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CHESTER PIKE

from
DARBY to CHESTER
ON YE OLDE
KING'S HIGHWAY

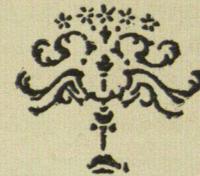


Published by the
KEYSTONE AUTOMOBILE CLUB

From
DARBY to CHESTER

Being a true
account of
TRAVEL
on the road
known as

The KING'S HIGHWAY
from early times up to
the PRESENT DAY



Published by the
KEYSTONE AUTOMOBILE CLUB

A WORD

To the traveler of to-day, who knows the luxury of comfort and the charms of speed, this little booklet of the evolution of Chester Pike is presented with the compliments of

THE KEYSTONE AUTOMOBILE CLUB.

APPRECIATION

Is here expressed to the *Delaware County Historical Society* and particularly to its curator, Dr. Anna E. Broomall, for much of the information on which this pamphlet is founded, to the *Morton Chronicle* for the liberal use of its files and to *John T. Faris* for statements based on his "Romance of Old Philadelphia" and "Old Roads Out of Philadelphia."

From DARBY to CHESTER

WUCKED away somewhere within the historic labyrinths of centuries past there may be a musty record of the actual date when what is now the Chester Pike became a highway open to public use. Thus far, however, no exact date has been pointed out, but chroniclers of the Colonial period have furnished us with interesting data from which we can approximately surmise it.

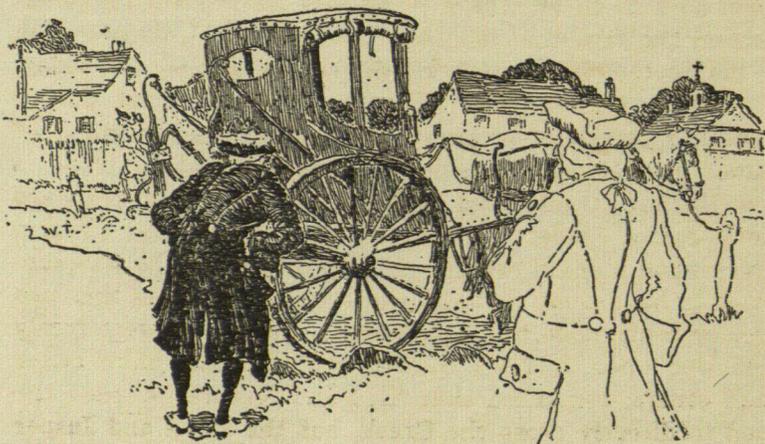
Before the founding of Philadelphia in 1682, all roads led to Chester. In 1678, according to Frederick B. Calvert, in the *Morton Chronicle* of 1902, a general order was issued "for every land owner to open a road within the space of two months, as far as his land reached, with bridges where needed," but this order was probably only partly obeyed in the vicinity of what is now the Pike. After the founding of Philadelphia the Delaware River was at first the principal means of communication between the City of Brotherly Love and Chester.

It was probably in 1696, as related by John T. Faris in his "Old Roads Out of Philadelphia" that the first fairly well defined clearance permitted travel from Darby to Chester. This route became known as the King's Highway, but owing to the fact that its course was an eighth of a mile south of the route as originally prescribed, many of the property owners failed to keep the portion adjacent to their lands in passable condition, claiming that they were under no legal obligation to do so. This resulted in a petition to the Provincial Council, sitting at Philadelphia, and an order by that body that the road be surveyed and main-

tained over the course that had been actually opened. This order, issued in 1706, established the road over its present course as a 60-foot wide highway—the actual legal width of the road today, although its paved portion for vehicular traffic, after its recent reconstruction, is five feet less than its total legal width. The order of 1706 provided that the road be laid out, as stated by Joseph H. Hinkson, Esq., in his address at the Chester Pike Freedom Celebration in July, 1921, “direct as can be from Darby to the Bridge at Chester Creek” (today known as Chester River) in what is now the heart of the city.

Chester Pike is undoubtedly one of the oldest and most historically important highways in the country. And it might be added with facetious truth that it was originally one of the worst!

One might, at first, be dubious of the interest to be found in tracing the evolution of such a prosaic utility as a road. Quite the contrary, however, the evolution of this pike is replete with romance, history and adventure, and



The Queer Contraption or "The Devil's Trap."

serves admirably as a miniature account of American progress over a period of more than two centuries.

