DIFFICULTIES MADE EASY

History of the Turnpikes of Baltimore City and County

by

William Hollifield

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BALTIMORE COUNTY HISTORICAL SOCIETY
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CONTENTS

MAPS

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Additional information about the turnpikes and corrections will be welcomed and may be sent to the author in care of the Baltimore County Historical Society, Agriculture Building, 9811 Van Buren Lane, Cockeysville, Md. 21030.

INTRODUCTION

Frederick Road, Liberty Road, Reisterstown Road, Falls Road, Charles Street, York Road, Harford Road, Belair Road, Philadelphia Road—all these roads and others, on which we travel so frequently today, were turnpikes owned by private companies during the period from the early 1800's to the early years of this century. It is difficult to realize that travellers had to stop and pay tolls on these roads, but there are people still living who remember them as turnpikes. The last tollgate was not removed until 1918, and the last of the major turnpikes—the Reisterstown Turnpike—continued in business until 1915.

In Colonial times much travel, especially in Maryland, was by water. After the Revolution, the population began to move westward, and the need arose for roads over which wagons could pass. Baltimore and other cities needed roads to trade with and expand their hinterlands and likewise the people in the outlying areas needed means of access to the cities. Governments in that era of laissez-faire were not able to fill the need, so it was filled by private enterprise. Companies were incorporated under charters from the states to construct roads or improve existing roads and in return were given the privilege of charging tolls to pay maintenance costs and dividends to the stockholders.

A turnpike, according to the Maryland Geological Survey Commission's exhaustive 1899 report on the subject, had these three characteristics: (1) an improved surface or road bed, (2) tollgates placed at intervals, and (3) an incorporated company which furnished capital to construct the road.[1] The last characteristic was absent in Maryland's earliest turnpikes; they were operated by Baltimore County rather than by private companies. After 17 years, this method was acknowledged as a failure and private enterprise was given the job of operating toll roads.

In Maryland, the turnpikes were in the Baltimore area, a few in the Washington area, and in the western counties. There were no turnpikes on the Eastern Shore and there was only one in Southern Maryland.[2]

The major turnpikes were constructed in the first three decades of the last century and reached the peak of their importance during the period 1820-1830. This period coincided with the rise of Baltimore to the position of third largest city in the nation and one of the most important commercially. From far to the west and from the north teamsters driving heavily loaded wagons and drovers bringing livestock made considerable use of the turnpikes to Baltimore in this early period. However, in the 1820's canals in New York and Pennsylvania and the appearance of steam navigation on the Western waters began to threaten Baltimore's position as a commercial center. To deal with the threat, the Chesapeake and Ohio Canal and the Baltimore and Ohio Railroad were begun. These new means of transporring freight and passengers did not bring about an end to the turnpikes but changed them. The railroads, especially, took much business from the turnpikes, particularly the long-distance hauling. The turnpikes became local in nature rather than leading lines of communication. Farmers of Baltimore County and nearby counties used them to bring produce and hay to Baltimore, but long-distance traffic would have been more likely to have used the railroads.[3]

Although revenues may have declined due to the loss of long-distance travel, additional turnpikes, which were of more local use, were established because this was then the only means of obtaining improved roads.

It is not known whether the condition of the turnpikes actually deteriorated or remained the same but invited more criticism as time passed. However, local newspapers in the latter part of the nineteenth and early twentieth centuries frequently criticised the condition of various turnpikes.

Why did the turnpike system remain so long? The comment made by the *Baltimore County Advocate* in complaining about the slowness of the work on the Charles Street Avenue turnpike in 1857 seems as good an answer as any: "Truly we are a dilatory people.—We fold our arms—talk—wait,—and watch for somebody to do something, or for something to turn up!"[4]

Finally the time was right. In the early 1900's citizens' groups were able to force some of the turnpike companies out of existence through legal action, and most of the others were taken over during the period 1910 to 1915 by the State Roads Commission in response to pressure from citizens and state and local government officials for better roads and elimination of tollgates. The last turnpike in the Baltimore City and County area—the Western Run Turnpike—went out of existence in 1918.

TURNPIKES OPERATED BY BALTIMORE COUNTY

The earliest turnpikes in Baltimore County were operated by the county rather than by private companies. In 1787, when these turnpikes were authorized by the legislature, the existing roads were described as follows:

> . . . the public roads leading from Baltimore-town to the western parts of this state, by means of the great number of waggons that use the same, are rendered almost impassable during the winter season, and the ordinary method of repairing the said roads is not only insufficient, but exceedingly burthensome; and the establishment of several turnpike roads in the said county would greatly reduce the price of land-carriage of produce and merchandise, and raise the value of the land in the said county, and considerably increase the commerce of the state. . .

The legislature provided for three turnpikes from Baltimore and named commissioners to lay out the roads. The roads were to be as straight toward their destinations as possible but with allowances made for the terrain. Property owners were to be reimbursed and the turnpikes could not displace any buildings or go through orchards, gardens, or yards without consent of the owner.

The road from Baltimore toward Frederick to the Baltimore County line was to be laid out by John Ellicott, Edward Norwood, and Thomas Hollingsworth. The road from Baltimore to Reisterstown was to be laid out by Charles Carnan, Robert Lyon, and Henry Wilson. From Reisterstown roads were to be laid out to Westminster (then called Winchestertown) by Charles Walker, Cornelius Howard, and Richard Owings, and toward Hanover to the Baltimore County line by Nathan Cromwell, Electius Lemmon, and George Nace. (It should be remembered that Carroll County did not exist at that time; it was created in 1837 from the western part of Baltimore County and the eastern part of Frederick County.) A turnpike from Baltimore toward York, Pennsylvania, to the state line, was to be laid out by Benjamin Griffith, Elijah Merryman, Richard Johns, Thomas Gist, and William Gwinn. The law even specified the order in which the turnpikes were to be constructed: first the road to Reisterstown, then 18 miles of the road toward York, then the road toward Frederick, and, finally, alternate equal portions of the roads past Reisterstown and remainder of the road toward York.

Otho Holland Williams, Charles Ridgely of William, Benjamin Nicholson, James Gittings, and Daniel Bowley were appointed commissioners of review. They had general direction over the turnpikes with responsibility to review and make any necessary alterations in the work of the above commissioners of the individual roads and could replace those who resigned or died.

Stones three feet above the ground and at least two feet below ground, inscribed with the distance to Baltimore, were to be erected at the end of each mile of the turnpikes. At roads leading from the turnpikes, signboards with hands, letters, and figures on them were to tell strangers where the roads went and the distance.

The law of 1787 also permitted the commissioners of review to establish tollgates at appropriate places and listed maximum rates of toll. For three years after the turnpikes were completed, vehicles with wheels at least nine inches wide could use the turnpikes free, and for the next three years they would be charged only half the tolls. People who drove around tollgates to avoid paying tolls would be subject to fines of 20 shillings or, if servants or slaves, to receive up to 20 lashes and their master or mistress to pay a fine of ten shillings.

Unlike the later turnpikes, financed with private capital, the construction of the early turnpikes was financed through taxes on all county property. To build up a fund to reimburse people whose land was taken for the roads and for other expenses, three shillings and nine pence was to be assessed on each 100 pounds worth of property and paid along with the taxes for 1787. For the actual construction of the turnpikes, county property owners were to be assessed an additional two shillings and six pence per 100 pounds worth of property beginning with 1788 and continuing until the turnpikes were completed. The tolls collected were to go to the county, and the county was responsible for maintaining and repairing the roads.[1] A law of 1788 provided for the sentencing of vagrants and people convicted of certain crimes to work on the roads in Baltimore County. The early turnpikes were, to a large extent, built by their labor.[2]

There seems to have been only one tollgate on each of the three turnpikes. The tollgate on the Frederick turnpike was on Baltimore Street east of the present Pine Street, and the tollgate on the Reisterstown turnpike was between the present Gold and Baker Streets on Pennsylvania Avenue. The York turnpike tollgate was referred to in 1800 as being near Christopher Walker's residence but was not shown on an 1801 map of Baltimore and environs as were the other two tollgates.[3]

The 1787 law was apparently not very satisfactory since it was amended ten times in 14 years. In 1790 the commissioners of review were empowered to appoint supervisors for the turnpikes and property owners were permitted to perform labor on the roads in lieu of paying the assessment enacted in 1787.[4]

By 1801 the state legislature decided that the turnpikes had become too costly for Baltimore County. To reduce expenses, reform the administrative structure of the turn-

pikes, and keep them better repaired, a new law was passed that year. The commissioners of review were abolished and the justices of the Levy Court of Baltimore County were given control of the turrnpikes. The Levy Court could set rates of tolls up to maximum amounts prescribed in the law, have tollgates erected, and appoint and remove gatekeepers. The court was to appoint a supervisor of turnpikes and the gatekeepers were to turn over to him each month the tolls they collected. He was required to report annually to the Levy Court on the tolls received, the money he disbursed, the criminals who worked on the turnpikes, and the equipment and work animals used. A tax of 50 cents was imposed on each 100 pounds worth of property in the county to pay the expenses of the work on the turnpikes and support of the criminals doing the work.

