run in Maryland. A road from Peach Bottom extending eastward and crossing the Lancaster and Mount Pleasant Road at a place called for fixed the place where the southern portion of the road was located. A road from Good's Mill on Pequea also proceeding east by south also fixed its location at that point where it intersects it. The Court House fixes the northern end. Therefore the ancient location of the Lancaster and Peach Bottom or Pleasant Grove road may be definitely established.

Mount Pleasant is located in Scott's map of 1824, near Chestnut Level, at that date; but the true location of this road is not in doubt. The west side of Martin Kendig's plantation makes it definite near West Willow, and John Byer's tract also fixes it below Baumgardner's. Good's is now Hess' Mill, known as the Burnt mill.

1737—ROAD, DAVISON'S TO THE GAP.

At August Session 1737 Strasburg inhabitant filed a petition in Court asking that a road be laid and from the south end of Alexander Davison's land to the public road at Francis Jones. The Court appointed viewers for the purpose (1 D. 206).

Those viewers made a report at next sessions (1 D. 215) and returned the courses and distances of said road, it being in all only 2 and two-third miles long. However, it fixed the residence of certain prominent people. The

courses make up an irregular southeast line, beginning at Davison's land, thence going by the several courses of a road leading from Peter Ferrie's to the Provincial Road a short distance and finally ending in the Gap road at Francis Jones, who lived near Gap as we have shown before (1 D. 123).

1737—ROAD, HARRIS FERRY TO LANCASTER.

We have seen that at November Session 1737 (1 D. 58) there was an application for a road from Donegal to Lancaster. The Proceeding seems to have failed.

At the August Sessions of 1737 a record was made that some time past, viewers were appointed to lay out a road from Harris Ferry to Lancaster and that the viewers have proceeded as far as Powell's Ferry near Conowingo; but because the weather became so cold that viewers quit, another set of viewers were asked for and were appointed (1 D. 206) to continue laying out the same to Lancaster town.

No return is recorded in the November session records (1 D. 209). But a petition was presented at said session (1 D. 215) by Hempfield inhabitants stating that a road was laid out from Pextan to Lancaster and that there can be found a much more ready and convenient way and they ask for a review. The Court appointed new reviewers, and ordered them to make alterations if they see fit according to the request in the petition. Nothing more appears until at February Court 1736, the inhabitants of Donegal pray for a review of so much of the Paxton and Lancaster Road as lies between Conewago Creek and the hill at John Kauffman's and power be given the reviewers to be appointed, to correct that matter and to proceed with said road towards Lancaster (1 D. 240). The Court appointed viewers.

At May Court, 1739, the reviewers presented their report of the road from John Harris' Ferry or Susquehanna to Lancaster (1 D. 250) and they state that the various objections were finally settled. They return (in the part of the draft recorded) a road about 36 miles long; (but only 18 miles of the courses and distances appear of record) beginning at said River running southwestwardly going a distance of 669 perches, about 2 miles and at that point mentioning John Foster; then farther, 1160 perches, about $3\frac{1}{2}$ miles, to William Renwick's Run; then farther, $\frac{3}{4}$ -mile, to Adam Bratten's fence; then 794 perches or $2\frac{1}{2}$ miles farther to William Craig's field, then farther, 586 perches, about $1\frac{3}{4}$ miles, to Swatara Creek; then farther, 1070 perches or three and one-third miles to John Powell's House, (this likely was at Powell's Ferry in Conoy); then farther, 528 perches or one and two-third miles to "The Hill"; then farther, 432 perches or one and one-third miles, to Thomas Harris' House, and then specifying two courses more making about a mile, the record abruptly ends. It indicates that the remainder was lost before being recorded.

In August 1739 the Paxton people wanted their end of this road laid on better ground (1 D. 263).

1738—ROAD, PENNELL'S MILL TO KING'S MILL.

The inhabitants of Conowingo filed a petition in Court at May Sessions 1738 setting forth the necessity of a road from Caleb Pennell's Turning Mill, near the mouth of Peter's Creek to James King's Mill on Conowingo Creek (1 D. 227) and to continue it till it meets the road leading from King's Mill to Octoraro. This latter road we have heretofore discussed (See Road dated 1734; see also 1 D. 98). The Court appointed the reviewers asked for. These viewers made their report at August Sessions (1 D. 232). They began at the Pier-Head of Pennell's Mill,

thence passed up the Mill race, on the north side, of Peter's Creek 110 perches to the creek, thence over the Creek and thence farther on over the south branch of the Forks of the Creek, thence on to William Steer's plantation and farther on over a branch called "Puddle-Dock" about a mile from the forks and thence on east by north to a point 647 perches from the first crossing of Peter's Creek where it crosses the Lancaster and Mt. Pleasant Road (thereby fixing said last named road at that point); thence, to Hugh Patrick's and on to Big Conowingo Creek, at James King's Mill to meet the road from his Mill to Octoraro.

1738—ROAD, KING'S MILL TO FALENTINE FORD (OCTORARO)

In 1738 presumably at August Sessions, (But See I D. 233) the inhabitants of Little Britain township filed a petition setting forth that some time before, a road was laid out from James King's Mill to Octoraro (See Road Ante, 1 D. 98); but that it ends at a point on Octoraro Creek, where no road from Chester County meets it. They pray for another to be laid out, from said Mill to Falentine Ford lower down Octoraro where the road laid out from Henry Reynold's Mill in Chester County, will meet it. The Court appointed viewers.

At November Court (1 D. 228) they laid out a road as prayed for running southeastwardly from King's Mill on Conowingo. It passed James Morrison and Robert Anderson and proceeded to Falentine Ford, where the road from Henry Reynold's Mill met it.

This report is written in the docket under May Sessions; but it belongs to the records of November Sessions, since the petition is in the August Sessions, unless the petition belongs under February Session's minutes.

1738—ROAD, OCTORARO FORKS TO MIDDLE OCTORARO CHURCH.

At August Court 1738, there is a record of a petition of the inhabitants of Middle Octoraro in Drumore Township setting forth their hardships and inconvenience for want of a road to Meeting-House, Mills and Lancaster Town. They pray that a road may be laid out from Samuel Fulton's plantation near said Creek to Lancaster and likewise to a branch near the center of the inhabitants to lead to Buckley's Mill. Viewers were appointed to lay out a road from said Fulton's to the road leading to said Mill near Henry Frye's or Frye's, and to branch to said Mill, near Daniel McConnel's; and to make report (1 D. 234). "Said Creek," must refer to Middle Octoraro. The western branch of Octoraro forks; and the larger, or eastern fork passes or flows, down between the Eastern Branch and the rest of the Western Branch. It flows southward through the middle of present Bart Township—at that time, Sadsbury Township; of February 1738 set out, in a petition of the inhabitants about the "Forks" hence it is "Middle Octoraro."

The records of November 1738 Court are missing; but the minutes of February 1739 are set out in a petition of the inhabitants about the "Fork of Octoraro", that road was laid out pursuant to an Order to August Term from Samuel Fulton's plantation towards Lancaster and the inhabitants did not have notice of the same. It is further stated that, the road so laid out parallels another road not a mile distant in part. Viewers were asked, for a remedy of this and were appointed. This proves that the first viewers did lay out a road.

The second viewers so appointed, laid out the roads asked for and made return to May Court 1739 (See 1 D. 249). The road laid out begins at Fulton's plantation and it trends northward by John McConnell's

and Hugh Buckley's by Mathew Patten's on to John Reid's ground and on to a road formerly laid out, being to this point, about $3\frac{1}{2}$ miles; it then goes down through "a stony valley" to "Cotter's Creek" and one branch bears toward Lancaster and the other toward the Buckley's Mill road. Near the beginning of the road, just after Hugh Barkley's land is passed, a northwest course of half a mile leads to "School House Branch."

This is a very interesting road. The Middle Octoraro Meeting House is the one on Meeting House Branch of Middle Octoraro. The School House Branch is one a little farther south. No doubt it was a Church School. But we have no evidence of that fact in these records. The "Stony Valley" is one to the north of the Meeting House in the direction of the Old Copper Mines.

There is some haziness as to just where Fulton's plantation is, but it is stated to be at the "Forks of Octoraro" and that can mean only the point where Meeting House Branch joins the main west branch of Octoraro. See same on the map designated "1—249" etc.

1738—ROAD, GIBSON'S TO PROVINCIAL ROAD (SALISBURY)

At August Sessions 1738 the inhabitants of Salisbury township presented a petition setting forth the necessity for a road to mill and market; and that the same may be laid out from the north side of George Gibson's land to the Provincial Road from Lancaster to Philadelphia, opposite William Richardson's land and leading to Jarvis Mill. Viewers were appointed for the purpose (1 D. 234). The November 1738 records are lost and what was done at that Court in this road matter cannot be discovered. No return was made at February Court, and further information on this road cannot be had.

1738—ROAD, LANCASTER AND COVENTRY IRON WORKS.

At the meeting of the Governor and Council on January 4, 1738 (See 4 Col. Rec. 267) they approved as a "King's Highway" the road laid out by their order, from Benjamin Witmer's near Lancaster (on the Lancaster High Road) to Coventry Iron Works on French Creek. A part of this road from Mechanicsburg to New Holland, was later the New Holland Pike. The road asked for began about the same place on the Old Provincial Road, where the new State Highway leaves that road (near Witmer's residence today) and struck north-by-east to Mechanicsburg. It then continued eastwardly-by-north and intersected the Clay and Hinkletown Turnpike, that is the Old Paxton Road about two miles northwest of Blue Ball, leaving New Holland a mile to the south. Then it adopted the Paxton Road to Blue Ball and then again turned east-by-north into Caernarvon Township by Evans' Mill and along the Conestoga by Churchtown, by Morgantown and on to French Creek. It is strange that, it should not have gone through New Holland; but the courses and distances lead it north of that town. The viewers appointed to lay it out were men of eminence in those days. Those for the Lancaster end were: Thomas Edwards, Jacob Bear, Emanuel Carpenter, Hans Groff, Simon King and John Mendenhall.

The proceedings recite that a petition of sundry inhabitants of Lancaster County, was presented and read January 1737, setting forth the want of a high road from the town of Lancaster to Coventry Iron Works on French Creek, in Chester County, praying for viewers, etc., therefore viewers were appointed etc. This road was the result.

The persons named along its course were Benjamin Witmer at the starting point; Jacob Heller (near now Mechanicsburg), George Line, Andrew Meixel, Hans Good, Philip Sheaffer, Casper Stofer, Michael Ranck,

Jacob Weaver and others. These are within that stretch which lies between Mechanicsburg and Blue Ball. Further on Evan David's Run is mentioned and John Mendenhall both in East Earl. Then comes Nathan Evans' land, at the western edge of Caernarvon Township and then the upper branches of the Conestoga are reached and the various residents of Caernarvon Welsh settlement, among them: George Hudson, Thomas Williams, John Bowan, Thomas Morgan, Robert Ellis and others are mentioned. It finally reaches the county line and passes on to French Creek.