Chester Pike, originally, was known as Queen's Road because it was laid out during the reign of Queen Anne. That, at any rate, is the conclusion reached by the Directory of the Borough of Chester for the years 1859-1860. A portion of the road however—that part running from Chester to New Castle—was known as the King's Highway. The entire route subsequently acquired the name of King's Highway and the Morton Chronicle observes, plausibly enough, that “The name King's or Queen's Road probably varied according to the reigning English sovereign.”

Thousands of travelers have wondered why the Chester Pike, when it reached Chester, did not continue on directly through that city instead of turning abruptly to the left along the present Market Street and then to the right along what is now known as Third Street.

The Directory of the Borough of Chester for the years 1859-1860 clarifies the reason for this condition with an historic *hors d'oeuvre* which is at once an interesting reflection on the fact that monetary and political influence were as omnipotent in the eighteenth century as they are today.

“It is stated,” the Directory records, “that Jasper Yeates, a person of property and influence, a son-in-law of James Sandelands, diverted it southward along what is now Market Street (then High Street) and again westward along James Street (now Third Street) and over Chester Creek upon a chain bridge. In this divergence he was supposed to have some pecuniary interest, as the road thus ran over or contiguous to his property. Comments were freely bestowed upon Jasper's course, and someone, more bitter than others, remarked that ‘God and Nature intended the road to directly cross the Creek, but the Devil and Jasper Yates took it where it was located.’ Jasper was living in 1701.”

Though its name was regal, King's Highway was a jester to the weary traveler. The danger of accident from speeding and reckless motorists was undreamed of even in the fertile imaginations of the era's novelists, but tree stumps, ruts, bogs, rain-swollen streams and perilous bridges made up admirably the deficiency.

As the travel was exceedingly light—there being but thirty wheeled vehicles in Philadelphia in 1697—road construction had not sufficiently advanced to make it either comfortable or safe. What travel there was proved, in most cases, to be local and travel to the outer regions was made either on horseback or on foot. Not infrequently it took days for a traveler to go a few miles, and records show that the pilgrim would often take pity on his horse and walk. Occasionally, too, the vehicle would become so deeply rutted as to defy the tugging help of freshly enlisted horses. The wagon would have to be left in the bog over night, or until greater quadripedal strength could be obtained. The travelers, in cases such as these, would either seek inns or taverns or continue slowly on foot.

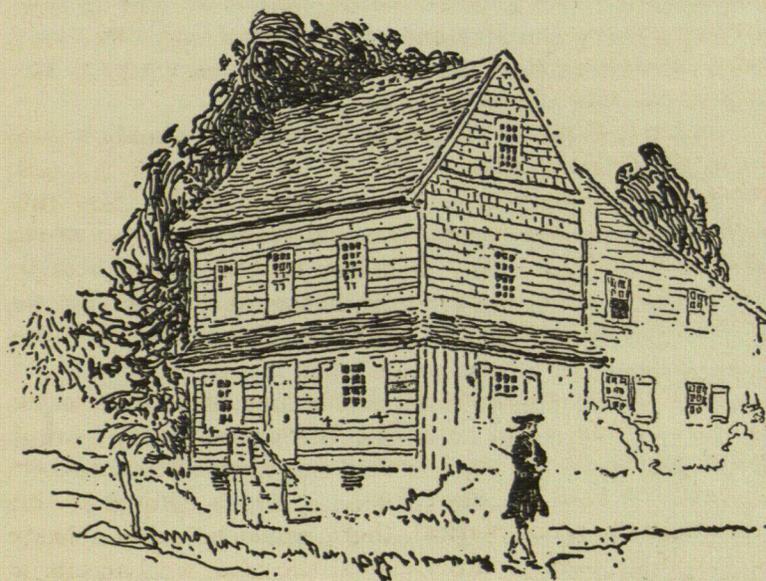
John T. Faris, in "Romance of Old Philadelphia," gives an interesting sidelight on one of the causes for frequent delay and establishes, in turn, evidence of the fact that reckless drivers are not solely the diabolic invention of the twentieth century. Thus writes a traveler of early times: "Delayed by oversetting of ye chaise occasioned by the driver carelessly talking instead of minding a stump in ye way."

Quicksands along King's Highway added little to the pleasure of migration. Should a conveyance become mired in the middle of the road, traffic either way would be held up until the first had been freed. If the quickness of this freedom were problematical, there would be made a hasty survey of the land on either side of the road, with an aim to making a detour. Such detours were frequent—and as fre-

quently disastrous—and the impatient travelers would find themselves in a sorrier plight than the others.

