



Plate 27



Plate 32

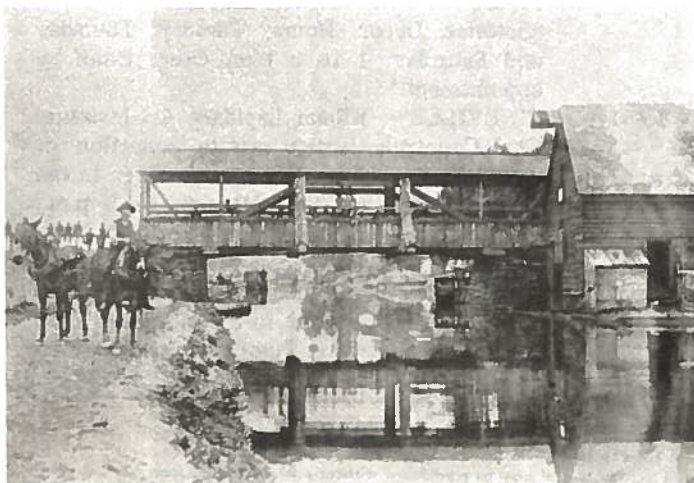


Plate 34

THE LOG OF THE GOOD SHIP

MOLLY POLLY CHUNKER

(This is the second and last installment of an abstract from the Log, and selection from the photographs made by Cora Louise Decker, Librarian of the Bucks County Historical Society Library. The complete text of the Log and file of 68 pictures taken on the trip are available for inspection at the Library. The photographs are reproduced by special permission of Mr. C.P. Yoder of the Pennsylvania Canal Society, the donor to the Library.)

During the temporary absence of the Scribe, the Log was kept intermittently by other members of the party, but was later revised and brought up to date by him.

Sunday, June 20, 1886.

The day was spent very quietly photographing, loafing and reading aloud. The Admiral and the Artist took the lifeboat and rowed a little distance down the Delaware.

About five o'clock the great Wheelman (Mr. Lyman H. Bagg) arrived on his bicycle, dismounted and stepped on board.

Before ten o'clock sleep fell by degrees upon all on board, and quiet reigned.

Monday, June 21, 1886.

Arrived at Easton, and an expedition was organized to visit College Hill and the family of the Charge. The following notice appeared in the Lafayette College Critic:

"The Rudder Grange people and the Tile Club have found disciples and imitators in a party of New Yorkers who are journeying to Mauch Chunk by-way of the raging Pennsylvania Canal. They have had a canal-boat roofed over and fitted up with awnings, curtains, etc., in such a way as to rob it of much of its uncouth appearance; and with a cook and other servants at command, are prepared for any fate that may befall them. This new thing in canal-boats has made a great commotion among the tow-boys, and

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CALENDAR

of

EVENTS

October, 1969

*Courtesy of
the Historical-
Tourist
Commission*

- 1 - 31 WASHINGTON CROSSING — Thompson-Neely House furnished with pre-Revolutionary pieces, open daily and Sunday. Route 32, Washington Crossing State Park. Weekdays 10 to 5, Sundays and Holidays 1 to 5.
- 1 - 31 WASHINGTON CROSSING — Narration and Famous Painting "Washington Crossing the Delaware," Daily 9 to 5, Sun. and Holidays 10 to 6 at ½ hour intervals. Memorial Building.
- 1 - 31 WASHINGTON CROSSING — Old Ferry Inn, restored Revolutionary furniture, gift and snack shop where Washington Punch is sold. Rte. 532 at bridge. Open daily 9 to 5, Sun. and Holidays 1 to 5 p.m.
- 1 - 31 WASHINGTON CROSSING — Taylor House, built in 1812 by Mahlon K. Taylor, now serves as headquarters for the Washington Crossing Park Commission. Open to public Weekdays 8:30 a.m. to 5 p.m. Saturday 8:30 to 11 a.m.
- 1 - 31 MORRISVILLE — Pennsbury Manor, the recreated Country Estate of William Penn. Original Manor House was built in 1683. Open daily 8:30 to 5 p.m., Sunday 1 to 5 p.m. Admission 50 cents.
- 1 - 31 FALLSINGTON — Burges-Lippincott House and Stage Coach Tavern, 18th Century Architecture. Open to the public, Wed. thru Sun., including Holidays, 1 to 5 p.m. Admission: Adults 50 cents, Students 25 cents, children under 12 free, if accompanied by an adult.
- 1 - 31 BRISTOL — "The Margaret R. Grundy Memorial Museum," 610 Radcliffe St., Victorian Decor. Hours: Tuesday, Thursday and Saturday, 1 to 3 p.m. Other times by appointment.
- 1 - 31 PINEVILLE — Wilmar Lapidary Art Museum. The Country's largest private collection of hand-carved semi-precious stones. Open to the public Tues. thru Sat. 10 a.m. to 5 p.m., Sunday 1 to 5 p.m., admission 50 cents.
- 1 - 31 DOYLESTOWN — Mercer Museum, Pine and Ashland Streets, Hours: Sunday 1 to 5 p.m., Tues. thru Sat., 10 a.m. to 5 p.m. Closed Mon. Library of Society — Tuesday thru Friday 10