1739—ROAD, McELWAIN (E. EARL) TO PROVINCIAL ROAD.

At November Court 1738 a petition was presented, asking for a road from John McElwaine's on Paxton Road, southward, past the Pequea Presbyterian Church and on to the Provincial Road a short distance west of Cains. On this petition viewers were appointed. The November Court proceedings, as we have said, are lost, but the records of May 1739, state that such petition was filed. The viewers filed their report at May term and therein set forth that the road as laid out by them begins in Paxton Road at John McElwaine's. It proceeds southerly by courses and distances 1276 perches or 4 miles to the Meeting House and thence farther 1 2-3 miles or 560 perches to the King's Highway at the Western end of Daniel Cookson's, containing in all about 5 2-3 miles. The Court confirmed the road. The starting point is East Earl. (See 1 D. 248.)

1739—ROAD, LANCASTER TO JACOB BEAR'S MILL.

At May Term 1736 a report of viewers appointed to lay out a public road from Lancaster to Jacob Bear's Mill appears. There is no record of the appointment of such viewers but such appointment may have been made at a session of which the record was lost. This report (1 D. 250) sets forth the courses and distances beginning at the street "at the corner of the town square," joining on land of Henry Funk, thence along between Funk's land and Jacob Nutt in a northeast direction first by a course north 50 degrees, east 300 perches, thence by irregular courses generally north-east 100 perches to Jacob Funk's meadow, thence by courses north-east 139 perches to John Davies House and then generally north-east about 3 miles farther to Jacob Bear's Mill, on Carter's Run at Oregon. This will be recognized as, in part, the present Oregon or Catfish Pike, part of the Ephrata road.

This road meets the Gap to Bear's Mill Road at Bear's Mill. In 1748 the extension of this road through Ephrata and into Berks County was laid out (2 D. 62) Carter's Creek is mentioned (1 D. 293).

In May Court 1745 a petition was filed, setting out that this road was inconvenient and that a better one could be had. The Court appointed viewers to review it and they reported at August Court beginning at Jacob Bear's Mill, and pursuing a more westerly course they lay it out passing Philip Knight's and John Snavelly's land and intersecting the Lancaster and Lititz Road (Called the road from Jacob Huber's to Lancaster) making the whole distance $4\frac{1}{2}$ miles, thereby saving a mile of the length. It would seem that the southern end of this reviewed road is the one in use today, as the old one of 1736 cut north-eastwardly from Penn Square and lay in a different place, (2 D. 17).

1739—ROAD, CHESTNUT LEVEL TO PEACH BOTTOM.

At May Sessions 1739 the inhabitants of Drumore Township presented a petition praying that a road be laid out, from the Lancaster and

Mount Pleasant road about a mile north of Chestnut Level Church to Peter's Creek and Susquehanna, reaching Peter's Creek at Sheep Pen Ford. Viewers were appointed (1 D. 252). These viewers reported at August Court (1 D. 265) and the draft returned set forth a road beginning at Adam Tate's plantation in the Lancaster and Mount Pleasant road. Thence they proceed southward by several courses 454 perches to the Presbyterian Meeting House, passing lands of William Ritchie on the way. They then proceed south-by-west by short distances and courses by William Cheny's, James Morrison's, Nathaniel Wiltshire's and Jedediah Alexander's to Caleb Pennel's about four miles on to Peter's Creek; beyond this point near the mouth of Peters Creek they proceed southeast about a mile, to an old road formerly laid out by Cecil County Court from Rock Run to Peach Bottom, and by this means reach Peach Bottom. This will be recognized today as the road leading off diagonally to the west from the main Lancaster and Pleasant Grove road near the point where the road to Mechanics Grove leaves the said road passing at right angles to the east. It is the branch which leads by Chestnut Level Church, today to Peter's Creek and Peach Bottom.

We note here that Chestnut Level is not called Mount Pleasant Level as it was nearly a hundred years later, as may be seen in Scott's map of Lancaster County, dated 1824.

1739—ROAD, BAINBRIDGE TO MOUNT JOY.

At May Court 1739 inhabitants of Donegal and others filed their petition asking persons to be appointed to lay out a road from the Lancaster and Pextan Road to the Susquehanna at Jonathan Davenport's plantation. Viewers were accordingly appointed (1 D. 252).

The matter of this road seems to have lain dormant for nearly 3 years. Then at February Court 1742 (1 D. 325) a petition was presented by Thomas Wilkins setting forth that the orders to lay out the road from Jonah Davenport's on Susquehanna and the Pextan Road had not been acted on and other viewers were asked for. The Court accordingly appointed new viewers.

At August Court 1742, report was made on this road (2 D. 24). It is stated to begin at Logan's Ferry on Susquehanna and proceeded almost due east by a line bulging northward about a mile and a half, to Conoy Creek, passing John Galbraith's old field on the way; then onward 1180 perches, (3 and two-third miles) to Donegal Church and farther on by James Cain, Samuel Smith and Jos. Work, 766 perches or 2 and one-third miles, stated as being 220 perches west of Little Chickies Creek. It was laid out by Arthur Patterson, Lavey Lowry, Gordon Howard, Andrew Boggs and Samuel Trott. It extends from Bainbridge to Mount Joy.

1739—ROAD, POSTLETHWAITE'S TO LANCASTER.

At August Sessions 1739 the inhabitants of Hempfield and Conestoga filed a petition praying that viewers be appointed to lay out a road from Conestoga Creek at John Postlethwaite's Mill to the town of Lancaster. The Court appointed John Postlethwaite, Joshua Low, Abram Hare, Alexander Ritchie, John Myers and William Wright and ordered them to lay out the same, if they saw need for it. (1 D. 265).

There are no further proceedings to be found in the matter. It cannot be known whether the first road to Lancaster was that by way of Blue Rock road, laid out by Millersville to Lancaster, in 1742; see infra or by way of New Danville using Old Conestoga Road as part of the way.

At November Session 1739 the inhabitants of Warwick and others filed, a petition setting forth the great need of a road from the King's Road near Joseph Jervis's westerly by John Eby's Mill and Elias Myer's Mill and as far as George Abey's Mill and farther if need be. The Court appointed Gabriel Carpenter, William Richardson, Christian Long, Jacob Huber, John Kingey, and Samuel Bear as viewers to lay same out and report (1 D. 275).

February Court of 1740 (1 D. 279), upon return made, by the viewers above appointed the petition of inhabitants of Cocalico Township was presented, setting forth, that the road was laid out and as laid out was of little use; but that the same may be remedied, by laying out the same from Jarvis' to John Abey's and then between Sheaffer's and Musseiman's by Hans Groff's and Abraham Deer's to George Abey's. The Court appointed reviewers to examine into the matter and report (1 D. 279). The return made which was objected to, does not appear among the records.

At May Sessions of 1740 (1 D. 87) it was stated that the viewers have made no report on this road; and another petition was presented setting forth that the road, if laid out by Jacob Bear's Mill on Carter's Creek, would be less hurtful and of much advantage and they pray other viewers be appointed. And the Court appointed Rudy Berne, John Sterrett, James Jackson, John Davies (fuller) James Smith and Philip Shaffer, a set of men mostly from a distance, as viewers.

At August Sessions 1740 the inhabitants of Warwick and others, filed a petition stating that the "old road which was made and used in early times would answer the inhabitants better than that already, (recently) laid through their township from Joseph Jervis's to a road near Michael Betley's "and they ask that the same be viewed by the persons appointed to review the road laid out to Jacob Bear's Mill. The Court so appointed them and ordered that "if they see cause, to regulate Peter's Road to Carter's Creek and from thence to lay out a road to or near Michael Betley's by courses and distances and make return"; (1 D. 293).

This road case seems to have become a contest between Cocalico and Warwick Townships. It will be observed that, both sets of citizens filed petitions. We note that it is here also definitely stated that Jacob Bear's Mill was on Carter's Creek. It should be noticed, also that, Peter's Road is mentioned by name, by the Court and is called "the old road used in early times" by the petitioners. We call attention also to the fact that the Old Road, laid out by the Chester County Court in 1726 (2 D. 6) for a large part of its way, lay in this locality. One asks why (when at least three roads across these valleys, were used some laid out and some not) why this agitation for another?

At November Sessions 1740, the re-viewers finally returned a road, twenty-one and three-fourths miles long (1 D. 300). I beg you to notice that the original draft of this road may be found in the office. It is one of the few papers yet to be found concerning the Court proceedings at these early dates.

The report recites that, upon a petition of the inhabitants of Warwick to November Sessions 1739, there was an order to lay out a road from Jos. Jervis's, to a private way leading to Pextan road, not far from Michael Betley's which road after several petitions and reviews was confirmed this present sessions and ordered to be recorded. The courses of the same follow the report stating that the beginning point is one half mile west of Jos. Jervis's Mill on the Provincial

Road. Thence it follows in a north and gradually curving westerly curve, passing over land of William Richardson, James McCurdy, James Young, John Abey's Mill, on Mill Creek, about 2 miles south of New Holland and about 5 miles west-by-north of the starting point of this road. James Young's is about half way between Jervis' end and Abey's, Jervis' Mill the starting point is at Spring Garden in Salisbury Township. As the road proceeds west by north from Abey's Mill, at a point 440 perches distant, it strikes "the old road." From the map it is apparent that is Old Peter's Road. At distance of about 6 miles north, about 60 degrees west, it crosses Conestoga Creek about a mile and a quarter west of Samuel Groff, and Christ Wenger's line. It crossed the Conestoga about two miles above the fork, made by Cocalico Creek and also the same distance above, Old Peter's Road, the Road of 1726 and the Leacock-Earl Line. It crosses about 5 miles above Bear's Mill and 2 miles above Brownstown. Then, after crossing land of Edward Furniss and John Smith, about 540 perches or less than 2 miles beyond Conestoga it crosses Cocalico Creek. It runs thence by same direction past Michael Bowers' and Ulrich Huber's run and thence to the line of Jacob Huber and Christian Bomberger about 5 miles west of the Cocalico crossing, where it crosses the Lancaster, Lititz and Brickerville Road, a little less than 3 miles south of Brickerville. At this road-crossing point lived Jacob Huber iron master and very successful and prominent, or at least he had land there. The point is about $1\frac{1}{4}$ miles north of Lititz. From this point it extends north-west about $3\frac{1}{2}$ miles nearly to Penryn, to a point where according to the record after passing over Jacob Conrad's and Adam Keene's land, it ends in an unlaidd out road leading into Paxtan Road.

This was one of the great and important roads of the County.

1740—ROAD, CRAIGHEAD'S (MIDDLE OCTORARO CHURCH) TO SMITH'S MILL.