Winter, with the subsequent freezing of the ground, made travel less perilous than in summer, though certainly, too, less comfortable. Due to the freezing of the bogs and the ruts and due to the natural bridges of thick ice across the streams, heavy freight and passenger-laden stages were at least assured of getting over the road. This fact gave the northern colonies a decided advantage over the southern and accounted, in great measure, for their quicker development.

Despite the many disadvantages of highway travel and despite the fact that the shays and chariots and stages and many varieties of two and four-wheeled vehicles lacked the modern shock absorbers, pneumatic tires and comfortable upholstery, travel was essential to the development of the country and many persons of national repute jostled over



The Oldest House in Darby.

and got thoroughly bemired in King's Highway. George Washington was the highway's most noted traveler and he made the trip frequently, stopping at the various gardens, inns and taverns along the way. On one of these trips, he had a narrow escape from possible serious injury when one of his horses fell through a bridge and the other narrowly escaped following.

Pennsylvania Arms, built in 1747 across Market Street from the quaint Court House in Chester, was the most appreciative of his stopping places, for it was renamed "Washington House" after his visit. Here, too, Washington received the congratulations of the people on his election to the Presidency; and some historians record the fact that he wrote his Congressional report of the Battle of Brandywine within these walls.

Washington stopped, also, at the Blue Bell Tavern, at Sixty-eighth Street and Woodland Avenue, at Whitby Hall, at Gray's Ferry Gardens and at Bartram's Gardens, where he and Benjamin Franklin and Thomas Jefferson went frequently for rest and refreshments.

The White Horse Tavern, at Moores, still standing, was a popular stopping place.

It is interesting to note here that, at about this time, there began a recognition of class differences in the various taverns along the road. Members of Congress, Philadelphia's elite, and foreign aristocrats, tolerant of traveling as roughly and uncomfortable as anyone else on the road, demanded some sort of distinction when it came to eating and drinking and sleeping in the roadside inns. Thus there came into being two types of inns—one, the tavern, which catered to the proletarian hostlers, drivers, wagoners and hucksters; the other, the democratic roadhouse, which catered to the better class of trade. The same distinction is in evidence today in the hotels.

Aside from the frequent trips made over it by George

Washington, King's Highway is renowned for the famous rides of John Morton, Pennsylvania signer of the Declaration of Independence, and Caesar Rodney, Delaware delegate, in 1776, on their way to the decisive meeting of the Continental Congress at which the die was cast in favor of the independence of the Colonies. Both delegates made the journey in extreme suffering and pain, Caesar Rodney's face being swathed in bandages because of a cancer, and John Morton suffering from an ailment which shortly later resulted in his death.

It was rather to be expected, after the signing of the Declaration of Independence, that the King's Highway would soon be known under a more democratic name. Thus, in 1781, we find the regal title displaced by the Great Southern Post Road, a name as picturesque as the highway itself and as euphonious as the noises of nature along it. One is inclined to deplore the fact that the pike does not bear that same name today; it seems, with the change to Chester Pike, to have lost, somehow, a portion of its historic and romantic background.

In 1851, with travel and the varied means of transportation taking progressive strides, there came a positive need for better thoroughfares from one point to another and the "Darby and Ridley Turnpike or Plank Road Company" was chartered by the legislature of Pennsylvania. This company was authorized to construct a plank road upon and along the Great Southern Post Road. This plank road was originally planned to begin at the bridge at Darby Creek and extend along the road as far as the bridge which divides the townships of Darby and Ridley, which is now the dividing line between the boroughs of Norwood and Glenolden. Later, however, in 1869, an Act of Assembly made the western terminus of the Plank Road the East Wing Wall of Ridley Creek Bridge, or the Eastern boundary line of the City of Chester.