(continued on page 24)

has frightened more than one veteran mule. It is moored at night-fall in convenient places along the route, and the evenings are spent as pleasantly as possible. The party consists of Robert W. de Forest and wife; Louis Tiffany, the artist; Henry Holt, the publisher; Walter Tuckerman; and Miss Knox, daughter of the president of Lafayette College."

As the Wheelman was preparing to depart, the Admiral took his photograph, *Plate 27*. The Wheelman made his last adieu and crossed the bridge, came down the opposite side, hat in hand and triumph in his eye. Two mules were coming down the tow-path, which ran close along side the road. They saw the Wheelman approach, the forward mule trembled with terror, turned completely round, took the other mule off his legs with the tow-rope, and they both turned somersaults and rolled about in a confused mass. The Wheelman hastily dismounted, but, as far as the Admiral could judge, his apologies to the mule drivers were not accepted graciously, and he wheeled off without looking back on the scene of the disaster.

We got under way on the Lehigh Canal about one o'clock. Above Chain Dam, we were towed in the river for some distance—a charming variety.

Tied near Bethlehem. Distance traveled 12 miles.

Tuesday, June 22, 1886.

Rained all day. The Artist departed to attend a wedding in New York. The Scribe, faithful to his promises, came, hungry for news and thirsty for celebration, and was welcomed back by a general celebration at dinner. Toward dark, the rain grew more violent, and the wind blew so that the explorers were obliged to shut out the view with the weather, and enjoy themselves by the light of the Japanese lanterns. The entire ship's company was in bed by 10:30 and fell asleep in the confident expectation of a day of sunshine on the morrow.

Day's run, 9 miles.

Wednesday, June 23, 1886.

Alas for such expectations! The Company was roused by the sound of dripping, and breakfasted a trifle later than usual. Yet if any one thinks that life on a canal-boat in an easterly storm is unpleasant, he will find that his impressions are not supported by facts. It is true that the Molly-Polly did leak, that the rain rained (just a little) on the pillows, that the beds were a trifle damp, and that some of the voyagers had to go about in ulsters and rubbers. The situation was rendered more serious by the fact that the life boat

(continued on page 28)



Plate 35



Plate 39



Plate 43



Courtesy of the Bucks County Historical Society

THE FOUNTAIN HOUSE

by Terry A. McNealy

Many stagecoach lines travelled the roads of America in the middle of the nineteenth century. One of these, the "Doylestown, Hartsville, and Philadelphia Line of Omnibusses," owned by Daniel Shelmire, began daily runs between Philadelphia and Doylestown in 1846, at a fare of \$.75. As the horses toiled up the last hill into the county seat of Bucks early every evening after the rough four-hour journey up the turnpike road from the city, the passengers were presented with the attractive prospect of a large hotel facing southward toward them, with spacious porches and a broad courtyard in front. The gracious appearance of this old inn, an imposing and well-proportioned structure, invited the traveller to find hospitality, rest, and a good dinner within. This was the Doylestown Hotel, or the Sign of the Fox Chase, more recently known as the Fountain House, and it was already an old and well-established hostelry.

The village of Doylestown had been growing for a century around the crossroads where the Fountain House stands, just below the crest of the hill. It was here that Dyers Mill Road, laid out as the result of a petition from the settlers in Plumstead Township for a road toward Philadelphia in September 1729, crossed the road from Buckingham meeting house to North Wales laid out following a petition of the local inhabitants dated March 1731. Dyers Road was later extended to Easton, and the other road became part of the network of highways that connected the crossings of the Schuylkill with Coryell's Ferry on the Delaware and routes across New Jersey to New York. The point where they crossed became an important

crossroads and a very likely place for the settling of a town.