Half tolls were to be charged for vehicles whose wheels were at least six inches wide, for a period of five years from the date of enactment. Penalties of $2 were prescribed for people evading tollgates with the intention of avoiding payment of toll. The master or mistress of a servant or slave evading a tollgate was to be fined $1 but, unlike the earlier legislation, no provision was made for whipping the offender.

The turnpikes had not been completed by the time of enactment of the 1801 law.[5] One provision directed the Levy Court to have the Reisterstown turnpike finished as far as George Fisher's tavern, now 26 Main Street, Reisterstown.[6] Next, the York turnpike was to be completed to 18 miles from Baltimore, and then the Frederick turnpike to the Baltimore County line. After that, a turnpike from Baltimore toward Elizabethtown (Hagerstown) was to be worked on. This was the present Liberty Heights Avenue and Liberty Road; another provision of the same act directed that during the winter of 1801-02 the Elizabethtown turnpike was to be cleared and grubbed from Captain Allen's mill on the Patapsco Falls to the point where it would intersect the Reisterstown turnpike (Reisterstown Road and Liberty Heights Avenue). The last priority was to finish any part of the turnpikes not already specified which would be deemed most beneficial to the county.[7]

The Reisterstown turnpike was reported as having been completed in 1802.[8]

The lack of success of these early turnpikes can be estimated by the fact that in 1805 the legislature passed a law incorporating three private turnpike companies—the Baltimore and Fredericktown Turnpike Company, the Baltimore and Reisterstown Turnpike Company, and the Baltimore and Yorktown Turnpike Company—which superseded the county-operated turnpikes. The 1805 act of incorporation made reference to the earlier laws and said "the desirable object contemplated by the legislature has not been obtained, and the public expectation almost entirely frustrated . . . "

The new turnpikes were to follow the courses of the county turnpikes except where those routes could be improved upon. It was mentioned that the county had spent a considerable amount of money on the turnpikes and should be reimbursed by the new companies. Each company was to appoint three people to meet with three appointed by the Levy Court, and those six were to choose three people from the next county adjoining the road. The nine commissioners, none of whom could be stockholders in the turnpike being considered, were to determine the value of the county's improvements on that turnpike. The Levy Court was then to receive shares of stock in the turnpike company equivalent in value to the value of the improvements. The Levy Court's stock could be voted at annual meetings just like the stock owned by any other stockholder.[9]

The commissioners to evaluate the improvements on the Frederick turnpike met in the summer of 1805 and determined that the county's improvements were worth $5,000.[10] The following summer the commissioners to evaluate the York turnpike met and fixed a value of $25,000 on the county's improvements.[11]

THE TURNPIKE COMPANIES

The turnpike companies were chartered by special acts of the Maryland legislature until 1868. Beginning with 1868, companies were incorporated by the counties in which the turnpikes were to be built, under a general incorporation law. The charters of the companies specified the value and number of the shares of stock they were to issue to finance the turnpikes. In some cases, when a specified number of shares had been sold, the county was required to invest in the corporation. When a certain amount of money had been raised, the stockholders were to meet and elect officers and the construction of the turnpike was to begin.

The officers consisted of a president (there were no vice presidents), a treasurer, and a fixed number of directors, all of whom were elected by the stockholders. The directors of the earliest turnpike companies (Frederick, Reisterstown, York, and Falls) were known as managers, and the offiicial names of these turnpikes were The President, Managers and Company of. . . (e.g. of the Baltimore and Frederick-town Turnpike Road). A secretary was often hired or elected by the board rather than elected by the stockholders. In some cases, the president also served as the secretary or as treasurer.

The officers and directors seem to have been businessmen or professional men, and they devoted only a small portion of their time to the affairs of the turnpike. Some

of them were connected with more than one turnpike company. In the early years of the nineteenth century, the secretaries of the companies may have served full-time; some were secretaries of more than one turnpike company at the same time.

A superintendent or supervisor of the road was hired. If the turnpike was a long one, it might have been divided into segments, each having a superintendent or supervisor. His duties were to oversee the construction or maintenance of the turnpike and collect the tolls from the gatekeepers. Sometimes the company's president performed these duties.

Some of the larger companies had their own offices. However, it seems that more usually the turnpike companies did not possess offices of their own. Their records might be kept in the home or business office of the president or secretary or in a local bank, and the turnpike company's meetings might be held at one of these places. The public's chief contact with the companies was through the gatekeepers, and indications are that some members of the public may not have been aware of the existence of a company.

The boards of the earliest turnpike companies met every few weeks during their earliest periods, when the construction was in progress. Later meetings were monthly or only once or twice a year. Annual stockholders' meetings were required, and some of the smaller companies seem to have had only these annual meetings.

Officers and directors or managers were elected and dividends, if any, were declared at the annual meetings (the older turnpike companies declared dividends twice a year).

As mentioned previously, the first turnpike companies to be chartered were restricted to annual dividends of ten percent, and in 1868 a state law was passed limiting dividends to eight percent a year.[1] However, the dividends of most of the companies seldom, if ever, came close to these amounts.

The dividends of the Frederick, Reisterstown, and York Turnpikes were declared semi-annually—in May and November until 1817-18 and then in January and July. The Frederick Turnpike Company's dividends for the period 1807 through 1819 ranged from nothing to five percent. In addition, there was a 12-percent dividend in May 1812, but only two percent of this was paid in cash; the remaining ten percent was used in building the Monocacy Bridge in Frederick County and was paid in stock. Similarly, the dividends of the Reisterstown Turnpike Company for the same period ranged from nothing to five percent, with a 13 percent dividend in May 1812. Only three percent of the latter was paid in cash; the remaining ten percent was used in completing the road and was paid to the stockholders in certificates of augmented stock. Including the high 1812 dividends, those of the Frederick Turnpike Company averaged 4.4 percent a year and those of the Reisterstown Turnpike Company averaged 4.9 percent a year for this period. The dividends of the York Turnpike Company for 1809 through 1819 ranged from nothing to four percent and averaged three percent a year.[2]

– Frank R. Gardina, Baltimore *Sunpapers*

The author at the three-mile stone, Frederick Turnpike. This is the closest of all the remaining milestones to the center of Baltimore.

Although the Harford Turnpike Company began collecting tolls in 1817, there were no dividends until 1827, when 2½ percent was declared.[3]

The smaller turnpikes seem to have had mixed financial success. The Western Run Turnpike is said to have never paid any dividends.[4] The Dulaney's Valley and Sweet Air Turnpike and the Meredith's Ford and Jarrettsville Turnpike had as of 1871 paid no dividends, and it was estimated that because of their heavy debts neither would be able to pay anything for the following 25 or 50 years.

The small Dulaney's Valley and Towsontown Turnpike, over which travellers on the last mentioned two turnpikes had to pass to get to Baltimore, may have been the most profitable in the area. The company paid no dividends for the first several years of its operation because its surplus earnings were used to pay for the construction of the turnpike. Later, up until 1871, its dividends ranged from nothing to six and eight percent; the average annual rate through 1870 was about five or six percent.[5] In 1872 the affairs of the turnpike were "in a highly prosperous condition" and a dividend of ten percent was declared for 1871.[6] Dividends for later years seem to have been eight percent, the maximum amount the law allowed.