At February Sessions 1740 inhabitants of Martic and Sadsbury Townships filed a petition forth that they had no road either to meeting, mill or market, and asked that viewers be appointed to lay out a road from John Small's by James Dunwoody's to the Great Road opposite to Craighead's Meeting House. The Court appointed John Ewing, Andrew Work, Joshua McKinnie Alexander Work, James McCracken and Samuel Kyle to view the same and report. (1 D. 280.)

No action was had on this till May Term 1741 (1 D. 307) when the viewers reported that as to a road from the Great Road leading to William Smith's Mill, they laid out the same beginning at Craighead's Meeting House and extending on a west-northwest course four miles and a quarter to great road leading to said Smith's Mill. The Court confirmed the same. That Middle Octoraro Church is meant is further evident from the fact that Alexander Craighead was pastor there from 1735 to 1749. See Presbytery minutes.

1740—ROAD, PENNEL'S TO MILES FORD.

At August Sessions 1740 inhabitants of Little Britain filed a petition setting forth the need of a road beginning at Caleb Pennell's thence over Britain Ford over lower Conowingo, and thence by James Porter's store—and on till it met a road in Chester County to Miles Ford on Octoraro. The Court appointed viewers (1 D. 293).

At November Sessions they filed their report (1 D. 298), following the course asked for, stating that they begin at or near Pennell's at the northeast corner of a field called Slate Hill or (State Hill); thence by

William McDowell's and on over Conowingo nearly four miles away, at Britain Ford, now Little Texas, thence to a road leading from Pat Ewing to Miles Ford and on to James Porter's store by Nathaniel Ewing's and John Stoll's to Octoraro Creek, then up same about 1-6 of a mile to Miles Ford over the same. The same was confirmed.

1740—ROAD, BANGOR CHURCH TO COMPASS CHURCH.

At August Sessions 1740 (1 D. 293) divers of the Congregation of Bangor Church in Caernarvon Township filed a petition, setting forth the need of a road, from said church to the Pequea Church. The Court appointed John Morgan, Thomas Morgan, Edward Berwick, Andrew Douglass, Jerard Graham, and John Davies to view same, the most convenient way from Bangor to the King's Road near John Miller's and Pequea Church.

The viewers reported at November sessions (1 D. 299) a road beginning at Bangor Church, thence west by south 320 perches, one mile along the Great Road, thence south-ward by various courses and distances crossing over branches of Conestoga, on east of Beartown into Salisbury Township at the north-east corner and then over the head branches of Brandywine Creek and by Cambridge and on, almost directly south, about a half mile from the eastern boundary of the County to the King's Road, near Compass, about Cains. The whole was eight and one half miles long.

1741—ROAD, SMITH'S MILL TO EWING FORD.

At May Sessions 1741, a petition of divers inhabitants of Lancaster County was filed setting forth the "need of a road from William Smith's Mill on Beaver Creek, to a Ford on Octoraro called Ewing's, from whence there is a way open to William Brown's Mill." The Court appointed John Hare, Jr., William Smith, Martin Meilin, Jr., Andrew Caldwell, (of Drumore), James Jackson and Caleb Pennock, as viewers. (1 D. 308.)

They made report at August Court beginning at the said Ewing's Ford and thence by a north-west course mentioning courses and distances but not naming any streams crossed nor land owners, to William Smith's Mill; and the same was confirmed and ordered to be opened. (See 1 D. 314) William Smith's mill was in Martic, now Providence Township at New Providence. It cannot have been at Carmargo because that is in Eden Township. That Smith's Mill was in Martic Township (See 1 D. 73). The courses of this road lay along west branch of Octoraro and it began on Octoraro at Spruce Grove. It ran to White Rock and Puseyville, Collins, Quarryville, and New Providence. At Smith's Mill it was joined by a road laid out a little later directly leading to King's Road at Conestoga Creek east end of Lancaster (2 D. 44 and 103).

The Nelson Ferry road ended in this Smith's Mill to Ewing's road at Brown's Mill near Puseyville. (See 2 D. 69.) As above stated, the road from Octoraro to Brown's Mill (Puseyville), had already been in use.

1741—ROAD, BLUE ROCK TO LANCASTER.

At May Sessions 1741 John Ross the owner of Blue Rock Ferry and other inhabitants filed a petition setting forth the want of a road to be laid out from Lancaster to said Ferry and asked viewers to be appointed (1 D. 308) and viewers were accordingly appointed.

These viewers delayed action and at November Sessions 1741 said John Ross of Hempfield Township, represented to the Court that the viewers to lay out the Blue Rock road had neglected to act and asked the Court to appoint others. They were appointed (1 D. 321).

At May Sessions 1742 (2 D. 23) a return of this road was made and the courses begin at Blue Rock, near John Ross and as the courses are few I will give them as follows: N. 60 degrees east, 154 perches; N. 72 degrees east, 40 perches; north 73 degrees east 181 perches; north 63 degrees, east 288 perches; north 52 degrees, east 215 perches, the whole 951 perches or about 3 miles to Martin Funk's Run. This is the west branch of Little Conestoga; 16 perches farther on Jacob Hostetter's line is reached, then it follows Hostetter's line north by east 268 perches; then 136 perches to North East Branch. In these courses, it passed through now Central Manor and Windom. This North East Branch is a small stream flowing into Little Conestoga, the point is near said creek. Then the course is south-by-east about a mile, 330 perches, to Little Conestoga at the northern end of Millersville. It then continues east 41 perches and north 80 degrees east, 180 perches through Millersville; north 58 degrees, east 900 perches; (the late Millersville Turnpike) to a corner of William Hamilton's Fence, at the end of present Manor Street; thence it continues in Manor Street 118 perches to West King Street the road leading from John Wright's Ferry to Lancaster. The whole is stated to be 8 miles and 191 perches long.

1741—ROAD, LANCASTER (LITITZ) TO TULPYHOCKEN.

At August Sessions 1741 inhabitants of Warwick and Tulpyhocken filed a petition setting forth the need of a road from the town of Lancaster to Tulpyhocken to lead by George Lyttle's Spring and Durst Thomas, and they ask for viewers. The Court appointed Jacob Slaugh, George Lyttle, Jacob Huber, Bastian Royer, Adam Stumpf, and George Grove to view the same and make report (1 D. 315). At the November Court (1 D. 320) report was made that the viewers had not acted or completed the view and some others were asked for and all of them were dropped except Jacob Huber.

At the February Court 1742 the viewers, last appointed, laid out said road and reported. (1 D. 327). They begin at the Court House and pass along Queen Street, north 3 degrees west—to the end of Mr. Hamilton's field thence north 25 degrees, east 179 perches to the line of the town lots. Then the General course is northward and the first point mentioned is George Lyttle's Creek which seems to be a point a short distance south of Lititz. The road then passes on about a mile farther—to the road between Jacob Huber and Christian Bomberger, which is at the Spring Garden and Penryn road we have described above; then $1\frac{1}{2}$ miles farther on, it reaches Lawrence Hoff's line and a little distance farther north crosses a creek by John Brubaker's land which seems to be Hammer Creek about 2 miles south of Brickerville. Then it crosses the Pextan road at Brickerville which the courses and distances do not mention. Two miles beyond Brickerville (north) it mentions the "beginning of the hill" or mountains about the boundary. Another small creek is noted a mile farther on—a branch of Middle Creek and about $2\frac{1}{2}$ miles farther on beyond the County Line north Durst Thomas's Run and Peter Becker's lands are noted and a mile farther on the "Swamp". Then about two miles farther north it crosses the main stream of Upper Middle Creek and then turns north-eastward a distance of about 4 miles to Tulpyhocken into the Great Road leading from Harrisburg to Reading.

1742—ROAD, MATHEW ATKINSON'S MILL TO LANCASTER.

At August Sessions 1742 an order was granted to certain viewers to lay out a road from Mathew Atkinson's Mill to the road at Joshua Baker's

leading from Lancaster. The courses and distances were: beginning at Atkinson's door thence south 28 degrees, west 70 perches, south 10 degrees, west 30 perches, south 3 degrees, west 63 perches, south 15 degrees, east 46 perches, south 13 degrees, east 20 perches, south 30 degrees, west 32 perches, south 50 degrees, west 5 perches to Joshua Baker's plantation, then south 48 degrees, west 36 perches into said road." (2 D. 21).

There is nothing to show where this ending point was with reference to Lancaster and therefore I have set out the courses and distances. There was an application made as appears in Docket No. 1 by Stephen Atkinson for a road from his mill to Lancaser but it was withdrawn.

1742—ROAD, BLAINSPORT TO CHURCHTOWN

A return to court was made in 1743 of a draft of a road from near Blainsport to Bangor Church, pursuant to an order issued at November Sessions 1742. The viewers were John Carpenter, Everhard Ream, John Rubler, Jacob Browner, Henry Mowrer and Philip Evans. It called for a beginning at foot of Tulpyhocken Hills to begin on the most proper place between the western spring of the main branch of Cocalico and the head of Cocusyn and from thence to lead down toward the forks of Muddy Creek and by the house of Edward Edwards unto the next road that leads to Philadelphia (2 D. 21.)

The survey and draft begin the courses and distances at a spring near the foot of Tulpyhocken Hill near the old road and the only place it refers to a stream is where at a distance from the start of 694 perches or 2 1-6 miles it calls for a mill dam. This would seem to be at a branch of Swamp Creek near where it crosses the Ephrata and Reading Road near Reinholds. Its course is generally southeast but it makes a slight compound curve or inverted "S" in the first half budging to the east and in the second or southern half convexing west. The whole is 17 miles and 12 perches, about 16 miles bee-line. It passes near by Adamstown, Schwartzville, Muddy Creek and Spring Grove and then to its end at Churchtown. The calls along its course are all trees. No streams or other roads are noted at all. It crosses the northern or smaller branch of Muddy Creek at Adamstown near the County line, but the southern or larger branch about 4 miles south west of the county line and crosses a small northeast corner of East Earl Township.

Note: In Docket No. 2, the pages called for are found in the part of the docket devoted to roads, near the middle of the book. That part of the docket is marked by corners of the pages clipped. The docket referred to is the recopied docket.

1743—ROAD, MARIETTA TO LANCASTER GREAT ROAD

In 1743 viewers heretofore appointed, whose appointment the records do not show, made return of a road laid out from Anderson's Ferry on Susquehanna, near Marietta, towards Lancaster (2 D. 28.)

Beginning at Anderson's Ferry at the house of James Anderson the course is north from 70 to 80 degrees east by Mr. Ewing and Nath. Little's to Henry Viler's (Weller's) land a little less than 5 miles. From thence "the courses of an old road 374 perches" and thence by other courses mentioned curving gradually a little south of east, a total of 928 perches east of Viler's or a little less than 3 miles to Peter Good's line; thence by his line about 1-3 mile and and then south east 120 perches farther on to the Lancaster Great Road. The whole is 7 miles and 134 perches long. The courses and distances of this road would make it strike the Harrisburg pike about two miles southeast of Landisville about Bamford-

ville. It lay in the neighborhood of Kinderhook, but was north of Silver Springs. The western end, however, east to Silver Springs, may be the western part to present Marietta Turnpike.