The first tavern license in the neighborhood of this crossroads around which Doylestown was to grow was granted to William Doyle in March 1746. The exact location of this first hostelry is unknown. The boundary between New Britain and Warwick Townships followed the line which is now Court Street, for Doylestown Township was not created until 1818, and the Borough not until 1838. Doyle's first tavern was situated in New Britain Township, so it is most likely that it was located somewhere along what is now Main Street north of Court, near the crest of the hill.

Doyle's license in New Britain Township was renewed annually through 1757, but by June 1758 he had moved his establishment down the hill closer to the crossroads formed by Dyers Road and the road to Coryell's Ferry (now Main and State Streets). The new location was on the site of the Fountain House, on a tract of nineteen acres that Doyle had bought from Isabel Crawford in 1752. The change in location moved the inn from New Britain into Warwick Township, and Doyle, now most advantageously situated right at the crossroads, continued to keep the tavern for many years. It is uncertain how much of Doyle's original building is still included in the present structure, but when Doyle mortgaged the property in 1774 he described it as having "a commodious stone house" with "other Valuable Improvements."

Doyle's first wife died of "a cancer in her Brest" on December 1, 1773, and he was remarried on

RAMBLING WITH RUSS (continued from page 21)

in the morning and 1 o'clock the next morning, to Willow Grove and Philadelphia, back in 1904.

Louis Pearlman, Doylestown musician, broadcast a violin recital on Sunday, August 1, from 1 to 1:30 P.M. over Radio Station WIP and WFAN. That was 38 years ago.

James A. Michener, former honor student at Doylestown High, later a member of the faculty at Hill School, Pottstown, and an honor graduate from Swarthmore, won a scholarship in post graduate work which took him to the University of Edinburgh. (Now a resident of Tinicum Township for a number of years, he is one of the world's best known authors.)

* * *

DOYLESTOWN TOWNSHIP

-1864-

MILITARY ROLL: *Panorama's* rambler received an inquiry recently to do a bit of research and find out the identity of the males living in Doylestown Township who were eligible for military in the Civil War (1861 - 65).


That was a tough assignment but with good results following a bit of searching through some old records. Your grandad or great grandad may be on the roll.

The official roll was taken by Doylestown Township Assessor Peter G. Murray, May 5, 1864, at the request of the County Commissioners. It includes the names of all males in the Township between the ages of 21 and 45 years, liable for military duty under the laws of the United States of America.


The official Roll was subscribed to by Justice of the Peace John B. Pugh and a copy also furnished to the Brigade Inspector. The Military Roll follows:

Jacob S. Angeny, Charles Allen, William H. Anglemyer, John R. Black, Dr. Frank W. Bigoney, Lewis Buckman, Reading Beatty, John Bolinger, Isaac W. Buckman, Samuel V. Betts, Christian Bartels, Richard N. Bonsall, Joel E. Cadwallader, Samuel V. Carwithen, David Cope, John Clemens, William S. Cooper, Jacob Clemens, Benjamin J. Conrad, Abraham Cope, Amandus Cope, Warner Doan, Lawrence Dietz, George R. Dubbs, Andrew Dennison, Thomas C. Dubbs, Thomas Eckhart, Abraham Eckhart, Charles Ewers.

(continued on page 30)



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(continued from page 5)



Plate 46

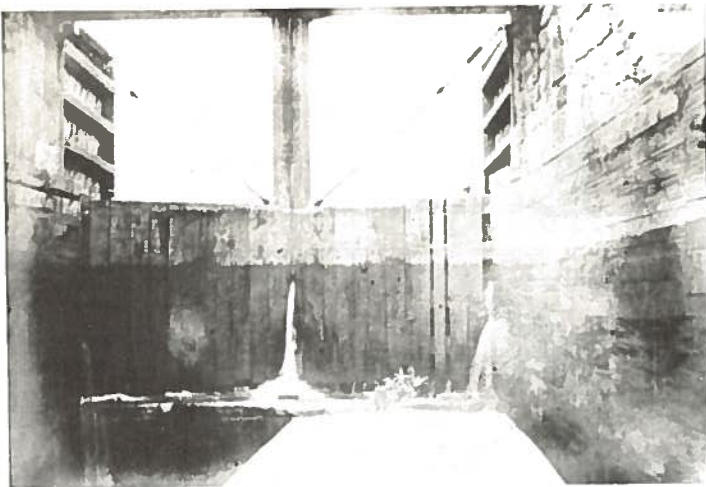


Plate 47



Plate 49

was utterly unseaworthy, and that there were no life preservers on board. In spite of all these adverse and dangerous circumstances, nobody caught cold, and the spirits of the party were utterly undamped.