CONSTRUCTION

The turnpike companies did not in every case build completely new roads. They were permitted, and sometimes required, to follow an existing road where practical, but had to straighten it, reduce hills, and pave it.

Early in the nineteenth century, the British engineers Thomas Telford and John Loudon MacAdam developed improved methods of producing solid and enduring road surfaces. Both systems involved putting down alternate layers of rock on a prepared bed of earth. The Telford method required a flat roadbed, which was covered by a layer of large stones, hand-pounded into the soil, and then a layer of stones small enough to pass through a 2½-inch ring, another layer small enough to pass through a two-inch ring, and finally a 1½-inch layer of gravel. The layers of stone were cambered, or formed into a mound along the center line of the road.

Roads built using the MacAdam method started with a cambered bed on which two four-inch layers of stones approximately three inches in diameter were laid. Atop these was a two-inch layer of stones one inch in diameter. Workmen pounded the stones down with rammers, but wheel traffic was expected to grind away stone particles that would sift into the spaces between stones and provide a binder that would render all ten inches of the roadbed waterproof.[1]

These two methods of road building probably came too late to influence the people who constructed the early Baltimore County turnpikes, but the companies did become aware of them. Early in 1821 the managers of the Frederick Turnpike Company decided to ask the managers of the Reisterstown and York Turnpike Companies to join with them in republishing a book about MacAdam's method of constructing roads. However, later the same year copies were purchased from Fielding Lucas' bookstore in Baltimore and distributed to the Frederick Turnpike Company's managers.[2]

The Franklin Turnpike, completed in 1831, was described as having been macadamized,[3] but the details of the road construction methods used by the other turnpike companies are not readily available. The companies' charters usually specified only the width of the roads and that they were to be made of stone or other hard or durable materials to the depth of 12 inches unless the natural bed underneath was hard.[4]

If MacAdam or Telford methods were used, it is likely that the roads were not maintained according to their standards. Repairs seem to have been made only after holes or ruts developed. These were tended to by either a gatekeeper who was paid extra to take care of a specified portion of the turnpike or by other people who were hired specifically to haul and break the stone and fill in holes. The maintenance of some of the turnpikes was badly neglected—especially in later years when toll receipts were low. Often repairs were made only after vehement complaints by users of the roads. Failure to make repairs led to inquisitions and, in some cases, suspensions of rights to collect tolls and revocation of the charters of the turnpike companies.

TOLLS

The rates of tolls were complicated. Not everyone paid the same amount at a tollgate; the amount depended on the number of horses pulling a vehicle, the number of the vehicle's wheels, the width of the wheels, or the number of animals being herded along the turnpike. As an example, the following are the rates of tolls given in the law incorporating the Frederick, Reisterstown, and York Turnpikes:

> . . . for . . . every ten miles . . . for every score of sheep, one eighth of a dollar; for every score of hogs, one eighth of a dollar; for every score of cattle, one fourth of a dollar; for every horse and his rider, or led horse, one sixteenth of a dollar; for every chair or chaise with one horse and two wheels, one eighth of a dollar; for every chariot, coach, stage, wagon, phaeton or chaise, with two horses and four wheels, one quarter of a dollar; for either of the carriages last mentioned with four horses, three eighths of a dollar; for every other carriage of pleasure, under whatsoever name it may go, the like sums, according to the number of wheels and horses drawing the same; for every cart or wagon whose wheels do not exceed the breadth of four inches, one eighth of a dollar for each horse drawing the same; for every cart or wagon whose wheels shall exceed in breadth four inches, and not exceeding seven inches, one sixteenth of a dollar for every horse drawing the same; for every cart or wagon, the breadth of whose wheels shall be more than seven inches, and not more than ten inches, five cents for every horse drawing the same; for every cart or wagon, the breadth of whose wheels shall be more than ten inches, and not exceeding twelve inches, or being ten inches shall roll more than fifteen inches, three cents for every horse drawing the same; for every cart or wagon, the breadth of whose wheels shall be more than twelve inches, two cents for every horse drawing the same.

The tolls for mules were the same as for horses. If a vehicle was being drawn by oxen, two oxen were to be considered equivalent to one horse in determining the toll.[1]

The law incorporating the Frederick, Reisterstown, and York Turnpikes provided for maximum profits of ten percent a year, and the tolls could be adjusted to achieve this. In 1815 the Frederick and York Turnpikes announced increases of 50 percent in their tolls effective at the beginning of the following year. The Frederick Turnpike's

increase, if it went into effect at all, was later rescinded. The York Turnpike's increase remained in effect until 1864, when a further increase raised the rates to 60 percent above the amounts in the law of 1805.[2]

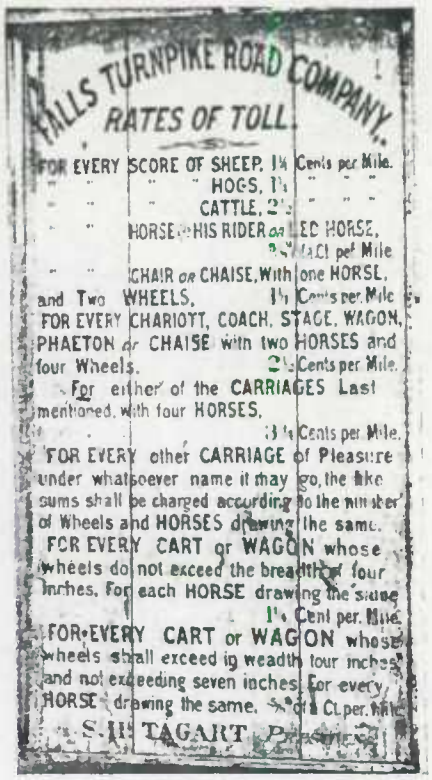
Early in 1867 the Maryland House of Delegates received petitions from residents of Baltimore City and County complaining about the excessive rates of tolls on the Frederick, Reisterstown, and York Turnpikes and asking that they be reduced. The House directed the officials of the turnpikes to justify their rates of tolls and at the same time also asked them if tolls were being demanded of people travelling on the turnpikes between the tollgates and why the tollgates were so close together. Reports were demanded by a specified date. The companies referred to the provisions of the 1805 law in explaining their tolls. The reply from the Frederick Turnpike Company mentioned the ten percent annual profit allowed by that law and said that their company's profits had never come close to this. No tolls, the replies explained, were collected from people who did not pass a tollgate; thus, people who entered and left the turnpikes between tollgates were charged nothing. The state attorney general was directed to further investigate the legality of the current tolls and to determine whether the companies were charging in any way for travel over roads not belonging to them. If the companies were found to be violating their charters, he was to notify them and, if they failed to make the necessary corrections, he was to commence proceedings to forfeit their charters.[3]

The officials of the York Turnpike, having become aware of a court case involving the Reisterstown Turnpike in which it was decided that the charter permitted tolls to be raised only once, decided to rescind the 1864 increase in tolls. The tolls were once again 50 percent above the 1805 rates, and in 1868 a further reduction was decided upon, making the tolls 20 percent above the rates in the 1805 charter.[4]

The rates of some of the other companies were specified in their respective charters; however, some charters stated only that tolls were to be the same as those prevailing on another turnpike. The Green Spring Avenue Company, for example, was to charge the same rates as the Reisterstown Turnpike; and the Charles Street Avenue Company was authorized to charge the same rates as the York Turnpike.[5]

A law of 1868 provided for the incorporation of future turnpike companies by the counties rather than by the state. No rates of tolls were specified. Instead, tolls were to be such that they would yield eight percent annual dividends to the stockholders. Such rates were subject to the approval of the county commissioners of the appropriate county.[6]

Tolls were not cheap. Charles E. Slade recalled paying a total of $1.05 in tolls to drive a four-horse wagon from south of Woodensburg to Baltimore on the Reisterstown



– Maryland Geological Survey Commission

Toll sign on the Falls Turnpike in the 1890's.