1743—ROAD, GAP MOUNTAIN TO MOORE'S MILL ROAD

A curious road beginning in the eastern part of Paradise Township about a mile south of old Conestoga road on the old Daugherty, (now widow Daugherty) to Buckley Mill Road, and then extending by a great number of short irregular courses in an easterly direction about 20 degrees south of east, a distance of about $4\frac{1}{2}$ miles, through Sadsbury Township to a point near Cooperville and then curving roughly east and northeast into Christiana, was laid out in 1743 by virtue of an order issued at August Sessions 1734 (2 D. 29). It began as it states at the Buckley road at a point on "Gap Mountain" and the only point it mentioned in its course is Andrew Moore's and an old road, the old "Valley Road" which it follows a short distance where it begins to curve east and more and more north east, toward its eastern end. It ends in a road "leading from Andrew Moore's Mill to the Gap". It is 7 miles and 4 perches long. It seems to duplicate other roads in that county and we cannot tell whether it was opened or not.

1743—ROAD, UNICORN TO KINSEYVILLE (MILES FORD)

In pursuance of an order issued at May sessions 1743 (2 D. 100) a report was made dated July 1 and presented to August Court of a road from a road called Brown's Road in Drumore Township, to Miles Ford on Octorara in Little Britain. It began where the Brown's Road forked toward James Gillepsie's and it took a general southerly course and passing William Montgomery's and passing Samuel Gibson's, reached Little Conowingo about 5 miles from starting point. Farther on, it reached Samuel Scott's. It then passed on south by Joseph Adaire's and Robert Gleim's. Farther on about 3 miles by a very crooked course from its crossing over Little Conowingo it intersected the road from Caleb Pennel's to Miles Ford and then followed that road to Miles Ford and on into Maryland. It was reviewed in part a year later in 1744 (2 D. 33) but not greatly changed. Its starting point was about half a mile east of Unicorn and a mile and a half west of Puseyville at which place Brown's Mill stood.

1744—ROAD, JAMES MOORE TO BLYTHE'S MILL.

In 1744 a return of a road was made by virtue of an order of Court therein recited from James Moore's to Blythe's Mill. It begins at Francis Jones' lane in Salisbury Township, or near Conestoga Road. It proceeds thence east by north 388 perches, thence by Joseph Bainnett's and Robt. Smith's land east half a mile and thence on, east slightly north, 530 perches a little more than $1\frac{1}{2}$ miles to Blythe's Mill. The whole road was three miles and 72 perches long. It was surveyed Sept 6, 1744 and evidently returned to November Court 1744 (2 D. 35). This Blythe's Mill would seem to have been located on the large tributary which flows into Pequea Creek from the south about Paradise, the mill being practically north of Gap.

1745—ROAD, INTERCOURSE TO NOBLEVILLE

At May Court, 1745, a road was returned pursuant to an order issued at February Court, directing a road to be laid out from John Vernon's land on the Provincial Road from Lancaster to Philadelphia, to a certain water corn merchants' mill belonging to Caleb Pierce, George

Churchman and Aaron Musgrove and from there to the county line leading towards the landing.

The viewers return that they begin at the point stated which is in the neighborhood half mile east of Intercourse today, as the courses and distances require it. Thence, they proceed south 100 perches and then strike southeast a whole distance of about 2 miles, where they cross Pequea Creek and in this distance they note Wm. McCausland's land. They then proceed in a southeasterly direction and just beyond Pequea they pass Isaac Lefever's mill and race, then John Jones' land and on about two miles, Charles Parkett's land. About $1\frac{1}{2}$ miles beyond Pequea, they cross old Conestoga road, a distance east of Daugherty's, nearly a mile east; then proceeding further south somewhat east, they strike the old Daugherty to Buckley Road at the northern boundary of Bart Township about $\frac{1}{2}$ mile west of the eastern edge of the township; then they follow the Buckley road 2-3 of a mile or more; then the course is more nearly southward about a mile to the "Mountain road to Moore's Mill" and from that point onward the course strikes southward and gradually curves southeast to the Pierce Mill and then easterly about half a mile to Octorara about a mile below Nobleville and $\frac{1}{2}$ a mile above Buckley's to the mouth of Valley Run. By a bee line the road would be about 10 miles long (2 D. 36).

We make note here that the position of this road is wrong on the small map. It begins at Provincial Road and courses southeasterly, whereas in the map its beginning point is marked nearly 3 miles north of the Provincial Road at another Hatwell Vernons plantation. The whole should be shifted southward about 2-3 of an inch on the small 9x9 inch map, or 5 inches on the blue print. This occurred in confusing John Vernon with Hatwell Vernon. The whole of the road was surely never opened as there is a net-work of roads traversing in the same direction here except between Provincial Road and Conestoga Road. It has been corrected on the large map.

1746—ROAD, RUSTIN'S TO BUCKLEY'S ROAD.

Pursuant to an order of Court issued in 1745, a jury laid out a road from Octorara Creek to the road that leads to Lancaster from Buckley's Mill. The report is dated Jan. 28, 1746 and was presented to February Court ((2 D. 41). The viewers begin at Octorara Creek where Jacob Ruston's road crosses the creek; thence they proceed north 30 degrees west 440 perches; then north 15 degrees, west 80 perches; then north 200 perches and north 30 degrees, west 300 perches; then north 50 degrees, west 116 perches to the road laid out from Buckley's Mill to Lancaster. This road is only $3\frac{1}{2}$ miles long. This road was adopted as the southern end of the boundary line between Sadsbury and Bart Township in 1749, in the following language after following southward on the Buckley road a distance ".....", a road leading to John Taylor's Mill commonly known by the name of Buckley's mill ".....", to a road branching there from commonly known by the name of Ruston's Road and on the east side thereof to the line that divides Colerain and Sadsbury Township, (2 D. 70). It will be seen that the lower triangular end of Sadsbury Township did not then belong to it, but was part of Colerain Township by the straight east and west line of Colerain continuing to the Octorara Creek. This road however practically indicated the boundary of the point of Sadsbury, and it strikes the Octorara at Tweed's Run or near it, which was the point where Ruston's road from Chester County crossed the creek.

On April 29, 1746, viewers laid out a road pursuant to a prior order from Aaron Musgrove's road to a road formerly laid out to Buckley's Mill. It began on Musgrove's road near land of William Thompson and struck generally south somewhat east less than 2 miles to the road laid out to Buckley's Mill. (2 D. 41.)

It was reviewed and report was made to August Court 1747 (2 D. 55) this time swinging it south, then southeast and ending it in Buckley's road farther east than before. It passed through Calvin Cooper's land. See same in the map. The location of Musgrove's road is shown in the division of Sadsbury and Bart townships in 1749 as follows: "Beginning in a road called Aaron Musgrove's road near the copper mines at Strasburg Township line, where it divides from Sadsbury and down the several courses thereof, on the east side of said road to a new road branching therefrom leading to John Taylor's Mill commonly known by name of Buckley's Mill. This road therefore, simply cuts across the angle from Musgrove's Road to Buckley's Road in Sadsbury toward Ruston's."

1747—ROAD, LANCASTER TO SMITH'S MILL

An order was issued at November Court 1746 to review and lay out a road from Lancaster to Smith's Mill and to make such alterations as may be deemed necessary. The viewers state that they have availed cutting plantations as much as possible. The first view apparently was not satisfactory. There is no record of a prior application. But the application is referred to in this review, dated February 1747 (2 D. 44.)

The road begins at Conestoga Creek on the Great Road leading from Lancaster to Philadelphia and proceeds about 450 perches to south somewhat east to Peter Yorty's Mill on Mill Creek! then about a mile farther to Henry Haines corner, south east. It proceeds 940 perches farther or about 3 miles south east to Pequea Creek which it crosses about a mile and half above mouth of Little Beaver. It then goes on about 1 1-3 mile to Little Beaver which is called a run between Ferre's and Fowler's and then goes a little over two miles more to Big Beaver in Martie and to Michael Groff's Mill, formerly known as Smith's. Other land owners mentioned after passing Haines are D. Carpenter, half mile beyond Haines and just after crossing Pequea, Martin Miller is mentioned. Then a mile farther on Ferree and Fowler, and a half mile beyond that Peter Light and Martin Baer are mentioned and half a mile from Beaver Creek, Jos. McKenny is mentioned.

At August sessions 1747 a review of this road was presented. Its course begins at James Webb's on Conestoga Creek at the Philadelphia Road and proceeds thence to Mill Creek 508 perches or 1 2-3 miles; to Pequea Creek, then onward about 1½ miles to Little Beaver and about 2 miles to Smith's Mill on Big Beaver. The whole is 8¾ miles long. (2 D. 103). This road taken together with the one from Smith's Mill to Ewing's Ford made a direct road from Lancaster to Octorara and on to Wilmington and to the "navigable waters". See these roads on the map. We observe that Smith's Mill was Michael Groff's Mill commonly called here, Smith's Mill. (2 D. 44.)

1748—ROAD, CHESTNUT LEVEL TO PEACH BOTTOM

At August sessions 1748, a road was laid out from near Chestnut Level Church running south by east, half a mile and then to a road laid out through a Maryland tract called Slate Hill. Thence it follows the Maryland road, south-east to Conowingo Creek and goes on by an old

road leading from Joseph Adare's to Porter's Store. This road, making use of several old roads duplicates roads already laid out (2 D. 105).

1748—ROAD, PEACH BOTTOM TO KING'S MILL

At August Court 1748, by virtue of an order granted at May sessions, a road was laid out beginning in the "customary" road leading from James King's to Clover Spring, at the place where the road from King's to Peach Bottom intersects the customary road. The road, then extends north slightly west, about half a mile until it intersects the road from Mount Pleasant to Lancaster Borough (2 D. 2). This is only important in its bearing on the location of Lancaster Road.

1748—ROAD, KIRKWOOD TO TWEED'S (AT OCTORARA)

At May Court 1748, viewers theretofore appointed laid out a road beginning at John Barkley's (now Kirkwood) being a point on a road leading from David Templeton's on Octorara to Lancaster and ending on the Taylor Mill road at Tweed's.

The road as laid out begins near present Kirkwood on the old Templeton Mill to Lancaster Road and proceeded east by north about 4 miles to the Great Road leading from Taylor's Mill to Lancaster, near Robert Tweed's plantation in Colerain. (2 D. 104.)

The beginning point was a small run (a tributary of Octorara) at Barclay's, now Kirkwood. The ending point is near Tweed's Run which is the one that runs into Octorara across the small southern tip of Sadsbury Township but which then was in Colerain. See Tweed's run marked on Scotts map of 1824. The starting point is about $2\frac{1}{2}$ miles east by north of Puseyville and it is now connected with it, and connected makes a complete road from Nelson's Ferry to Octorara. The importance of the road historically is that it fixes both Taylor's Mill as near Tweed's and Templeton's Mill as farther down on Octorara, on the road leading directly from Union Church. The road was reviewed and so reported August Court 1748, but not much changed (2 D. 62.)