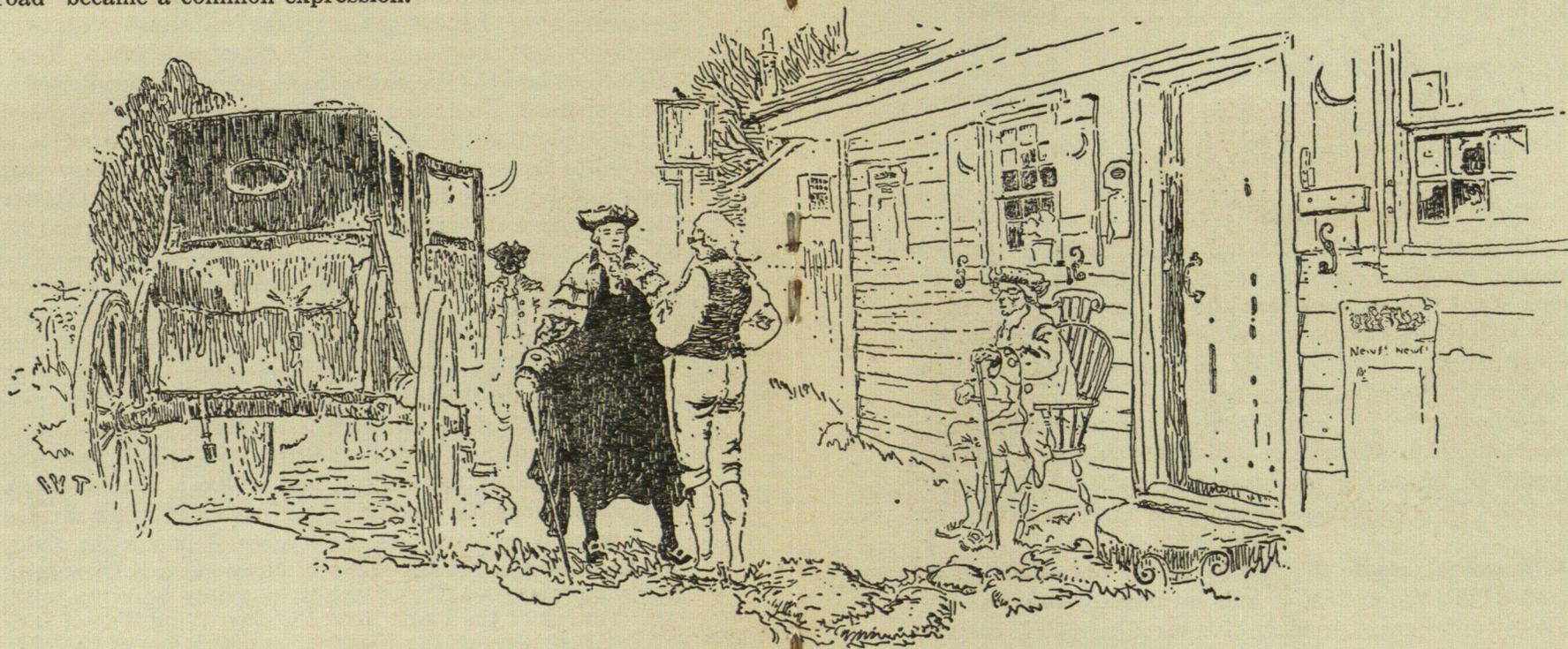
Those who recall this plank road—and there are some

living today who rattled over its idiosyncrasies—differ as to the actual width, but concur in the opinion that it was just about wide enough to permit the passing of two contraptions. Built in the middle of the road, at a probable width of twelve or fourteen feet, it covered a greater portion of the treacherous quicksands prevalent at the time.

The building of the plank road was regarded by the community as a great public improvement. Those who possessed fast trotters greatly enjoyed their ability to make speed on this highway, and the term "2.40 on the plank road" became a common expression.

Mr. George Leiper, of Chester, recalls driving a horse and carriage over the old Plank Road when he was ten or twelve years of age. According to Mr. Leiper's memory of the affair, the planks were about $2\frac{1}{2}$ inches in thickness and were laid on wooden string pieces about two or three feet apart. These string pieces, so called, raised the planks from the ground and prevented, in some measure, their premature decay.

As a means of raising funds for the maintenance of the road, toll was exacted from all travelers, there being six toll houses between Chester and Darby. These houses were



George Washington was a Frequent Traveler on the King's Highway.

placed at varying intervals: at Eddystone, at Ridley Park, at Prospect Park, at Norwood, at Oak Lane and at Sharon Hill.

John T. Faris, in his "Old Roads Out of Philadelphia," throws some light on the rates of toll along the Pike in the following table once posted on a bridge over Ridley Creek:

Coach, light waggon or other pleasure carriage with four wheels and four horses	25 cents
Do, two horses	15 cents
Chair, sulky, &c	10 cents
Sleigh with two horses	6 cents
Man and horse	2 cents
Waggon with four horses	12 cents
Do. do two do	8 cents
Cart and horses	4 cents
For every additional horse to carriage of pleasure	4 cents
Do to carriage of burden	2 cents

Evidently, the toll was not an exceedingly lucrative revenue, for Mr. Leiper observes that the traffic over the Plank Road was so light that the toll keeper would sit up until midnight awaiting the return of a traveler who had passed his gate in the morning, so that he could collect the nine cents toll on the return trip.