Turnpike. This was no small amount, considering that he often earned only $1 a day breaking rock for the turnpike.[7]

The expense of using turnpikes was an incentive for people to use alternate routes when possible—when the weather and conditions of the roads permitted it. They might drive to Baltimore with a full load on a turnpike but return home by non-toll roads, if possible, since an unloaded wagon was better able to negotiate the county roads than a heavy, loaded one. However, some farmers who lived at a distance from Baltimore and had to get up very early may have returned home on a turnpike because they were more concerned about getting back as soon as possible than about paying tolls. Robert W. Heacock, who lived in the area north of Loch Raven, had to leave home at about 11 p.m. or midnight to take produce to the Hollins Market in Baltimore from one to several times a week. It took until about 5 a.m. to complete the 14 or 15 mile trip. He would be busy at the market selling dairy products and eggs until it closed at 11 a.m., then would stop to purchase groceries before returning home. He recalled that "you'd be coming up the road—half asleep, tired as you could be, sun shining on you—you didn't care whether there was a toll. All you wanted to do was get rid of your money and get on up the road."[8]

The gatekeepets did not need to compute the number of miles travelled. People paid for a fixed distance at each tollgate—five miles, ten miles, or the distance to the next tollgate—even if they were going only part of the way.

This was established in 1811 by Judge Nicholson of the Baltimore County Court in the case of The President, Managers and Company of the Falls Turnpike Road v. James Ellicott. Mr. Ellicott passed the tollgate on the Falls Turnpike a number of times in a wagon pulled by six horses. He was charged for the five miles the turnpike was then in operation although he went only three miles. Judge Nicholson, in the verdict in favor of the company, said that there would be no way for the gatekeepers or the travellers themselves to ascertain how far they had gone on a turnpike. Even if the traveller could always carry a witness with him to corroborate how much of the turnpike was used, it would not be possible to measure the distance since there were no markers to indicate the fractional parts of a mile. If it were possible to establish these facts with accuracy in every case, the problem would remain of calculating tolls for varying distances. The gatekeeper would have to be "a mathematician of no ordinary accuracy to enable him to do impartial justice, and the greater part of his time would be devoted to calculations. The legislature could not have intended so palpable an absurdity."[9]

People who lived on a turnpike within three miles of a tollgate had to pay only once in a 24-hour period regardless of the number of times they went through the tollgate. A Mr. Owings, who lived within three miles of the second tollgate on the Reisterstown Turnpike, was required to pay each time he went through the tollgate. He alleged that he should have been charged only once in a 24-hour period rather than each time he passed the tollgate and said he had thereby been overcharged $200 between 1814 and 1816. He sued the company to recover the excess. The Baltimore County Court decided and the Court of Appeals affirmed that he had to pay each time because although he lived within three miles of the tollgate his land did not touch on the turnpike, a condition that also had to be met.[10]

It was a practice of the gatekeepers to permit people they knew to pass without paying and to bill them later. Sometimes bills were not paid or were paid only after legal action or a threat of legal action. Another practice was to permit residents to use the turnpike as often as they wished for a monthly or annual payment. The amount of the payment depended on how far along the turnpike the person lived. Either such people were given tickets or the gatekeepers were expected to recognize them and pass them through without stopping. Not all of the turnpikes permitted this form of payment all of the time.

Payment "in kind" was permitted on the Fifth Avenue Extended Shell Road and maybe on some of the other smaller turnpikes. The Fifth Avenue Extended turnpike was paved with oyster shells, and farmers were permitted to haul back a load of shells in lieu of paying toll.

Transportation companies — horse railways and later streetcar lines which operated along the turnpikes' rights of way—made fixed periodic payments, and their vehicles did not have to stop at the tollgates. Near the end of the turnpike era, the transportation companies controlled some of the turnpikes and the payments were apparently just a bookkeeping process.

Whether tolls could be collected from funeral processions was a matter of controversy more than once. Some turnpikes required funeral processions to pay; others did not. It was reported in 1899 that the Charles Street Avenue did charge and that the York Turnpike had begun charging only in recent years. Funerals represented substantial business for the Frederick Turnpike as there were three cemeteries along it near Baltimore; carriages were charged ten cents each to go to Mount Olivet and New Cathedral Cemeteries and 13 cents to Loudon Park.[11]

A state law of 1888 provided that no toll was to be exacted from vehicles going to or from funerals. However, tolls had always been charged on the Frederick Turnpike. Some undertakers decided to test the legality of the company's right to collect tolls from them, and in November 1899 undertaker William J. Tickner had the keeper of the first tollgate charged with illegally collecting $2.08 from him at a funeral the previous month.[12] The matter was settled in February 1900 when the chief judge of the Court of Appeals declared the 1888 law unconstitutional insofar as it applied to the Frederick Turnpike and other long-established companies because the companies' charters predated the law and the charter was considered a contract between the state and the company.[13]

In the 1890's bicycling became very popular, and the wheelmen, as they were called, took to riding on the turnpikes. Beginning in 1895, people riding bicycles on the York Turnpike were required to pay five-cent tolls, the same amount charged for single horses. Payment of this amount permitted them a return trip at no extra charge.[14] The tolls drastically reduced bicycle traffic on the turnpikes. One Sunday just after tolls were imposed on the York Turnpike only 35 bicyclists went through the tollgate at Towson, but a few Sundays earlier when no charge was made there had been about 150.[15]

Five-cent tolls were also imposed on Charles Street Avenue in 1895.[16] In 1900 the presidents of the Frederick Turnpike and several of the other turnpikes decided to charge five cents for bicycles to go through a tollgate and return or $1 for annual tickets.[17]

The wheelmen formed organizations and thus acquired some influence. There was talk of refusing to pay tolls on the basis that the condition of the turnpikes was not good enough. A spokesman of a bicyclists' organization suggested that members refuse to pay and leave their names and addresses with gatekeepers, forcing companies to prosecute them and bringing the issue of the condition of the roads into court; however, they were reluctant to do this. In April 1900 a state law was enacted permitting bicyclists to pass tollgates free of charge and also requiring gatekeepers to keep a bright light on their gates at night in order to prevent accidents.[18] The provision permitting free passage

for bicycles did not apply to turnpike companies chartered before 1867, the date of the state constitution then in use, but the directors of the York and Harford Turnpikes voluntarily decided to charge no tolls for bicycles.[19]

Clergymen and people going to and from church were also exempted—at least on the turnpikes in the Loch Raven area—from paying tolls. The Reverend Conrad B. Gohdes, who was pastor of three Lutheran churches in Baltimore County at the same time, rode a horse and was in a hurry. As he approached one of the tollgates in the Loch Raven area, his long coat tails flying, he would wave to the gatekeeper, call out "Preacher!," and without waiting for the gate to be opened would have his horse jump over it. Because of his propensity for doing this and his German background (all Germans were apparently called Dutchmen), he was known as the Flying Dutchman.[20]

The rules about the number of horses and number and width of wheels did not, of course, apply to automobiles. When automobiles became commonplace, they seem to have been charged ten cents at tollgates.

People travelling on foot did not have to pay anything.

It had been said that gatekeepers waved their near neighbors through without requiring them to pay. Sometimes the owners of the lot on which a turnpike company wanted to place a tollgate would sell it or lease it with the understanding that they would be permitted to pass without paying at the gate. The president, other officers, and apparently the directors of the turnpike companies did not have to pay on their own turnpikes. A list of people to whom passes were given for the Frederick Turnpike in the early 1900's included the president, the eight managers of the company, the president of the Reisterstown Turnpike Company, officials of the United Railways and Electric Company, and judges in the counties through which the turnpike passed.[21]

TOLLGATES

Tollgates were of two types—one type swung sideways across the road, like an ordinary gate, and the other type was raised and lowered. The first type consisted of a long piece of wood parallel to the road supported by another long piece running diagonally from the tip of it to a lower point on the post to which both pieces were attached, forming a long triangle. Instead of one large gate, some tollgates had two small gates, each of them forming a smaller triangle; they were attached to posts on either side of the road and came together in the center of the road.

Some gates of the other kind—the type which was raised and lowered—were balanced or weighted at the short end so the gatekeepers, who were often old people and sometimes children, could easily raise and lower them. At least one gate was raised and lowered by means of a crank.

Some tollgates were left open at night, but others were kept closed, making it necessary for gatekeepers to get up and open them when travellers came along. In a few instances, gatekeepers were able to open the gates at nighttime from their windows.