1748—ROAD, OREGON, EPHRATA AND READING

In 1748, there were two roads returned from Oregon, through Ephrata towards Reading. One recites that pursuant to an order of Court, dated August 1748, the viewers had laid out a road beginning at the Tullyhocken Road at Amazeah Pugh's. This is about a mile beyond Reinhold's station at the county line or beyond it. It is laid out by long straight lines, and does not mention any intervening points; but the general course makes it pass through Denver, Stevens, Ephrata, Akron, Brownstown and Oregon. It is about 14 miles long, and is reported (2 D. 62).

The other lies practically on the same ground but is about 4 miles shorter and begins at or slightly beyond Denver Borough at Bucher's. At John Shirk's about a mile and a quarter south-westward it crosses Cocalico creek, which in fact is Swamp Creek now, a large tributary of Cocalico. It proceeds onward south-westward through the same towns which the original road passed but makes no mention of crossing the main Cocalico at Stevens. However at proper distance farther on it mentions crossing "Cocalico Mill Race, where Ephrata Mill tail empties itself." It then proceeds by many short courses generally northwest and next mentions the Cocalico Creek, again which it crosses about a mile before it reaches Bear's Mill. It is about 10 miles long. It is recorded (2 D. 59.)

However it be, this road was laid out and opened all the way to the Tulpyhocken road and on to Reading at an early date.

No one would think that it was Jacob Bear's Mill which first caused a road to be laid out in the direction of Reading and surely no one would ever think today that Jacob Bear's Mill (now Oregon) was for a number of years the most important point on that road and in fact one of the most important places in that part of Lancaster County. It bears the inconsequential name, popularly of "Catfish," today.

1748—ROAD, WENTZ'S MILL TO KINGS MILL

At November Court 1748 a report was made to court of a road beginning at a road leading by Patrick O'Harrow's near Ashmore's Ferry over Muddy Creek at a point now known as Wentz's mill about two miles from the mouth of Muddy Creek by an almost southward course of irregular courses and distances by lands of Alexander Moore, Robert Dixon, Nathan Brown and other lands in Drumore to a point near the mouth of Fishing Creek at Cowgills Mill and thence striking by irregular courses eastwardly and curving somewhat southwardly and then passing up Fishing Creek about half a mile by Joseph Brown's, Samuel Boyd's, David Bigham's, reaching the Chestnut Level and Peach Bottom Road near Furniss and passing on to Ligget's Run and William Long's Branch which seem to be a branch of Peter's Creek and then further on over Sankey's Branch of Conowingo and to an old customary road leading to King's Mill on Conowingo Creek and into the road laid out from Lancaster Road to the said King's Mill in Little Britain Township. This road passes into Fulton Township about $2\frac{1}{2}$ miles from the Susquehanna and then passes southeasterly to King's Mill. The site of the Mill is in that part of old Little Britain Township now called Fulton (See 2 D. 64). It is about 8 miles long, bee line. The general course of this road is south-eastward but it is quite crooked and in its first half length bulges southwestward. It passes through Liberty Square and nearly touches the river at Fishing Creek and strikes Fulton Township, at Upper end of Fairfield.

1748—ROAD, BIRD-IN-HAND TO WILLIAMSTOWN

At May Term 1748 an important road was reported to Court by a jury of viewers theretofore appointed. It was a road from the Philadelphia road at William McNabb's and James Love's to Samuel Lefever's new mill in Strasburg Township and to continue till it fall into the Conestoga Road, near Gap. This is the road from Bird-in-Hand south-east through Paradise, Leaman Place and on to Williamstown near Gap. The part from Leaman place to Williamstown is a part of the Lincoln Highway (2 D. 60)

The draft gets out that it began in McNabb's and Love's land and extends southeast by courses and distances set out through James Smith's, Robert Stewart's, Peter Lerue's, Isaac Ferree's and Jacob Ferree's lands where it crosses the Pequea at his mill dam, 833 perches from starting point or about $2\frac{1}{2}$ miles. This is the Paradise and Leaman Place point. Thence on it passes by Dan Ferree's, Archibald Moore's, Samuel Hill's, Robert Smith's, Philip Ward's, John McCally's, Samuel Williamson's, Robert Patton's, John Scarlet's and Thomas Falkner's lands to the Conestoga Road near Gap. The distance from Lefever's at Paradise to the end is about 6 miles, bee line, the part from start to Leaman Place runs east by about 35 degrees south and the balance runs east by about 20 degrees south.

There was similar action on this road or a part of it, in the year 1748; but we cannot tell whether it was prior to or subsequent to the

above. At that court a report either laying out or reviewing said road was made and approved by court. However the route laid out at that time does not differ very much from that above set out (2 D. 144).

In 1754 the inhabitants of Leacock and Strasburg Townships by a petition, complain that the part of the road about Jacob Ferree's dam in Pequea Creek, becomes flooded, etc., by reason of the dam and is made useless and they ask that it be altered. Viewers were appointed for the purpose (2 D. 15). They reported a change at that point to remedy the matter of February Court 1755 (2 D. 16). By order of Court at Term 1771 the width of this road was fixed at 30 feet. See Docket 1771.

1748—ROAD, STONY RUN TO JAMES MOORE'S MILL.

A report dated Sept. 26, 1748, (by virtue of an order issued at August Court and which order cannot be found) sets out a road from the Stony Run to James Moore's Mill. As it is not marked in the map, I set out the record in full: "Beginning at the north side of the Stony Run, at a recorded road leading from Gap to Philadelphia, at a part on said road, extending thence south 8 degrees, east 29 perches, thence south 30 perches; thence south 40 degrees, east 34 perches; thence south 32 perches, east 44 perches; thence south 4 degrees, west 64 perches; thence south 7 degrees, east 86 perches; thence south 15 degrees, west 28 perches; thence south by west 109 perches; thence southeast by east 14 perches; thence south 85 degrees, east 17 perches; thence east-northeast 20 perches; thence east by south 118 perches to the road leading to Moore's Mill. The whole is 593 perches or less than 2 miles long. The road extends south, convexing eastward for about 1½ miles and then strikes southeast. It would seem to be east of Gap as the same is stated to start on a road from Gap to Philadelphia. It fixes one "Stony run". (See 2 D. 66.)

1749—ROAD, PUSEYVILLE, BY KIRKWOOD, TO OCTORARO.

On the 18th of July, 1749, certain viewers laid out a road from Wm. Brown's road near present Puseyville, eastward, slightly northward across Colerain Township, going by or near present Kirkwood, to Octoraro, at William Bunton's plantation. (2 D. 67) The records do not disclose the order. The viewers were, Cyrus William Barclay, John Allison, David Templeton, Patrick Ewing, Joseph Morrison and Peter Heston. The road begins at Patrick Ewing's on the Wm Brown road. It is roughly, 5 miles long (1518 perches). As it was inadvertently omitted from the map, I give its courses and distances starting in Colerain township, near Puseyville; "North by ½ east 70 perches; east by north 110 perches; east north-east 256 perches; east by south 138 perches; southeast by east 80 perches; east north-east 80 perches; east north-east by east 50 perches; east 24 perches; south by east 50 perches; east-southeast 100 perches; northeast 82 perches; northeast by east 76 perches; east-northeast 88 perches; east by south 110 perches; east 66 perches; east-northeast 132 perches; east by south 44 perches, to Octoraro Creek, at Wm. Bunton's. It remains to explain that east-by-south means ½ east or 45 degrees east; east-northeast is half east, etc.; east by south is 11¼ degrees south by east; southeast by east is 56¼ degrees east of south, etc. The road therefore extends somewhat north of east.

There is nothing to show that it is in Colerain Township, but any road running eastwardly from near Brown's Mill, crosses Colerain.

1749—ROAD, NELSON'S FERRY TO BROWN'S MILL

This road extends eastward from the neighborhood of McCall's Ferry to Puseyville.

On July 23, 1749 David Crosby, Andrew Tonoglon, Patrick Harrow, William Penny, George McGlachen and Robert Lockey made return of a road laid out and surveyed by them, pursuant to a former order from Nelson's Ferry to Matthew Brown's Mill. The courses were few and long. They begin at the Ferry Landing, then strike south-eastwardly toward Muddy Creek by three courses, making a distance of 776 perches and thence east 110 perches and cross Muddy Creek about $2\frac{1}{4}$ miles from its mouth and about $3\frac{1}{2}$ miles from starting point. The road then continues somewhat northeast and strikes the old Lancaster and Peach Bottom or Mt. Pleasant Road at Drumore Center, now also on the dividing line between Drumore and East Drumore Townships. It then crosses East Drumore by Unicorn to Puseyville. The courses and distances beginning at Nelson's Ferry are east 25 degrees, south 280 perches, east 45 degrees, south 260 perches, east 40 degrees, south 236 perches, east 10 degrees, south 178 perches, east 30 degrees, north 110 perches, east 360 perches, east 5 degrees, south 320 perches, east 10 degrees, south 280 perches, east 25 degrees, south 30 perches, east 350 perches, east 25 degrees, south 640 p; east 360 p, east 13 degrees, south 360 perches. The whole length bee-line is about $12\frac{1}{2}$ miles.

The location of Nelson's Ferry at this time is somewhat vague from old maps. Its location on Scott's Map of 1824 is about two miles below McCall's Ferry and McCall's Ferry also appears on that map. In Reading Howell's map of 1792, Nelson's Ferry is not mentioned at all; but McCall's Ferry is located. In W. Scull's map of 1770, Nelson's Ferry is shown at the neck of the river but its location would be west of Chestnut Level Meeting House. It is however marked considerably north of Fishing Creek and while Muddy Creek is not marked, it is north of where Muddy Creek should be marked. However, a road was laid out from Nelson's Ferry to York in a report dated November 12, 1749 (2 D. 69) and the courses and distances of the same traced and protracted from York bring the Nelson Ferry end at the river just about where McCall's Ferry is today and the distance from York to the river at that point corresponds also. Running the line from Brown's Mill to the river, Nelson's Ferry ought to be a short distance above where it actually is today. Therefore we conclude that Nelson's Ferry in 1749 was not very distant from McCall's of today. Mapping it at the narrow neck of the river and along Fishing Creek would seem to determine it even in the old imperfect maps. The Nelson Ferry road to Brown's Mill proceeding, is found in 2 D. 69. (Reading Howell was an early draftsman.)