This was hardly comparable to the conditions on the Lancaster Pike, where nine toll gates collected sufficient revenue to allow the president and managers to declare dividends to stockholders running as high as fifteen per cent.

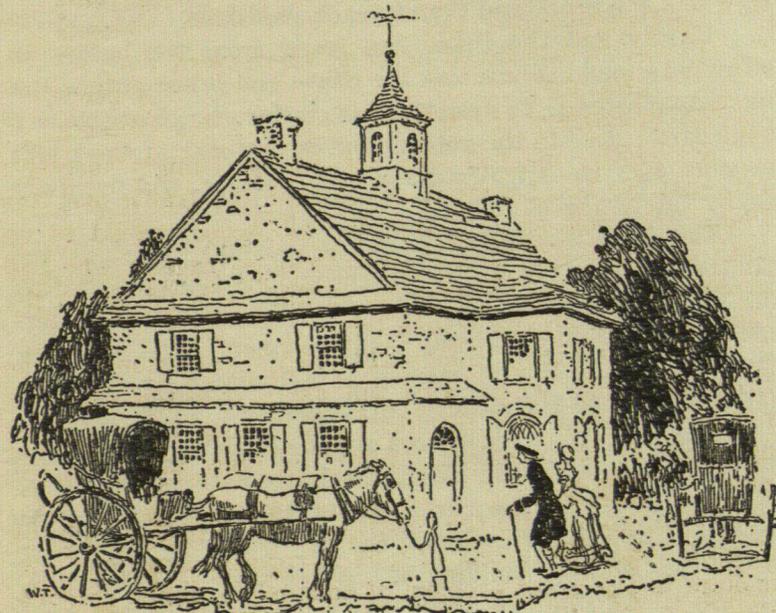
However, despite the paucity of the collections on the Chester Pike, the system of tolls introduced American lawmakers to the great problem of controlling public corporations and at least served as an incentive to the gradual development of better road building. In the days when roads

were owned by the people who shared in their profit, it was human nature to make the highways as attractive to travelers as the ingenuity of the times permitted.

The years following 1869, when an Act of Assembly gave the Plank Road Company the right to issue preferred stock with which to pay its immediate debts, are chronologically interesting because they show something of the vicissitudes the road experienced in building itself gradually to its present perfection:

1889—A writ was issued against the Chester and Darby Plank Road Company for a debt. The road itself and all of the franchises went under the sheriff's hammer and were bought for a nominal sum.

1890—The Chester and Darby Telford Road Company



Chester Town Hall, 1724.

was chartered. It assumed the complete rights of the Plank Road Company which had been bought the year before.

1904—Under threat of condemnation, due to the poor condition of the Pike, George C. Hetzel, at his own financial risk, made the road travelable.

1921—In July of this year, the Chester Pike was freed from toll, an event which must go down into the annals of the highway as one of its most important. This move, long advocated by the Keystone Automobile Club, was made possible by the cordial co-operation of former Governor Wm. C. Sproul, State Highway Commissioner Lewis S. Sadler, and County Commissioners James M. Hamilton, Robert Burley and Thomas F. Feeley. The sum paid for the franchise and physical property of the turnpike company was \$100,000.00, of which the State and County each paid half.

Hardly had the Pike been freed from toll before an effort was made to interest the State and other authorities in accomplishing its transformation into a great modern boulevard suited to the volume and importance of the traffic pouring over it—a traffic made even heavier, and naturally so, by the lifting of toll.

The Pike municipalities, at a meeting called at the Chester Club by the Keystone Automobile Club, decided on the selection of delegates to send to Harrisburg for conference with the State Highway Commissioner, Lewis S. Sadler. This resulted in the chartering of a Pullman by the Club and a journey to Harrisburg on December 4, 1921.

The delegates were offered anyone of three propositions by the Commissioner: First, the immediate construction, at the expense of the State, of an 18-foot-wide concrete roadway; two, the moving of the car tracks to the center of the road and the building of a 9-foot wide concrete roadway on either side; or, three, the maintaining of the road for three years with 90% of the expense to be borne by the State and the balance—in the boroughs—to be borne by

the individual municipalities. At the expiration of the three years the State would bear the expense of relocating the car tracks in the center of the road and of reconstructing the entire balance of the roadway of concrete.