TOLLHOUSES

There were no distinctive tollhouses in Baltimore City and County like the uniformly designed seven-sided tollhouses on the National Pike. At some tollgates the gatekeeper collected tolls in a one-room wooden building or shack which contained a stove to provide heat in cold weather. The gatekeeper lived in a house farther back from the road or, in some cases, elsewhere in the community. At other tollgates, the gatekeeper's house was very close to the turnpike, and tolls were collected from a room of the house or maybe an enclosed porch.

Most of the gatekeepers' houses had about four rooms. Those built in the early 1800's were likely to have been of stone, but most of them were of frame construction. Often they were covered with vertical boards with narrow wooden strips covering the spaces where the boards joined together. This style of construction was known as "board and batten." Probably it was the least expensive way of making the houses. Very few board and batten houses exist today in Baltimore City or County.

Nearly all of the gatekeepers' houses were either owned or leased by the turnpike companies. Only a few were owned by the gatekeepers. They were either erected by the companies or were built as private houses and subsequently taken over by the companies. Most of them looked little different from ordinary private dwellings.

The lots on which the gatekeepers' houses were located were usually one-half or one acre. The charters of some of the companies prohibited them from exceeding one acre.

GATEKEEPERS

Gatekeepers were employed by the turnpike companies to live at the tollgates and collect the tolls. They seem to have been people who had few or no other opportunities. Most of them were older people; most were men, but there were some women—usually widows; a few were natives of Germany and Ireland; and a few were partially disabled.

Their pay was low—in some instances as low as $4 a month—but people did compete to get the jobs; companies sometimes had several applicants to select from. Although the compensation was low, the gatekeeper and his family had the rent-free use of the company-owned house at the tollgate and there was usually enough space on the small

lot for a garden and maybe for keeping chickens or other animals. The compensation may have been minimal, but for retired people who had no other prospects for support, being a gatekeeper was better than nothing.

The hours were not good. The busiest times for the gatekeepers were very early in the morning when farmers went to market and in late afternoon and evening when they returned home. Some tollgates were in operation 24 hours a day and the gatekeeper or a member of his family had to sleep in a room close to the tollgate and get up to open it when someone called out at night. Other tollgates were left open at nighttime, permitting the gatekeepers to sleep without interruption.

Some people did other work while serving as gatekeepers—there were farmers, laborers, shoe repairmen, postmasters, storekeepers, a barber a harnessmaker, etc. Some gatekeepers—usually those who were younger men—were also responsible for the maintenance of an adjacent portion of the turnpike; for this they received additional compensation. If work kept the gatekeeper away from his tollgate at times, a family member—his wife or a child—would collect the tolls and open the gate.

Sometimes several members of a family were gatekeepers. Occasionally a widow would rake over the gatekeeper's job previously held by her husband. There were several instances in which brothers or fathers and sons were tollgate keepers. Oden C. Corbin succeeded his brother Joshua N. as keeper of the first tollgate on the Reisterstown Turnpike. Three members of the Jones family served as gatekeepers on the Frederick Turnpike. Eli Jones, the father, was keeper of the tollgate west of Ellicott City until 1866, when he was rransferred to rhe first rollgate. His son, James O. Jones, then rook his place near Ellicott City and remained until rhe rurnpike was sold to the state in 1910. Eli Jones retired from rhe first tollgate in 1876; later, from rhe mid-1800's to 1893 and from 1904 to 1909, a younger son, Albin D. Jones, was rhe keeper of the first tollgate.[1] Thus, for several long periods members of the Jones family were in charge of two tollgates on the same turnpike.

Probably the family that supplied the largest number of tollgate keepers was the Phipps family of Towson. Four brothers—Joseph, James, Alfred, and Harry—were gatekeepers on the York Turnpike in Towson and on the Dulaney's Valley Turnpikes at various times from the 1860's until the 1890's.

A daughter of Alfred Phipps told of an incident that occurred when her father was gatekeeper at Pot Spring Road on the Dulaney's Valley and Towsontown Turnpike and one of her uncles was gatekeeper on rhe York Turnpike just south of Towson. Her mother was collecting tolls one day when a man going northward said something improper to her. She told her husband and he confronted the man when he came back rhrough the tollgate. There were some words about it, and Mr. Phipps started to jump up on the man's wagon, but before anything happened the man drove on rapidly. When he came to rhe Towson tollgate, he told the gatekeeper that the keeper of the other gate was crazy. Mr. Phipps became angry and told the man that the other gatekeeper was his brother and also rried, to assault the man. The man had ro move on fast again to avoid trouble.[2]

Two gatekeepers—David H. White and Jacob Shearman—served for extraordinarily long periods. Mr. White was the gatekeeper of the first tollgate on the Washington Turnpike for almost 50 years until 1866.[3] Mr. Shearman was keeper of rhe third tollgate on rhe Harford Turnpike from 1840 probably until his death at the tollgare in 1888 at the age of 91.[4]

David H. Whire was also one of two gatekeepers in the area who is known to have been murdered. The other murder was that of Frederick T. Rinehart, keeper of the tollgare on the Dulaney's Valley and Towsontown Turnpike, in 1905.

TAVERNS

At intervals along the rurnpikes and where the turnpikes ended in Baltimore were taverns which provided accommodation and refreshment for the users of the turnpikes and their beasts. The taverns were more evident and more important in rhe earlier years of the turnpike system than later because more traffic came from greater distances. In rhe later years the traffic was diminished and most of the users of the turnpikes lived closer to Baltimore; they could leave their farms very early and reach rhe city wirhout having ro stop overnight.

Some of the taverns derived their names from the distance on the turnpike (6-Mile House, 10½-Mile House, etc.), but they had no connection with the companies that operated the turnpikes. In fact, in several instances gatekeepers were specifically prohibited from selling liquor.

STAGES

The earliest form of land transportation for the public was the stage coach. The stages departed from cerrain Baltimore taverns several times a week and used the turnpikes because they were the best roads available. A few instances are recorded of the proprietors of stages making agreements with the turnpike companies to pay special rates rather than individual tolls; however, none of the turnpike companies operated or controlled the stage coach lines.

The business of the stages was taken over by vehicles running on tracks—railroads and streetcars, the latter of which often used the rights of way of the turnpikes.

THE UNITED RAILWAYS AND ELECTRIC COMPANY

Companies operating horse-drawn streetcars obtained franchises from the turnpike companies to lay tracks along the turnpikes. The Baltimore and York Turnpike Company operated its own streetcar line from Baltimore to Towson. Eventually the companies were consolidated into the United Railways and Electric Company, which obtained control of several turnpike companies—the York, Harford, and Baltimore and Jerusalem Turnpikes, and Charles Street Avenue. The latter was the only turnpike the United controlled on which streetcars were not operated; it had been acquired to protect the transportation company's interests and lines, *i.e.*, probably to assure that there would be no competition from some other company along that route.[1]

The owner of these four turnpikes was popularly thought to have been the United Railways and Electric Company rather than the individual turnpike companies. This was not far from the truth since the United owned a majority of the shares of stock of the York, Harford, and Jerusalem Turnpikes and all of the stock of the Charles Street Avenue Company.[2] From approximately the early years of this century until these four turnpikes ended their existence, the officers of the United Railways and Electric Company held comparable positions as officers of the turnpike companies. Annual meetings were held in one of the United's offices, and the slates of officers were elected by voting the blocks of turnpike company stock the United owned. Annual financial statements were prepared, but little other business was recorded at the yearly meeting of each company.

Near the end of the turnpike era none of the turnpikes were in good condition. The United Railways and Electric Company was thought to have purposely neglected the maintenance of its turnpikes so that people would ride the streetcars rather than drive over the turnpikes.[3] The publicity became so unfavorable that the United agreed in the summer of 1906 to repair the portions of its turnpikes in the county, nearest the city limits.[4] Shortly afterward, the company announced plans to turn over these portions of the York Turnpike and Charles Street Avenue to the city.[5] By 1911 the United had disposed of the remainder of its turnpikes in Baltimore City and County.