1749—ROAD, GEO. STEWART'S TO PEQUEA MEETING HOUSE

At August sessions 1749 an order was issued to lay out a road from George Stewart's to the Meeting House of Pequea; and to November sessions a return was made (2 D. 1) laying out the same beginning at A. Humphrey Fullerton's in a road laid out from said Stewart's to Fullerton's. Then the courses run south 62 degrees, east 40 perches, north 61 degrees, east 60 perches, north 53 degrees, east 34 perches, north 75 degrees, east 132 perches, north 28 degrees, east 80 perches, east by north, 386 perches, north 79 degrees, east 128 perches, north 69 degrees, east 60 perches, north 73 degrees, east 190 perches and north 46 degrees, east 129 perches, containing 4 3-8 miles. It will be seen that the main course of the road is east-by north, perhaps about north 70 degrees east. See same on the map. It begins in the neighborhood of Spring Garden or even farther west on or near the old Philadelphia Road.

Apparently to May sessions 1749, pursuant to an order issued at February Court 1749, (which order does not appear in the records), a road was returned to Court beginning at Wm. McNeely's plantation in Sadsbury Township and extending eastwardly slightly north of east, to or near Nine Points, at John Shannon's plantation on the Taylor Mill road.

This road began at a point a short distance north of Collins, now in Coleraine, the starting point however in Eden Township, then part of Sadsbury. At a point about 1 1-3 miles east of the starting point, it crossed a branch of Octorara creek and about the same distance from the eastern end it crossed the main west branch of Octorara. On its route it passed James Henry's, Thos. Falling's, David Taggart's, John Paxton's and Downing's Mill on said Octorara (2 D. 72.) At its first crossing of the small branch of West Octorara, it passed near Old Smedley's Mill and at the main west branch, it crossed near Jackson's Mill. It passed about a mile north of Bartville. The whole road is about 6 miles long.

1750—ROAD LANCASTER, MANHEIM & MT. HOPE

At May sessions, 1750, a road was returned to Court agreeably to a prior order (which order, as well as the petition for same are not in the records) from Brackbill's Lane in Lebanon County to Lancaster. It leaves the Lancaster and Lititz Pike about a mile or less north of the city limits and lies where the Fruitville pike now is, and passes through Manheim Township into Penn Township at the south-west corner of Warwick Township. It continues northward through Penn bearing westward, passing about midway between Fairmount on the east of Manheim on the west and about the latitude of Manheim it curves westward, crosses the Chickies about a mile north of Manheim into Rapho and keeps a generally direct line somewhat west of north to Mt. Hope and across the county line about 8 miles beyond in a northwest direction to or towards Lebanon. It is, undoubtedly the origin of Fruitville Pike and the through road leading to Mount Hope and Lebanon (2 D. 73 and 74).

The survey begins in the road from Lancaster to Jacob Hoover's, (which was the name of the Lititz Road) at a distance as I have said less than a mile from the city line, a little more than half a mile northwest of its starting point, it reaches "Slough's Old Place". It proceeds on, 1½ miles farther to Baughman's lane; it then reaches Warwick Township right at the southwest corner and a little beyond calls for Buckwalter's Lane. No other places along its course are mentioned until it first crosses Chickies Creek (main or east Chickies) just beyond Manheim; then a little over 3 miles farther on, as the survey shows, it crosses Chickies again, at a point about a mile due west of White Oak and also west of Penryn. It then crosses Chickies again about ¾ mile farther on and about two miles north-west of the last crossing, passing Mount Hope it crosses the Lancaster-Lebanon line; it crosses the Paxton Road about 4 miles farther on northwesterly, at a place today called Bismark and then proceeds about 3½ miles farther and ends at Brackbill's Lane, near Lebanon.

1750—ROAD, KIRK'S TO OCTORARA

At August session 1750 a road was returned as laid out, pursuant to an order, granted at May sessions, as it is recited from Hugh Patrick's Mill to a ford at Octorara Creek, to fall in with the road laid out

passing by Hugh Edmonson's Mill, to Christina Bridge. The survey begins at a white oak in a road formerly laid out from Peach Bottom to James Porter's store, at the entrance of an old road leading to John Lucky's. It then runs south 82, east 210 p., south 50, east 27 p., south 87, east 60 p., south 64, east 60 p., south 31, east 60 p., to John Pong's land, held under the government of Maryland and by John Ewing's; then south 40, east 60 p., south 62, east 60, south 48, east 15 by the northside of William Gillespie's dwellings; south 61, east 20 p., south 80, east 12 p., northeast 60 p., east 40 p., south 64, east 20 p., south 30, east 20 p., to the ford on Octorara Creek to fall in with the road to Christine Bridge. Christina Bridge is now Wilmington. The whole road is only about 1 1-3 miles long but it fixes several important points. Its general course is southeast. (See 2 D. 76)

1751—ROAD, CRAIGHEAD'S TO DOWNING'S MILL

At May Court 1751 there was reported a draft of a road, dated April 16, 1751 made pursuant to a prior order of court in Bart Township, from Craighead's plantation to Downing's Mill. The courses and distances set out begin in a road near Craighead's and run S. 27, E. 25 p., S. 66, E. 27 p. to another road leading to Craighead's Meeting House; S. 16, E. 44 p.; S. 25, E. 56 p., south by the east line of James McConnell, near the corner of Craighead's land; S. 15, E. 52 p., S. 35, E. 114 p. to a road laid out from Wm. McNeeley's plantation in Bart to Wm. Downing's Mill, thence with the road to the mill.

This road is in the map but not marked by docket and page and is therefore set out in full. It is just about a mile long, but it fixes several plantations etc. It passes down along west side of Meeting House Run, near the mouth of which Downing's Mill stood (2 D. 77.)

1751—ROAD, CAERNARVON TO READING

Pursuant to an order made in 1750 a road survey and report dated April 17, 1751, were returned to May Court 1751, laying out a road from the Chester County line to the Tulpyhocken Road, opposite the town of Reading. The courses begin near the line of Chester County (and it seems that this point is at the extreme eastern end of the point of Caernarvon Township, a little west and south of Morgantown.) It trends by irregular courses north, north by east, and north by west until it falls in with the road we have before described dated 1735 (I D. 122-132), just south of Reading. It therefore does not lie in our county and this reference to it and explanation are all that will be needed. It may account for the eastern terminus of some of our county roads. (2 D. 77.)

1751—ROAD, SCOTT'S MILL TO COUNTY LINE

At May sessions 1751, an order was issued to William Thomas, John Jenkins, John Hamilton, Robert Swarr, William Hartford et al., to lay out a road from Scott's Mill in Caernarvon Township to a road laid out from the county line to Evan Price's on the Schuylkill near William Hartford's. The courses and distances returned to August Court show it to be about 5½ miles long and to trend north-west from Scott's Mill, on upper Conestoga, east of Bangor, said trend north-west being about half a mile to the Coventry road, thence it continues due north, nearly a mile, then northward about 30 degrees, west a mile and a half, then by irregular course northward about 2½ miles passing over the county line. Then it proceeds about a mile farther and meets the road from Price's to Schuylkill, near William Hartford's. It apparently crosses the main stream of Muddy Creek. No mention is made of it, however, (2 D. 79).

1752—ROAD, CONEWAGO TO DONEGAL MEETING HOUSE

At May sessions, 1752, a draft or survey of a road dated April 21, was returned to court beginning on the road from Harris's Ferry between John Sample's and the Pine Ford and running for most part along a road formerly laid out by Samuel Smith to Thos. Harris's Mill and thence along an old road to Nathan Wood's, striking into a road leading to Wm. McFaite's Meeting House.

The courses and distances show it to begin on the great road leading from Pine Ford to Jos. Sample's. Thence it follows an irregular south-eastward course through West Donegal Township, past Thomas Harris's Mill and crossing Conoy Creek, continues more nearly easterly about $1\frac{1}{4}$ miles farther to the present line of East Donegal and thence through the same about one mile into the road leading to "Donegal Meeting House, about a half mile west of it." It begins about $3\frac{1}{2}$ miles north of the Lancaster County line crosses Conewago Creek at Conewago. (2 D. 80.)

1752—ROADS, THREE ROADS LEADING TO GILLESPIES

There were returned to May Sessions 1752, three roads leading in three directions from Gillespie's Mill in East Drumore, on Conowingo, near the Fulton-East Drumore line. One led to that mill from a point near Unicorn; another from the southeast led to Gillespie's Mill from a point in Little Britain Township near Elim and the third led to Gillespie's Mill from a point near the mouth of Peter's Creek. This converging of roads at Gillespie's made with other roads there, a considerable web of roads. The beginning point of the one leading from Unicorn, is described as in the road laid out from James Denny's to Nelson's Ferry, though that road, as we have seen, ended at Brown's Mill at what is now Puseyville. The eastern road from south-east begins at James Montgomery's in the Brown's road and going north-westwardly crosses Little Conowingo about 2 miles distant and the Big Conowingo, the same distance farther northwest and it then runs northwest about 2-3 of a mile farther to Gillespie's Mill. The third one about 4 miles long bee-line runs northeast from near Peach Bottom to Gillespie's. Gillespie's was on Conowingo in East Drumore about a mile east of Hensell. (2 D. 80 and 82.)

1752—ROAD, SPRING GROVE TO EAST EARL

At the May sessions of 1752, James Whitehill, William Gilkeson, Emanuel Carpenter, James Smith and Joseph Dickinson returned a road laid out by them pursuant to previous order, from John Kittera's to the Paxton road about John McElwain's. The road is only $2\frac{3}{4}$ miles long and except for an angulation where it crosses a tributary of Conestoga Creek, it is nearly a straight south by west line from Kittera's. It begins in the road laid out in 1742 in the road from Blainesport to Churchtown.

The name Kittera is prominent in our county as John W. Kittera was our first congressman. The draft of this road shows plainly that it extends from Spring Grove to East Earl, a mile east of Blue Ball, on the great Paxton Road, now known as Harrisburg and Downingtown Road (2 D. 84.)

1752—ROAD, EVANS' MILL TO COOKSON'S MILL (CAINS)

Pursuant to a prior order, there was returned to August sessions 1752, a draft or survey of a road from Nathan Evans' Mill in Caernarvon Township to the Lancaster and Philadelphia Road about a mile west of Compass near widow Cookson's Mill.

We have heretofore described a road as being laid out between practically these same points in 1736 (1 D. 146, and 157). For some reason further proceedings were considered necessary. The former road may not have been opened. The courses and distances of this road are short and irregular but the general course is almost due southward from Evans Mill. It is just about 6 miles long bee-line. The first mile and a half of the course trend, southward about 30 degrees west. The next $2\frac{1}{2}$ or 3 miles of the course run practically south. Then there is a course of about 2-3 of a mile south east and then by a curved line convexing to the west, the remaining part, of about 1 2-3 miles, trends south about 25 degrees east.

No land-marks or names of owners or of streams are noted along the course. When widow Cookson's Mill is reached, there is an additional $\frac{3}{4}$ mile added to get to the Philadelphia Road at or near the present point called Cains. This road crosses the Downingtown Road at Bear-town, passes about $1\frac{1}{2}$ miles west of Cambridge, follows down the main eastern source of Pequea Creek and passes about three-fourths of a mile east of Pequea Presbyterian Church on south of Cains where it ends. (See 2 D. 86.)