At Lehigh Gap, in a pouring rain, the Admiral appeared bringing with him Mr. Harris, the president of the canal company. The return of the Admiral and the honored guest were duly celebrated in champagne. It must not be supposed, however, that indulgence in alcoholic refreshments had become so habitual that *Plate 32*, presents an attitude characteristic of the men between meals. It is not a picture of a gentleman taking a drink, but is merely the Scribe blowing "Triton's wreathed horn". Canal boats carry conch shells to signal the lock-men. The thing in the Scribe's hand is a lock-opener, not an eye-opener.

Day's run from Catasauqua to Lehigh Gap, 14 miles.

Thursday, June 24, 1886.

The day was filled with busy nothings. At Weissport we caught *Plates 34 & 35*. The mules and the driver in 34 are our very own. Towards evening we arrived at Lock No. 4, below Mauch Chunk, and a party was made up to walk to town. No one could find any beauty there, and all toed the tow-path homeward with increased affection for the Molly-Polly.

Day's run, 11 miles.

Friday, June 25, 1886.

Blue sky at last! In *Plate 39* the Artist is taking the Lock-keeper and his goats, while the Lord of the East Wind is taking the Artist. Next to the Artist stands the Charge, her chaperons being for the moment too absorbed in the goats to get on the other side of her. The Lock-keeper's wife was a fine looking woman, the mother of eight children, all under twelve. The mother did a little washing for us (*Plate 43*) and did it beautifully. She had it ready for us when we passed down the canal on Saturday.

During the day we were towed up to Mauch Chunk where we excited much curiosity. Our approach had been heralded by the following article in the Mauch Chunk paper, and the guests at the Mansion House were on the *qui vive* for our appearance.

VIA CANAL

A Party of Ladies and Gentlemen Enjoy
a Trip up the Lehigh

"The canal-boat containing the tourists from Bristol arrived at Lock 4 last evening and tied up for

the night. This morning the steward came up to town and bought a stock of provisions. The party recently left Bristol on the Delaware Canal ... The boat used for the purpose is a handsome barge conveniently arranged into six different apartments, consisting of dining room, parlor, sleeping apartments, kitchen, etc. The inside decorations consist of Japanese designs, lanterns and bric-a-brac generally. The sitting room is well fitted out with books, maps of the different counties in the states through which the party is to pass, photograph apparatus, etc. The floors of the different rooms are carpeted, and the culinary department is presided over by two colored servants."

There were sundry other notices in the papers, but they contained nothing not included in those given, except that the N.Y. Evening Post called us "an upholstered canal-boat."

We lunched at Coalport, a mile above "Chunk" at the end of the canal, where we got a good picture of the boat entering the lock (Plate 46) and of the inside of the lock (Plate 47). There were many boats at Coalport, and more flies.

Some of the party went on an excursion to Glen Onoko by railroad. But the Artist, of course, stayed aboard with the Charge, and so the First Assistant Chaperon was delegated to stay too, and they read him to sleep over Villette.

The Lord of the East Wind bade us farewell after four o'clock tea. The rest of us took the last Switchback train at 5:20. The Royal High Chaperon lost her hat, a minor misfortune compared to those of preceding travelers, who, as the conductor told us, had often "lost their hair." But the brakeman always brought the "switch back." Hence the name of the road. Even for a hat the car was stopped and the brakeman ran back a quarter of a mile and brought the headgear unharmed, for twenty-five cents. Even this small sum was not a regular charge, but a recognition of gratuitous services.

We returned to our gallant ship at 6:30, and were delighted to find the Scribe had arrived. The evening was devoted to plans for a new Molly-Polly, and all retired at eleven.

Day's run, 2½ miles up the canal and ditto down; it is left to the mathematicians to say whether the result was 5 miles or 0.

Saturday, June 26, 1886.

The day was lovely. The scenery was fine (Plate 49) and we realized how much we had missed in the rain as we went up.