INQUISITIONS

The turnpikes were required to be kept in good order and repair and of the width specified in their charters. Any citizen could make a complaint about the condition of a turnpike and thus start the inquisition process. In the early years, a complaint was to be made to a local justice of the peace. He was to choose three disinterested landowners and direct a constable to summon them to personally examine the road. The justice and the three landowners were to make a determination of the road's condition. If their decision was unfavorable, the gatekeepers were to be notified of the suspension of tolls until the necessary repairs were made. If repairs were not made before the next session of the county court the justice was to notify the court so that further action could be taken. The person responsible for the maintenance of the road could then be fined up to $100 for each week the repairs had not been made, and if this did not produce satisfactory results the president and managers of the turnpike company could be fined.[1]

Later legislation provided that people could complain directly to the Circuit Court of Baltimore County or the Superior Court of Baltimore City. The court would then direct the sheriff to summon a jury of six landowners. If the jury made a finding against the company its officials could ask for a jury trial. In the absence of a successful appeal, a judge could pass an order suspending the collection of tolls on the portion of the turnpike where the fault was until repairs were made. If the repairs were not made in six months the court could transfer ownership of the turnpike to the county or possibly to another corporation.[2]

Inquisitions were held on various turnpikes. Inquisitions on the Franklin, Falls, and Back River Neck Turnpikes resulted in the end of the companies' control over those roads, and at the time most of the Reisterstown Turnpike was purchased by the state the collection of tolls had been suspended on its Hanover Branch following a finding that it was not maintained in proper condition.

THE STATE ROADS COMMISSION

The establishment of an agency to develop a system of improved roads throughout the state helped to bring about the end of the turnpikes. Until the last years of the nineteenth century, roads were the responsibility of either the turnpike companies or the individual counties. In 1898 the state legislature authorized the Geological Survey Commission, which had been organized just two years earlier, to investigate and report on road construction in the state. This resulted in the creation of the Highway Division, the work of which was later taken over by the State Roads Commission.[1] Short samples of modern roads were built and estimates were made of the savings to the state and the citizens such roads would provide. In addition to estimating the cost of such roads, an estimate of the cost of buying up the turnpikes was made in 1899.[2]

In 1904 the legislature passed a law—considered radical at the time—providing for 50 percent state aid and state supervision to help the counties build modern roads.[3] Leg-

islation in 1906 and later provided for complete state financing of a modern road between Baltimore and Washington.[4] In 1908, Austin L. Crothers was elected governor on a good roads platform; he has been called the father of the state roads system. He guided through the legislature a bill providing for a state-wide network of good roads in seven years. The State Roads Commission was created and was given an initial appropriation of $5 million to carry out the work. New roads were not to be built; instead existing roads were to be improved.[5]

Throughout this period, citizens' groups agitated for good roads. Groups of farmers and other residents tried—sometimes with success—to have their turnpikes condemned because they were not being properly maintained. When the State Roads Commission was formed, they appealed to that agency to purchase and improve the turnpike they used. Bicycling had become very popular, and the bicyclists, who were well-organized, needed even surfaces on which to ride. They joined the farmers in the good roads movement.[6] Later, they were joined by automobile owners; the Geological Survey Commission's report of late 1907 was the first to take official recognition of the automobile "problem."[7]

In its 1906-07 report, the state Geological Survey Commission made the following recommendation concerning the turnpikes:

> . . . present conditions have shown the importance of many of the turnpikes as sections of the general system. While undoubtedly the operation of these highways has contributed in the past to the development of the State, conditions are rapidly approaching the point where their future existence as toll roads is entirely undesirable. Any legislation looking to the abolishment of the turnpikes as toll-roads should recognize the private rights and property values in the turnpikes themselves, and in all cases of assumption by the State or counties of the turnpikes, fair compensation should be made to private interests for the property taken from them.

The Commission also recommended that care be taken to avoid the purchase of turnpikes that could be unsuitable.[8]

In 1908 the State Roads Commission decided to determine the value of the turnpikes in view of their possible acquisition. The abolition of the turnpikes was recognized as desirable, but it was realized that if a system of modern roads was to be built the Commission's funds were not adequate to buy all or even a large part of the existing turnpikes.[9] The more important Baltimore area turnpikes were acquired by the Commission in 1910 and 1911, and the last one of significance, the Reisterstown Turnpike, was purchased in 1915.

Not all of the turnpikes were acquired by the State Roads Commission. Those of lesser importance were deeded to the Baltimore County Commissioners, and they became county roads.

MARYLAND TURNPIKE ASSOCIATION

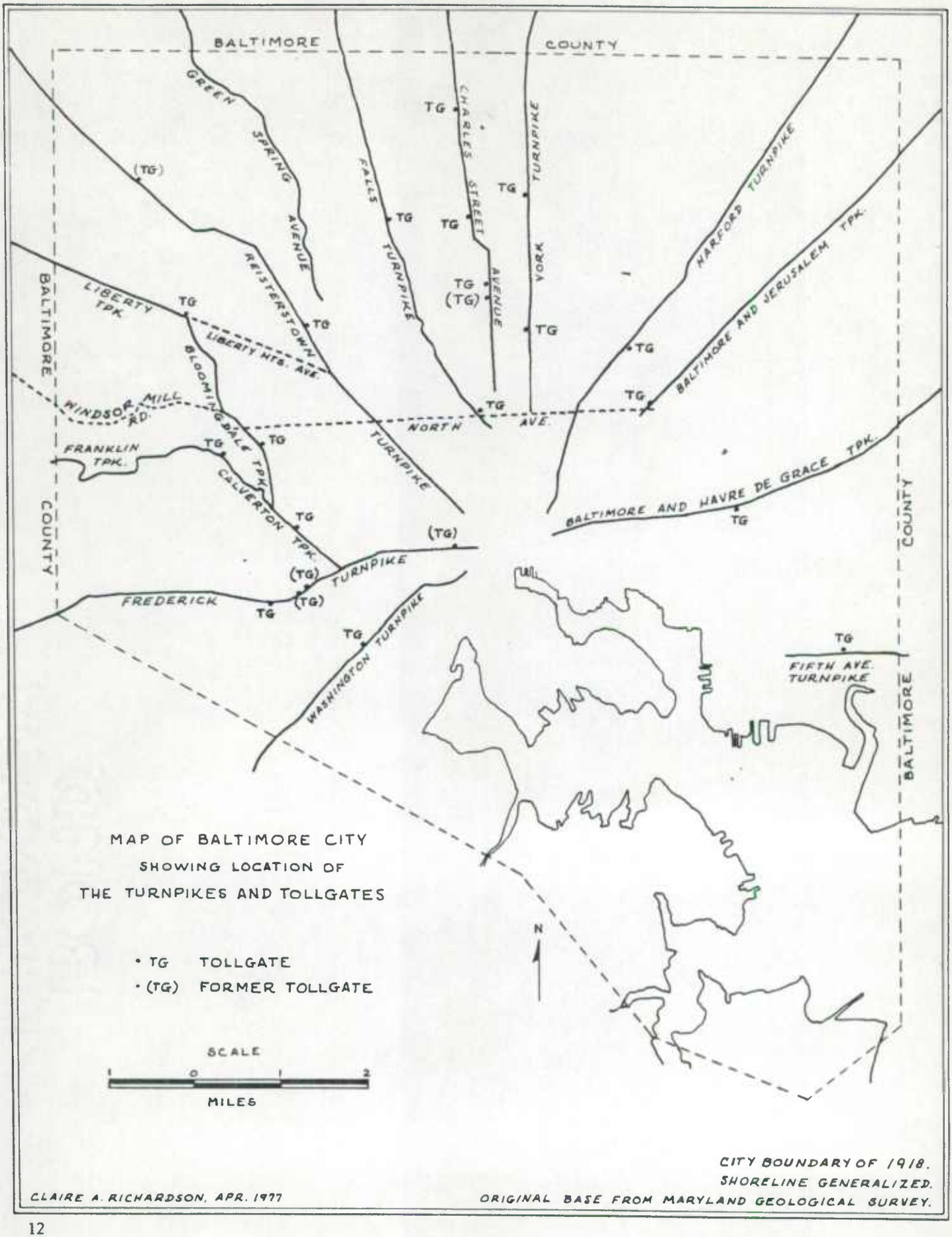
Representatives of the turnpike companies in the state organized the Maryland Turnpike Association about 1903. Matters of mutual interest—especially legislation affecting turnpikes—were discussed at annual meetings held in different locations throughout the state.