Mr. Sadler himself considered the first two proposals inadequate to the best interest of the Pike; thus the third was approved unanimously by the delegation, it being understood that this, in view of other commitments, was the best solution the State could offer. As will hereafter appear, the succeeding administration, however, did not recognize the right of Mr. Sadler to bind it to pay the full expense of the paving.

The delegation that make the trip to Harrisburg consisted of Thomas H. Garvin, representing Sharon Hill; L. F. Garling and Charles P. Gallagher, Ridley Township; D. T. Genaehr, Collingdale; John O. Bessor and Grover C. Talbot, Norwood; George W. Stull, Frederick W. Sinclair, Joseph H. Hinkson and Frank D. Kane, Ridley Park; Charles T. Eggleston, Glenolden; Walter L. Levergood and James B. Robertson, Darby; D. S. Heisner and W. W. Johnson, Eddystone; J. S. Mansure and Jesse Rush, Moore; and J. Borton Weeks, President, J. Maxwell Smith, Executive Secretary, and J. E. Mitchell Treasurer, of the Keystone Automobile Club. Senator Albert Dutton MacDade headed the delegation.

With the advent of the Pinchot administration in 1923, the offer of the former Commissioner was laid before the new Secretary of Highways, Paul D. Wright, who assigned the Engineering Executive and Deputy Secretary of Highways, William H. Connell, to the task. Then occurred a long series of conferences which lasted throughout 1923 and 1924 and in which the State authorities, County Commissioners Birney, Hamilton and Feeley, and officials of the various boroughs, townships and the Southern Pennsylvania Traction Company and other facilities took part. To recount

the myriad details of these meetings would be to expand this booklet into a book.

It was quite evident that an impasse had been reached in the negotiations, and the Keystone Automobile Club, the voice of thousands of motorists throughout the State, was asked to intervene. To formulate a compromise plan which would sufficiently meet the major contentions of all the parties, there followed conference after conference, called by the president of that organization with the leaders of the different viewpoints. When it sensed that the time had arrived for a general conference which might result successfully, the Club issued an invitation for a dinner at the Chester Club to the burgesses and councilmen of the boroughs, and the commissioners of the townships affected, the County Commissioners, the representatives of the State and the Southern Pennsylvania Traction Company. At this meeting, held on March 26, 1925, Mr. Weeks, who was unanimously elected chairman offered from the chair the basis of a compromise program. The major features of this program follow:

1. Establishment of a 55-foot roadway from Chester to Darby, to consist of a 17½-foot paving on each side of a 20-foot center area to be occupied by a double line of trolley tracks, the State to pay for a total width of 24 feet of the concrete paving and the County for 11 feet.

2. Relocation of the line of street railway tracks from the North side to the center of the street, and the filling in of the 20-foot center area with crushed stone to be maintained on a camber or level with the concrete paving, the laying and maintaining of this stone to be a perpetual obligation of the Traction Company.

3. Elimination of the plan to have a six-inch curb divide the concrete roadways from the center section—the curbs up to that time having been urged by the State and strongly opposed by the municipalities on the ground that



*The Conestoga Must be Remembered as a Step Forward
in Transportation.*

they amounted to a deprivation of the use of the center of the road by the public.

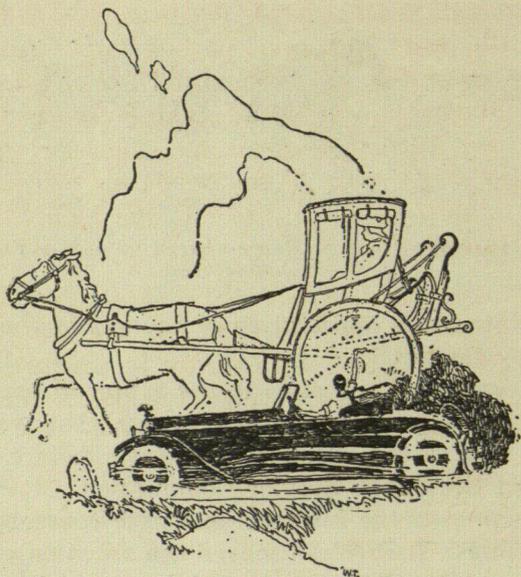
4. Location of the poles in the center of the roadway. This was the only term of the program that was not followed out, due to the Electric Company's failure to regard the order of the Public Service Commission.