1752—ROAD, ROTHVILLE TO HINKLETOWN

Pursuant to an order of Court granted presumably at August Session 1752, a road was returned to November session of court by Henry Carpenter, Jeremy Wolf, Samuel Grove, Chas. Harlogh, John Barr and Wyrich Spence, beginning at a post in the Great Road leading from Jacob Hoover's to Philadelphia, thence running by courses and distances set out, eastward first across Middle Creek about a mile from the starting point, thence on eastward about 2-3 mile farther and there crossing Cocalico and then following the same a short distance, thence continuing about 5 miles to Conestoga creek and about $1\frac{1}{2}$ miles farther east to the Paxton Road. (2 D. 87.)

This same road was reported to Court to May Sessions 1752 as appears in (2 D. 83.) It is there surveyed, beginning at the eastern end and is set forth as a road following a similar course. Among the land owners mentioned from east to west are Philip Sheaffer, Andrew Kerr, Thos. Coghnan, Geo. Yondt; then Conestoga creek is crossed and then are mentioned George Wolf, John Irwin, John Woolrich, Michael Overly, Abram Ferree, Vincent Myer, Andrew Hoffman, Nicholas Diffenderfer, Devall Caygle, in Cocalico Township, Jared Koffrey, Justus Shaefer, John Landis; then Cocalico Creek is reached and by several courses down same 158 perches they continue the course. Then they cross the creek and go on to lands of Christ Eaby in Warwick Township and then Middle Creek is reached and they pass Henry Landis, Henry Brunner, Valentine Becker, Jacob Geyer and to the Great Road leading from Jacob Hoover's to Philadelphia. This is the more complete survey of the two. In the survey above first set out Middle Creek is called "Mill Creek" at least in the record. This is error. The Paxton Road, at the east end of the road just described is well-known. The road known as leading from Jacob Hoover's, Philadelphia, is great road laid out in 1739 from Spring Garden to Penryn. It is always cited as the road from Jacob Hoover's to Philadelphia. However in one of these cases we shall see it is called "The Main Road" (See 2 D. 50, Clay to Kissel Hill.) The Lititz pike is also frequently called the Jacob Hoover Road. This road leads from a point west of Rothsville, through Akron to a point near Murrell and then one branch goes to Murrell and the main road goes to Hinkletown, crossing Conestoga below the town.

1752—ROAD, GOOD'S MILL TO LANCASTER ROAD

At August session 1752 a road was reported to court from Good's Mill on Pequoa Creek to the Lancaster and Mt. Pleasant road about two miles to the southeast of the mill. (2 D. 89.) There are no proceedings of this road on the docket but a drawing or draft of the road is inserted. It states that it crosses the plantations of Henry Line, John Stauffer and Christian Shank and ends at the place where it meets the road leading from Lancaster to Rock Run (2 D. 89.)

This road according to the record was not opened until by an order of August sessions 1770, the court compelled the same to be done.

The road is well known by those familiar with the locality of "Burnt Mill" and "Baumgardner's Station". It leads from the road known as Martie Forge Road and where it passes "Burnt Mill" to a point near Byerland Meeting House at the Henry Barr property on the Lancaster Road passing by Willow Street to Lancaster or by Heidlebaugh's and Willow Street to Lancaster.

1753—ROAD, LIBERTY SQUARE TO QUARRYVILLE

To November term 1753, a road was returned by virtue of a prior order, leading from Samuel Hunter's Mill on the upper part of Fishing Creek, near present Liberty Square in Drumore Township by a route first trending southeastwardly, then lying for a distance on the same site as the Burkholder's Ferry Road and after following it a distance curving east by north and then north east and so continuing until it reaches the neighborhood of Quarryville, Carmargo and New Providence. It is not very clear just where the road did lead to. As part of it duplicates other roads, it is likely, only part of it ever opened. It approached near Drumore Center on the Lancaster Road where the Nelson Ferry Road crossed it. (2 D. 90). The places mentioned along its course from the west end to the east, are Samuel Hunter's Mill on Fishing Creek. This seems to have been the Habecker mill, about a mile east of Liberty Square. Then John Carson, Charles Daugherty, Widow Elder, Alex. Stephen, Robert Gilchrist, James Gilchrist, William Wallace, William Barnett, Widow Armstrong and Robert Curry are mentioned as the survey is carried along north-eastward and the ending point is "Beaver Creek." At present there seems to be no use for the whole of such a road. The eastern 2-3 of it however seem to furnish a direct northeast road from Drumore Center to Quarryville, leaving the main Lancaster road at Drumore Center. It is about 9 or 10 miles long following the courses of the large semi-circular route of its first quarter. By a bee-line however it is about 8 miles long, that is from the southwestern Hunter's Mill end on Fishing Creek to its northeastern end on Beaver Creek.

1753—ROAD, STEVENS TO EAST EARL

At May sessions 1753 viewers appointed by prior order, lay out a road from the Schuylkill road near Edward Ream's Mill to Shirk's Mill on Conestoga and from thence to the Philadelphia Road near John McIlwaine's. After the survey was made the "court found some of the inhabitants something aggrieved and omitted the return till this present November." The beginning was therefore altered to the satisfaction of the inhabitants and the road was fixed to begin on the Schuylkill road at Henry Mohler's. The survey then proceeds by many courses, in a general southeast direction, not mentioning any land marks nor any land owners till it reaches the Philadelphia road at McIlwaine's, that is East Earl a short distance southeast of Blue Ball.

On the map it will be observed that this road connects with the Lancaster and Reading Road at Mohler's, near Stevens and passes southwardly by east passing east of Hahnstown, through Martindale and Weavertown to East Earl. It crosses the Cocalico near its forks where Swamp creek enters, also the Muddy Creek right below or near the fork of the Little Muddy Creek and then the Conestoga about the center of present East Earl Township.

By examining the map it will be observed that the first intention to have it start near Reamstown would have diverted its northern terminus about three miles east of the main Reading Road to the then less important and later route to Reading by way of Adamsown.

The original application for this road asking that it start from Everard Ream's may be found in (2 D. 2) dated in 1753.

1753—ROAD, BURKHOLDER'S FERRY TO DRUMORE CENTER

At May sessions 1753 a return of a road was filed by Samuel Simpson, John Snodgrass, Samuel McCullough, John Ramsey, Thomas White and James Clark to viewers to lay out a road from the old customary road leading to Burkholder's Ferry on Susquehanna, between the lines of William Clark, James Clark, John Neal, Widow Snodgrass, Daniel Winter, Andrew McClay, over Tuckquan, George Sutter, Hugh Long, James Duncan, Thomas Cully, Alex. McLaughlin, James Reed, the road laid out from Nelson's Ferry to John McDowell (2 D. 1).

At February Court 1754 another survey of the road was returned to Court (2 D. 97) following somewhat different courses and distances, beginning at Abraham Burkholder's Ferry in Conestoga and passing eastward 110 perches or 1-3 mile, crossing Pequea Creek, passing in its course lands of Robert Pawdry,, Samuel Hellis, William Clark, Wm Snodgrass, John Snodgrass, the Tucquan Creek, Thomas White, Thomas Boyd, a branch of Muddy Creek, Samuel Dexon, the main Muddy Creek, William Moore, Fishing Creek, Matthew Rippley, Mathew Clark, David Bigham and John Long's in Drumore Township. This survey is dated Feb. 2, 1754 and is the one used in the map. This makes it a road from Burkholder's Ferry to Drumore Center or the main Lancaster and Peach Bottom road (2 D. 97.) It passes Colemanville, then south of Mount Nebo and by Liberty Square to Drumore Center, when it ends.

A review was asked for and a new survey made of the east end of it March 12, 1754. This was presented at May Court. The record does not show any action on it by court confirming the same. By reference to the map it will be seen that the relocated part began at Snodgrass's near Tucquan Creek and kept a more northerly course, passing east by south across the extreme north east corner of present Drumore Township and ending in the east, or Conowingo branch of the Lancaster Road near Buck. The lands traversed are those of Wm. Patterson, David Reed, David Moore, Jonas Kennedy, John Duncan, John Gabey and on to Robert Boyd's plantation at his spring branch being the fountain head of Conowingo Creek (the west branch of it). This makes it cross about a mile beyond the principal Lancaster road and about a mile into East Drumore Twp.

But the re-viewers also laid out a branch starting back at John Duncan's in the Lancaster Road and then down the road two miles to John Long's, thus making the real end to be at Drumore Center with a spur, a mile east at the point where it first reaches Lancaster road, on to Robert Boyd's. (See this, 2 D. 95 and 96, marked on map as 96.)

At this time it is proper to note as we shall note more fully under the year 1757 that, at November sessions 1757 citizens of Martic Township

petitioned for a road from David Reed's on the Burkholder's Ferry Road to Christian Groff's Mill, formerly Wm. Smith's Mill at New Providence to haul grain. There is no record that it was granted at least prior to 1760. See on the map the course of the road intended passing near Rawlinsville and by the town eastwardly by north a distance of about 7 miles. The petitioners complain that this is necessary because the land-owners are closing up the "customary" roads. (See map 2 D. 40. This p. 40 refers to the back part of the Docket, 40.)

1753—CITY MILL AND LEACOCK ROAD

At May court 1753 a road previously surveyed by virtue of an order issued at February Court, was laid out from Lancaster to Sebastian Groff's Mill and from thence to the "Horse-Shoe Road", near George Lyne's (2 D. 2.)

The survey shows it to be a road about $7\frac{1}{4}$ miles long (bee line) but convexing or bulging northward and of a general direction northeast about 30 degrees north of east. It is described as beginning in the Provincial Road leading from Lancaster Borough and extending by lands of James Hamilton Esq., and Peter Leaman and then Sebastian Groff in all 240 degrees by several courses, the direction being northeast and at the end of said road 240 perches to Conestoga Creek. It then proceeds up the creek a distance and passes through the London Company's land in Manheim Township. As it does not mention crossing the creek it starts on the west side of the Creek and is likely the road which goes up to Old City Mill. But after this course is run, it crosses the creek and continues up the creek by Jesse Musser's and Christian Stauffer's land. It then continues more eastwardly by William Seewright's and Alexander Work's and John Line's land in Leacock Township. It then goes on by land of Philip Scott and John Rowland and by Jacob Rowland and George Line to the "road commonly called Horse-Shoe Road," where it ends. And it was accordingly confirmed as laid out. It would appear that about a mile east of Mechanicsburg it falls into the Lancaster and Coventry Great Road or New Holland Pike. The name "Horse-Shoe Road" is apparently very old. It is to be noted that on the map this road is made to cross the Conestoga Creek twice. This is an error. It seems that the curved road bulging eastward from the old Philadelphia Road leading to Mechanicsburg—that is the first $3\frac{1}{2}$ miles of the old Conestoga Highway was the "Horse-Shoe Road."