Interestingly enough, the association passed a resolution at its 1909 meeting to cooperate with the General Assembly or the State Roads Commission in buying the turnpikes and making them free roads. The resolution stated that some of the turnpikes had served the needs of the travelling public for over a century and could be modernized for $1,000 a mile and would be more durable than any new roads that could be constructed. The resolution ended with a point very important to association members:[1]

> We deprecate the socialistic spirit which seeks to confiscate for the public use private property invested in the turnpike companies which so largely built up Baltimore city and the State of Maryland.

In 1911 the association's president spoke to the members on the damage done to roads by "swift-running automobiles."[2] At the 1913 meeting the sentiment was expressed that the state should first purchase the established turnpikes if the legislature provided additional funds for roads.[3]

Several officials of turnpike companies in Baltimore County were officers in the state organization. Dr. J. H. Billingslea (president of the Baltimore and Reisterstown Turnpike Company) was the president for 1907, Charles W. Slagle (president of the Baltimore and Frederick Turnpike Company) was the president for 1909, and Thomas A. Murray (secretary of the Baltimore and Reisterstown Turnpike Company) was the president for 1913.[4]



MAP OF BALTIMORE CITY
SHOWING LOCATION OF
THE TURNPIKES AND TOLLGATES

• TG TOLLGATE
• (TG) FORMER TOLLGATE

WASHINGTON AND BALTIMORE TURNPIKE

The first turnpike company in Maryland was chartered in 1796 to construct a road between Baltimore and the District of Columbia. The legislature, in setting the tolls, made a provision for camels as well as the conventional domestic animals—horses, asses, and mules. However, the company failed to build its turnpike.[1]

In 1812 the Washington and Baltimore Turnpike Road Company was chartered and did construct a road. Its organizers were William Lorman, Henry Payson, George Lindenberger, and Jacob Giles Smith, all of Baltimore, and Archibald Dorsey, Richard G. Stockett, John S. Belt, Thomas Lee, Jr., George Calvert, Richard Ross, Thomas Bowie, and William Fitzgerald. Capital stock was to be $100,000, in shares of $50 each.[2]

The turnpike went west from Baltimore along Pratt Street, and just east of Mount Clare Station it went to the south, following the present Washington Boulevard.[3] Part of the turnpike was opened to the public at the beginning of 1815[4] and other portions were completed in the next few years. David Scott was identified as superintendent of the work in 1818.[5] It was a gravel road, and its total length was 36 miles.[6]

Both the Washington and the Frederick Turnpikes shared the use of part of Pratt Street. In 1818 representatives of the two companies agreed that they would alternate each year in keeping that part of Pratt Street in repair. Responsibility for the first year—1818—was to rest with the Washington and Baltimore Turnpike Company.[7]

Milestones were erected which gave the distance to Baltimore but not to Washington. Only one has been located—the 25-mile stone on the grounds of Delhaven White House Motel in Beltsville, a short distance north of the Capital Beltway.

The first tollgate was just north of Gwynns Falls, near the present Carroll Park Golf Course. David H. White (born 1789-90, died 1866) was the gatekeeper for nearly 50 years.[8]

In 1842 the part of the turnpike within the city limits, from Pratt Street to Columbia Street, was ceded to the city of Baltimore. The company's president then was Charles B. Calvert.[9]

The opening of the Washington Branch of the Baltimore and Ohio Railroad in 1835 marked a turning point in the fortunes of the turnpike company. The railroad was built near and parallel to the turnpike, and with its greater capacity for transporting passengers and freight it took business away from the turnpike. The result was that tolls declined and the company was less able to maintain the turnpike and its bridges.[10]

The turnpike company officials had foreseen the effect of the state legislature's authorizing the building of the railroad and protested it. In response, the legislature authorized the turnpike company to purchase stock in the railroad company and use the dividends for the maintenance of the road. However, the turnpike company's funds had been exhausted in building the road, so there was no money to buy railroad stock.[11]

In 1839 the turnpike company brought suit against the railroad in the Baltimore County Court alleging that the charter of the turnpike company was a contract between it and the state and the legislature's authorizing the building of the branch railroad without reimbursement for damages to the turnpike company was a violation of its vested rights. However, both the county court and the Court of Appeals decided in favor of the Baltimore and Ohio Railroad.

The Supreme Court suggested in 1866 that it might have been "very proper" for the state legislature to have provided compensation for the turnpike company when the branch railroad was authorized, as had been often done in such situations in other states. In the absence of compensation, the court said, the turnpike company could have taken legal action to try to restrain the B. and O. from building the branch railroad.[12]

The turnpike was described as being "in sufficiently good order and repair" in 1838 and 1839, and the company inferred that the state considered the turnpike to be adequately maintained up to 1858.[13] In 1860, however, a state law referred to the company's "wilful and long con-

The only remaining milestone from the Washington Turnpike, located on the grounds of a motel in Beltsville.

tinued neglect" of the road and provided for the state's attorneys for Baltimore City, Baltimore County, and the other counties through which the turnpike passed to institute proceedings against the company to have its charter revoked.[14] After a hearing in Baltimore, it was decided that the turnpike and its bridges had been wilfully neglected in violation of the company's charter and therefore the charter was annulled. The company lost an appeal in the Maryland Court of Appeals in December 1862 and then appealed to the U.S. Supreme Court. Meanwhile, the company continued to collect tolls but did nothing to repair the road and bridges. This caused some citizens to take the matter into their own hands.[15]

On a Saturday morning in January 1863 about 50 men from Baltimore County approached the first tollgate in their wagons and carriages. Some drove through the gate toward the city but refused to pay. The gatekeeper closed and locked the gates, leaving the remainder of the men on the county side of the tollgate. The entire party then dismantled the tollgates and pulled the posts out of the ground. They carried them to the nearby Gwynns Falls and "threw them overboard." The gatekeeper was powerless to resist so large a group, and the men then departed quietly, some to their homes and others to the city. No arrests were made.[16]

Other tollgates on the turnpike were similarly destroyed. The company rebuilt the gates, and consideration was given to prosecuting those who had demolished them.[17]

On a Saturday evening in August 1863 the police were called to the first tollgate because trouble was anticipated. About ten wagons came from the city markets during the night and indications were that violence would have occurred if the police had not been present. One of the drivers, John Belt, said as much and he was then arrested and required to post a $500 bond to keep the peace. Users of the turnpike said at the time that they would be perfectly willing to pay the tolls if the road was maintained in even tolerable condition.[18]

Later the same month people were refusing to pay tolls at the first tollgate because of the road's poor condition, and soldiers were called in to enforce the collection of tolls. A meeting of users of the turnpike from Anne Arundel, Howard, and Baltimore Counties, and Baltimore City was held at a school in the 13th District of Baltimore County. It was decided to petition the Mayor and City Council to remove the first tollgate (which was just within the city limits), and a committee was appointed to complain to the commanding general of the soldiers enforcing the collection of tolls.[19]

In October four men were indicted for robbery and assaulting Mr. White, the gatekeeper, and the same four along with seven others were indicted for the arson of the gatekeeper's house at the first tollgate.[20]

Mr. White was convicted of assault with intent to kill "by shooting one of his old opponents in these troubles." He was sentenced to the penitentiary but in November or December 1865 was pardoned by the governor on the condition that he take no further part in the fighting.[21]

In December 1865 the bridge over Gwynns Falls, near the first tollgate, became unfit for travel and the collection of tolls was stopped. About a week later, on a Saturday night, a group of men who were disturbed about the condition of the turnpike tore down the tollgate and used part of it to repair the bridge. They entered the gatekeeper's house, which was undergoing repairs, and "tore away a considerable quantity of laths, pulled down some of the brick work, tore out the window frames, and also cut and injured a sofa and other furniture in the house." A short time afterward, the house was set on fire and partially destroyed. Some of the men were recognized and were expected to be arrested. Police from Baltimore were sent to the scene to prevent any further damage to the property.[22]

After a lengthy wait, the Supreme Court decided the turnpike company's appeal of the revocation of its charter. The decision, rendered in March 1866, was that while the state may have been wrong in permitting the railroad to be constructed close to the turnpike without providing compensation to the turnpike company the state did have the right to revoke the turnpike company's charter on the basis that the road was not being properly maintained. The action of the state, the court said, furnished no excuse for the turnpike company to disregard the provision of its charter that was a burden—the repairs to the turnpike—while at the same time insisting on the observance of the part beneficial to it—the collection of the tolls.[23]

The road ceased to be a turnpike, so the matter was settled as far as the turnpike company was concerned. However, the story of Mr. White's difficulties in the area ended with his murder a short time afterward.