5. Paving of the intersections with concrete.

Councilman T. P. Ward moved the adoption of the program, the motion being seconded by Councilman C. W. Thorn, of the same borough. Joseph H. Hinkson, Esq., prominent member of the Delaware County Bar and Solicitor for Ridley Park Borough, then made a vigorous speech in support of the measure. After a brief discussion, in which County Commissioners Birney, Hamilton and Feeley, and State Representatives Talbot and Turner, and others, participated, the motion was unanimously carried.

The Council of each borough and the Commissioners of the Townships were asked to appoint from their own number a member of an Executive Committee to work out the numerous details.

Joseph H. Hinkson, Esq., was appointed Chairman of a Committee of Solicitors to work out the legal details as to the two franchise ordinances authorizing the underlying street railway companies to relocate the street-car system in the center of the Pike, and the ordinances establishing or confirming lines and grades.



1926.

Everyone left this meeting feeling that the long battle for the improvement of the Pike was at last over. While this was true of the major engagement, there was much work yet to be done. Several times, at conferences of engineers and at others of the solicitors, the whole project seemed to be imperilled. It was not until after some weeks of untiring effort in which Mr. Hinkson and Mr. Weeks, together with County Commissioners Birney, Hamilton and Feeley, and District State Highway Engineer D. C. Stackpole gave the problem the unremitting attention it required, that the difficulties were ironed out and advertising for the bids begun.

On August 7, 1925, the actual work on the rebuilding of the Pike was started at the Collingdale end. From that time to August 12, 1926, the date of the opening of the

Pike to its full width for the entire length from Darby to Chester, the work has been pushed most vigorously and efficiently under the supervision of District State Highway Engineer Stackpole, whose painstaking care, close attention to detail, and cordial co-operation (together with that of his efficient staff) with all the public authorities and utilities, were a most valuable factor in the highly satisfactory results attained.

The total contribution of the County of Delaware to the Pike improvement was \$231,622, the State's contribution was \$336,493, and the expense to which the Traction Company was put in relocating its tracks to the center of the roadway was approximately \$200,000.

The south roadway of the Pike was opened to its full length on July 12, 1926, while both roadways were opened for the entire distance of 6.05 miles on August 12, 1926, when State and local officials and representatives of the Keystone Automobile Club took down the last rope and made the entire highway available for public use.

PUBLIC OFFICIALS WHO ACTIVELY FURTHERED THE FINAL IMPROVEMENT OF THE PIKE

Hon. Gifford Pinchot, Governor; Hon. Wm. C. Sproul, former Governor; Paul D. Wright, Secretary of Highways; W. H. Connell, Active Secretary of Highways; S. P. Longstreet, Division Engineer; and D. C. Stackpole, District Engineer of State Highway Department.

DELAWARE COUNTY OFFICIALS:

County Commissioners: Harry M. Birney, Jr., James M. Hamilton and Thomas F. Feeley and Robert J. Burley, former Commissioner. Senator A. D. MacDade and Representatives Grover C. Talbot, Ellwood J. Turner and Edward Nothnagle and former Representative Walter H. Craig.

MUNICIPAL OFFICERS IN OFFICE WHEN FINAL PIKE IMPROVEMENT
WAS AUTHORIZED:

Darby Township: Robert Kinsley, President; William Urian, David H. Rosell, J. Ellis, Everett Haynes.

Darby Borough: Adam J. Godshall, Burgess; John Standing, President; Harry E. Ball, A. J. McClure, Jr., George W. Beacher, Walter F. Shaffer, J. Ray Gamber, Dr. Thomas J. Quinn, W. E. Buckman, O. H. Smith, Jas. B. Robertson, Esq., Solicitor. Albert F. Damon, Jr., Engineer.

Sharon Hill: Thomas H. Garvin, Burgess; Walter H. Cox, President; Elmer White, Arthur Hulme, Adam Rose, William Tosh, Robert McCadden, Edward Stockwell, Norman Foster, Engineer; Harry Gear, Esq., Solicitor.

Collingdale: J. B. Glover, Burgess; Harvey W. Faust, President; Harry Dusenberg, Samuel Jackson, J. George Morgan, George Lawrence, Curtis Roberts, John A. Smith, W. H. Kirkpatrick, Morton Z. Paul, Esq., Solicitor; Alonzo H. Yocum, Engineer.

Glenolden: Robert J. Williams, Burgess; R. Sattler, President; Wilfred Barnes, Franklin Smith, E. L. McConnell, D. D. S., Milton F. Wright, Charles E. Hepford, Harry C. Wigmore, Norman Foster, Engineer; W. J. MacCarter, Jr., Esq., Solicitor.