We waited some time at Siegfried for the Scribe's
(continued on page 30)

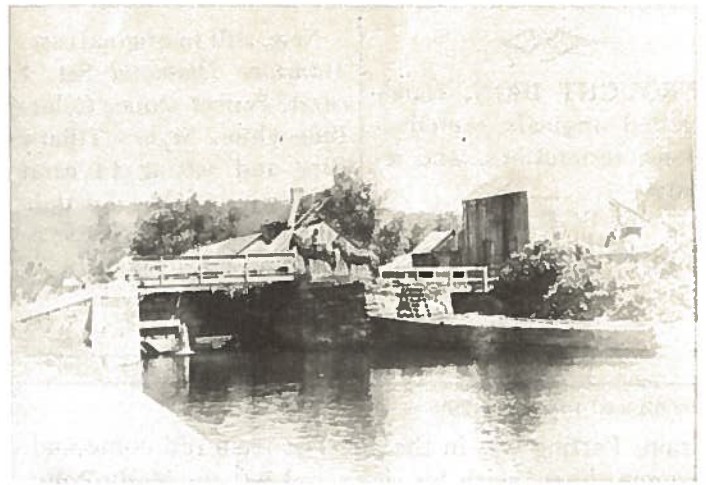


Plate 54



Plate 55



Plate 68

WROUGHT IRON, Hand-crafted originals, reproductions, restorations, and repairs.

GEORGE D. WILEY
37 Cherry Lane, Doylestown
348-3754

New, still in original case. *Marquise Diamond Set*. 1 carat. Perfect stone. Color-Blue-white. Style - Tiffany Ring and setting-14 carat gold (white). Also, a matching/locking band. Shape — long fine cut diamond. Call 225-3031.

(continued from page 29)

train. Parting was in the air. The train did come and he got aboard with his sister and left the Molly-Polly but a pleasant memory to be revived in re-reading and revision of the Log.

Monday, June 28, 1886.

It was a perfect photographing day and the Admiral walked up to the next lock and caught *Plate 54*. At Lehigh Gap we got the old mill *Plate 55*.

At dinner we celebrated with our last bottle of champagne and toasts to the ship's company, and soon may they set sail again together.

After dinner the Admiral left, and the scanty remnant spent a quiet evening and went to bed early.

Tuesday, June 29, 1886.

A little spasmodic packing was done in the morning. About two we tied up at Bethlehem and left at five and went on to stop for the night at Chain Dam.

The sun sank gloriously in the glowing West as we passed the last lock into the Lehigh. Our last photograph (*Plate 68*) was taken—a lovely and worthy close to our work. Here let us drop the shutter of our camera, and close the Log of the Molly-Polly-Chunker.

THE END OF THE LOG

Easton, June 30, 1886.

THE EPI-LOG

November 9, 1886.

The power of any stream is developed by judiciously checking its course. The stream of love is no exception. The Chaperons knew all this, and regulated their Charge accordingly. Their wisdom was justified in the end.

On this auspicious day, all of the company of the Molly-Polly-Chunker assisting, the Artist and the Charge were married, "and lived happily ever after."

(continued from page 27)

Also Harman R. Flack, Aaron Frankenfield, John Frankenfield, Oliver Flack, William Fluck, Amos Fly, A.H. Gibbs, Jacob S. Geil, Lewis Garges, Henry Garges, George Garges, James Good, Seth Good, Reuben Gross, Salathiel Good, Alfred Godshalk, Thomas Good, Norris H. Hoffman, Joel Haldamane, Burgess Hoffman, Samuel Heistand, James Holbein, Samuel Hays, Moses Heistand, Samuel Hart, Thomas P. Hall, Henry H. Hall, Albert J. Jones, Abiah R. James, John J. Johnson.

Also Peter Jacoby, Emanuel Jacoby, John Jacoby, Enos M. Kratz, Andrew Kunder, Jacob H. Knipe, Valentine P. Klipple, William Kerr, Henry H. Kephart, Jacob Long, George Lukens, Henry S. Lovett, Samuel Larzelere, John H. Lapp, Charles Lefferts, Henry B. Larzelere, John K. Lovett, John D. Loux, Nicholas McCarty, Patrick McNamara, John W. Morris, Isaac F. Myers, John Myers, Peter G. Murray, James Malsbury, William D. Morgan, Jonas Maust, Charles Magee, Samuel Mullin, Wilson Also Eli Morris, Charles McEwen, Francis T. Mann, William Patterson Jr., Frederick Price, Franklin C. Penrose, Newton Rialo, Cornelius Root, Thomas Rehil, Barney Rehel, Alloys Ruos, Thomas Stephens, Aaron Sheetz, Abel Swartzlander, Joshua Scott, Jefferson Swartz, Jacob W. Sterner, William Selner, Jacob D. Swartz, Thomas Vaus, Isaac VanBuskirk, John R. White, David Wambold, Peter Wytemane, Lewis Worthing, Israel Worthington, Bacher Williams and Daniel J. Yerkes.

* * *