1753—ROAD, BELLAIRE TO MOUNT JOY

There was filed a return of a road to November sessions 1753 laid out by a prior order, a road surveyed Oct. 17, 1753 from Robert Allison's Mill on Conewago to Mount Joy. The viewers were Peter Bowman, William Allison, William Miller, Samuel Conyngham, Ephraim Little and Samuel Wilson. (2 D. 93). The courses and distances give it a general south-east direction, practically bisecting Mount Joy township, passing about a mile to the west of Milton Grove. Beginning at Allison's Mill on the upper Conewago, it strikes almost due east (somewhat south of east) over a mile and it crosses over two or three western branches of West or Little Chickies Creek. The places mentioned along the route, after leaving Robert Allison's land are, Wm. Miller's, William Allison's, Peter Risher's, William Alexander's James Culbertson's, Abraham Shalley's, Ephraim Light's, Widow Wilson's, Moses White's, John Cooper's, and Samuel Scott's lands. Then it joins the Great Road to Lancaster from Harris' Ferry. It is about 7 miles long, by a bee-line.

1753—ROAD, STONE'S MILL, CONESTOGA TOWNSHIP TO WORLEY'S ON GAP ROAD IN SADBURY

Some time before 1753 a road was evidently laid out from Christian Stone's Mills in Conestoga Township to Caleb Worley's on the Gap Road in Sadsbury Township because at May sessions 1753 (2 D. 4.) there is a record setting out that the persons appointed by order of last court upon petition of Isaac Taylor, to review a road laid out from Christian Stone's Mills in Conestoga Township to Caleb Worley's on the Gap road in Sadsbury Township, do now report that they met but could not come to an agreement. And Isaac Taylor now having presented another petition praying other viewers to make such alterations as shall be necessary, the court appoints John Leonard, Robert Allison, Abraham Ferrec, Samuel Lefever, Wm. McClausin and Wm. Hamilton to review said road and make such alterations as may seem proper.

At the following Court presumably (2 D. 8) the viewers appointed made report that they have reviewed and laid out the same as follows: Beginning at a B. O. on the road formerly laid nigh to James McDills field extending from thence N. 20, E. 4 p; N. 34, E. 6\$ p., N. 54, E. 42 p. N. 70, E. 62 p. N. 56, E. 52 p., N. 50, E. 46 p. N. 80, E. 24 p into the aforesaid Gap road containing in all one mile and a quarter, which returns the Court confirmed.

This road is set down for the purpose of establishing the fact that there was a road from Christian Stone's Mills in Conestoga Township to Caleb Worley's on the Gap road in Sadsbury Township. There is no record of such road. From Conestoga Township to Sadsbury Township is a considerable distance and thus the record of a road of considerable length does not seem to be in existence at all.

It is noticeable here that "Christian Stone's Mills" here is always in the plural number, as if he had a large plant, well known and consisting of several kind of Mills such as corn, saw, oil, hemp and others.

1754—ROAD, FAIRMOUNT TO BARTVILLE

At May sessions 1754, John Evans, Jno. Crawford, George Leonard, Samuel Patterson and John Paxton filed a return to court of the survey of a road which they laid out pursuant to an order issued at February Court. This road extended from southwest to northeast through part of Little Britain, Drumore and Colerain Townships. It was nearly seven miles long. The report is dated April 29, 1754. The viewers begin the survey at Montgomery's Lane near Fairmount in the road leading to Charlestown (Maryland). Thence they run the courses in a northeasterly direction across Little Britain Township 290 perches by several courses to Thomas Whiteside's property and farther on 476 perches by several courses to Robert McCorkle's land and in the same direction by several courses they proceed farther—254 perches over a branch of water, a tributary of West Branch of Octorara to James Hamilton's plantation; thence they proceed by several courses in a rough semi-circle convexed westward 232 perches and then on 82 perches farther to the west branch of Octorara at Matthew Brown's Mill at Puseyville. From this point onward the northeast courses continue by George McCullough's, Joshua Anderson's, David Campbell's, Samuel Anderson's and Charles McAllister's lands 582 perches or a little less than 2 miles, ending in said McAllister's lane in Colerain Township (2 D. 94.)

This road begins in the said Charlestown road near the present town of Fairmount and passes through Puseyville where it crosses or meets the eastern end of the Nelson Ferry and Brown's Mill road and then goes on to near Bartville just over the Colerain Line. As we have stated above, it terminates just below the northern boundary of Colerain at McAllister's.

1756—ROAD, PEQUEA MEETING HOUSE TO COUNTY LINE (BELOW COMPASS)

At November sessions 1756 the persons appointed to view and lay out a road from Pequea Meeting House to John Douglas's Mill and on to Jonas Chamberlain's, on the dividing line, filed a report dated Oct. 19, 1756. The road is roughly four miles long and beginning at Pequea Meeting House passes south by east by John Whitehill's land about $\frac{3}{4}$ mile and then strikes southwest by James Douglas' house and the Church Glebe about a half mile or more to the Lancaster and Philadelphia Road. It then passes eastward along the same 238 perches; thence south by irregular lines by Jos. Dickinson's and on to Jonas Chamberlain's land and cuts the Lancaster and Chester County line about $2\frac{1}{2}$ miles south of Compass. John Whitehill, we observe, had land adjoining the church. He must not be confused with James Whitehill whose name we have met frequently in this paper (2 D. 125*)

1758—ROAD, CLAY TO (NEAR) KISSEL HILL

At February sessions 1758 a jury of viewers appointed at November Court 1757 appointed to lay out a road on petition of inhabitants of Warwick Township from Michael Shenk's in the Great Road leading from Philadelphia to the main road leading from Lancaster to Tulpyhocken make a report.

They begin at Paxton Road to Michael Shenk's now the town of Clay; then proceed practically due south by 4 courses, a distance of 518 perches or a mile and two-thirds by John Hostetter's, Michael Shenk's, Henry Hackman's, Abraham Deerolf's, John Stauffer's and Michael Kline's land; thence by a course 194 perches nearly south and a course 180 perches southwest passing over Hammer creek (the boundary of Warwick Township) John Habecker's and Jacob Habecker's land they come to Peter Pail's land and then passing on a distance of 228 perches nearly due south they come to the "Main Road" after passing land of Samuel Huber. This main road is the one laid out in 1739 and 1740 and leads from Spring Garden and Penryn (See 1739, 1 D. 300.) Passing south of the "Main Road" by John Bender's and other land a distance of 183 perches they reach the "Mill race" of Flory Mill on Carter's Creek, just east of Rome on the Road from Lititz to Rothville. It is the same creek on which Bear's Mill is situated. Continuing farther south by land of Michael Pfoutz and of Jacob Shertzer and of Christian Grube and of Jacob Line, a distance from the said mill of 529 perches, about one and two thirds miles the survey reaches the Manheim Township line and by a course south 59 degrees, west 140 perches. The route intersects the Tulpyhocken or Lititz Road. A draft of this road appears in the docket on the opposite side of the sheet, that is the next page containing the record. (2 D. 50 and 50* rear part of the docket.) The whole road is about six miles long.

This is the present well-known road beginning at Clay in the Harrisburg and Downingtown Road and it leads through Rome, east of Lititz and at present joins the Lancaster and Lititz Road at Kissel Hill, formerly New Haven, instead of continuing on its direct course, over the Manheim Township line, meeting the Lititz Pike where the present state road to Oregon intersects the Pike.

The northern extremity of this road also forms the beginning of the artificial boundary between Elizabeth and Clay Townships, that is, that part of the boundary south of the Harrisburg and Downingtown road, a boundary about two miles long. The boundary between said townships north of the Harrisburg and Downingtown Road is formed by Seclock

Run, also called Furnace Run near its mouth, it being a tributary of Middle Creek flowing in from the west.

On the map observe this road and notice its location beginning at or near the said dividing line. It is slightly misplaced as it should begin on the line.

The original application for this road seems to have been presented to November Court 1757. (See 2 D. 40*) where it is recorded that the petition of divers inhabitants of Warwick Township was read setting forth that they are in great need of a public or King's highway through the easternmost part of their township to the town of Lancaster—being put to a great inconvenience in passing and repassing, by the stopping and fencing of the roads; that it is their opinion that it will be to the best interest of the inhabitants of the back parts of the county—if it begin and be laid out at or near the plantation of Michael Shenk in the Great Road leading from Philadelphia to Paxton and passing through by the several plantations of Peter Peel, Michael Klein, Samuel Huber, John Bender at the new mill, Michael Pfautz and Christian Grube and thence into the road leading from Tulpyhocken to Lancaster. The court appointed as viewers Henry Walter, John Bear, Jeremiah Wolf, Christ Halegon, Jr., Leonard Miller and Jacob Hoyle and ordered them to make return.

1753—ROAD, GROFF'S (SMITH'S) MILL TO BART ROAD

I desire to note one or two applications for roads which seem to have failed. In 1753 it is recorded (2 D. 5) the petition of divers inhabitants of Martic, Bart and Drumore was filed, setting forth that they are put to divers inconveniences for want of a road from Christian Groff's Mill (formerly Smith's Mill, near New Providence) in Martic Township to a certain road in Bart Township leading to Christiana Creek, by reason that all the "customary roads" formerly used are either stopped or so turned, that they are "rendered un-useful" for that purpose. They prayed that viewers be appointed to lay out such a road. The court appointed viewers as prayed for. No report appears among the records of the court in the matter.

1757—ROAD, BURKHOLDER'S FERRY ROAD TO SMITH'S MILL

At November sessions 1757 the petition of divers inhabitants of Martic Township was read to court setting forth that there is a necessity for a road to be laid out in the said township from the road leading from David Reeds' plantation to Burkholder's Ferry to Christian Groff's Mill on Beaver Creek (formerly Wm. Smith's Mill) there being no laid out road from thence to the said Mill by means whereof the customary roads are frequently turned and stopped to the prejudice of the inhabitants in transporting their grain to the said mill and other places of market and praying the Court to order a road to be laid out in manner aforesaid. The court appointed Andrew Work, Wm. McReilly, Henry Hoover, Michael Groff, Henry Hare and James Marshall to lay out such road by courses and distances if need be and make report. Nothing more appears of record in the matter (2 D. 40*.)

H. FRANK ESHLEMAN.

Author: Eshleman, Henry Frank, 1869-1953.

Title: History of Lancaster County's highway system (from 1714 to 1760) / by H. Frank Eshleman.

Primary Material: Book

Subject(s): Roads--Pennsylvania--Lancaster County.
Lancaster County (Pa.)--Maps.

Publisher: Lancaster, Pa. : Lancaster County Historical Society, 1922

Description: 37-80 p. : ill. ; 23 cm.

Series: Journal of the Lancaster County Historical Society ; v. 26,
no. 3

Call Number: 974.9 L245 v.26

Location: LCHSJL -- Journal Article (reading room)

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