Folcroft: J. Warren Bullen, Burgess; T. Rassmussen, President; Thomas J. Mains, J. B. Riegner, Joseph B. Roulston, Charles Osman, Daniel C. Thompson, Niles Peterson, Alonzo Yocum, Engineer; W. Roger Fronefield, Esq., Solicitor.

Norwood: Grover C. Talbot, Burgess; Charles Higgins, President; J. O. Widdoes, R. Paul Collins, Dr. A. V. B. Orr, Charles Matthias, Robert C. McKendrick, A. W. Hogue, Chester H. Baker, Engineer; Joseph S. Kratz, Esq., Solicitor.

Prospect Park: A. T. Rickard, Burgess; Jesse A. Rush, President; Albert J. Fries, James Haines, Robert Henderson, Albert Regal, Howard Bowman, W. Harold Chrismer, Norman Foster, Engineer; W. Roger Fronefield, Esq., Solicitor.

Ridley Park: William J. Johnson, Burgess; T. P. Ward, President; Harry W. Buse, C. W. Thorne, Russell Arnold, Philip Hipple, L. L. D. Mitchell, Mrs. E. K. Nelson, R. G. Ladomus, Engineer; Joseph Hinkson, Esq., Solicitor.

Eddystone: David Heisner, Burgess; W. W. Johnson, President; Joseph Nevins, Jacob Miller, Joseph Pendleton, William Thomas, Charles Stewart, Jacob Thorn, Norman Foster, Engineer; Wm. B. McClenachan, Esq., Solicitor.

Ridley Township: Chas. B. Gallagher, President; Cameron Donato, John A. Dolan, C. H. Lannert, Wm. H. Johnson, L. F. Garling, Secretary.

MUNICIPAL OFFICERS IN OFFICE AT TIME OF COMPLETION OF PIKE.

Darby Township: Robert Kinsley, President; David H. Rosell, W. H. Brown, Walter J. Ellis, Everett Haynes, Esq., Frank G. Perrin, Solicitor; Alonzo H. Yocum, Engineer.

Darby Borough: Thomas Eastwood, Burgess; John Standing, President; George W. Beacher, William E. Buckman, A. J. McClure, Jr., Walter F. Shaffer, Patrick J. Griffin, E. H. Tomlinson, O. H. Smith, Clarence Baker.

Sharon Hill: S. O. Bitler, Burgess; Walter H. Cox, President; Adam Rose, Arthur Hulme, William Tosh, Elmer J. White, Charles H. Flemming, F. H. Houck.

Collingdale: W. Howard Kirkpatrick, Burgess; Harvey W. Faust, President; George Morgan, John Smith, Samuel Jackson, Henry Dusenberg, Bart Rowley, James Carpenter.

Glenolden: Charles A. Wigmore, Burgess; Charles E. Hepford, President; Milton F. Wright, Harry C. Wigmore, A. E. LaCrosse, G. Howard Lundig, H. V. Strickland, William J. Myatt.

Folcroft: J. Warren Bullen, Burgess; J. B. Riegner, President; T. Rassmussen, Thomas J. Mains, Joseph B. Roulston, John Fenimore, William Hirst, Edward Bryant, Harold L. Ervin, Esq., Solicitor.

Norwood: Dr. E. W. Dodd, Burgess; Robert C. MacKendrick, President; John K. Sloatman, J. O. Widdoes, A. W. Hogue, Warren Dempster, Paul Alexander, Harold Garling, Norman Foster, Engineer.

Prospect Park: Benjamin F. Moore, Burgess; Howard E. Bacon, President; Howard B. Bowman, Robert Henderson, W. H. Chrismer, Charles Wilbank, Joseph Allison, Jr., Herbert S. White, Harold L. Ervin, Esq., Solicitor.

Ridley Park: Henry W. Buse, Burgess; John J. Jones, President; C. W. Thorn, T. P. Ward, L. L. D. Mitchell, W. B. Beatty, John C. Evans, Thomas R. Durkin, Albert Dutton MacDade, Esq., Solicitor.

Eddystone: John Bruce, Burgess; W. W. Johnson, President; William Thomas, Charles Stewart, Robert Gross, Leo Sharkey, Thomas Carroll, Harvey Wentzell.

Ridley Township: Charles B. Gallagher, President; Cameron Donato, John A. Dolan, Patrick Seeley, James J. Foley, L. F. Garling, Secretary.