The road was supposed to have been taken over by the counties through which it passed, but the Baltimore County

Commissioners refused to take possession of the part in Baltimore County because of its poor condition. Where the road crossed the Patapsco near Elkridge there was a covered bridge on which tolls were charged, although the road itself was then free of tolls. Mr. White became the tolltaker at the bridge and lived in a house located there. On a Sunday night in September 1866 he heard a noise and went outside to investigate. He was immediately hit on the back of his head with a heavy club and soon died of a severe skull fracture. Before he lost consciousness he shouted for his daughter. She came outside with her nine-year-old son and heard her father say, "Susy, Susy, I am dead," before both she and her son were knocked senseless by her father's murderers.

Two men were seen, but they could not be identified. A small amount of money was taken, but larger amounts were left behind. It was thought that people in the area had become frustrated with the turnpike company's failure to repair the road, the lengthy litigation, and finally the county's failure to do anything about the road and that the motive was not robbery but revenge directed against Mr. White.[24]

BALTIMORE AND FREDERICK TURNPIKE

The Baltimore and Fredericktown Turnpike went from Baltimore and Eutaw Street (later from Paca Street) to Boonsboro, Washington County.[1] It was one of three turnpikes chartered by the same act in 1805. Capital stock was to be $220,000, in shares of $20 each, and stock subscriptions were to be received by James Carey, Luke Tiernan, George F. Warfield, and Francis Hollingsworth at Baltimore; John Schley, Henry Ridgely Warfield, and David Levy at Frederick; Frederick Stemple, Joseph Swearingen, and Samuel Shoup at Middletown; and Thomas Sprigg, Nathaniel Rochester, Charles Carroll, Jacob Zellar, and Elie Williams at Hagerstown.[2]

The company's first managers (as the directors were called), elected in May 1805, were Thomas Sprigg, John McPherson, George Baer, Jr., Samuel Smith, John Eager Howard, John Ellicott of John, John Donnell, and Solomon Etting.

Contracts were made for levelling and stoning or gravelling portions of the turnpike in Baltimore County in 1805 and 1806. The contractors were as follows:

1st mile: levelling (cutting down hills and filling up all the hollows, bottoms, or valleys) and paving—James Cochran. He was also awarded a contract for delivering the stone for bridges and culverts on the first three miles. He was to obtain the stone free of charge from Ellicott and Company's quarry at Gwynns Falls. Levelling and stoning of 20 perches eastward from the first milestone was to be done by Barney McGonagle; this was later completed by William Watson.

2nd miles: levelling—Barney McGonagle; stoning—William Watson.

3rd mile: Hugh Sands.

4th mile: levelling—John Boyd; stoning—Bernard Devlin.

5th mile: levelling and stoning to be done by the turnpike company.

6th mile: William Trimble.

7th mile: Philip Dennis.

8th mile: Robert Boden and Peter Hogen.

9th mile (part): Philip McGowen and Neil Duffy. They were to begin at the eight-mile stone and work westward for about ¾ mile, to a short distance past the intersection of the turnpike with the Old Frederick Road. They failed to complete the work, and it was finished by Isaac Gardener and Thomas Gibbons.

Remainder of 9th mile and part of 10th, to the Patapsco River: Philip Dennis and Joseph Heston.

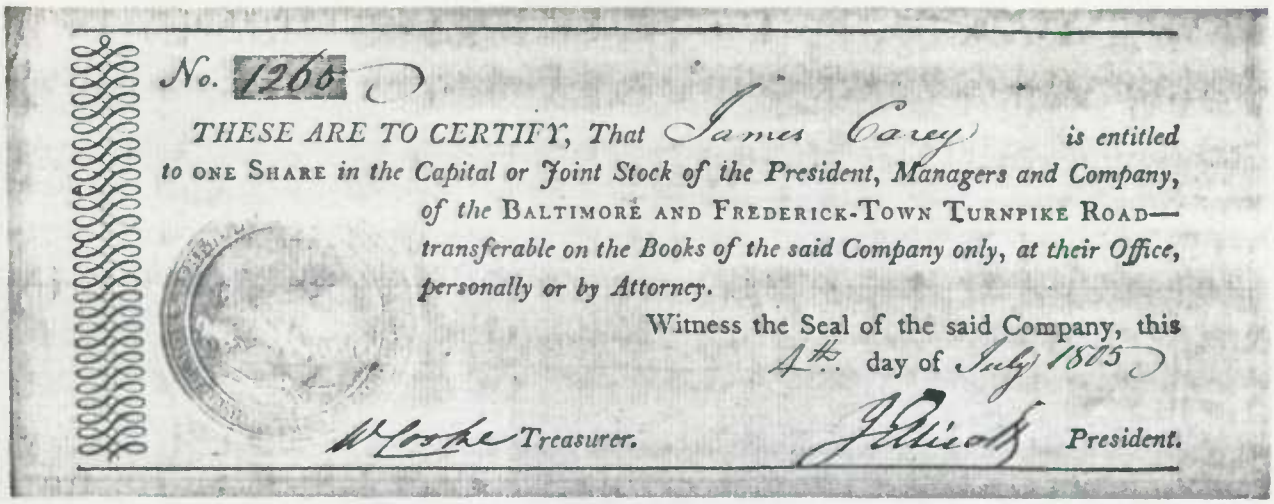
William Thorpe was to build the bridge nearest to Baltimore, Simon Frieze and Isaac Mask the bridge near Booth's Garden, and Aaron and Matthew Wilson the bridge over Gwynns Falls.

In November 1805 William Watson and Bernard Devlin, stoners of the second and fourth miles respectively, complained to the company that the levelling was not being done quickly enough and this was delaying their own work. The company's employees were taken from their work on the fifth mile and put to work levelling the fourth mile, and Samuel Lyeth was hired to employ laborers to complete the levelling of the second mile.

In February 1806 Bernard Devlin, the stoning contractor for the fourth mile, was in jail and therefore unable to fulfill his contract. He assigned the remaining work to William Kerr. However, by July, Kerr had not completed it and was admonished by the company that he was expected to finish the stoning work promptly so that the men employed to gravel the road would not be delayed. In 1807 the company decided to sue Kerr to recover money overpaid to him.

A complaint was made to the company that some of the contractors were not breaking the stone as small as their contracts required. When the company's superintendent objected, they promised to break the stone properly but neglected to do so. The company decided that in the future the superintendent was to order a contractor to stop work when the stone was not being broken properly or when other parts of the contract were not being fulfilled. The contractor would then have to satisfy the company's board of managers that the deficiency would be corrected.

A tollgate operated by the Baltimore County Levy Court was located on Baltimore Street east of the present Pine Street before the turnpike company was established. In November 1805, when the company was building the turnpike from Baltimore, the levy court was asked to stop imposing tolls on those engaged in the road work. The company decided to use the same tollgate with the possibility of moving it later to the junction of Pratt Street with the turnpike or somewhere else. On April 23, 1807, collection of tolls was begun by the company at both the first and second gates.



No. 1266

THESE ARE TO CERTIFY, That James Carey is entitled to ONE SHARE in the Capital or Joint Stock of the President, Managers and Company, of the BALTIMORE AND FREDERICK-TOWN TURNPIKE ROAD—transferable on the Books of the said Company only, at their Office, personally or by Attorney.

Witness the Seal of the said Company, this 4th day of July 1805

W Cooke Treasurer. J Ellicott President.

– John W. McGrain

Frederick Turnpike Company stock certificate, 1805.

In 1818 the company seems to have removed the second tollgate and begun charging for ten miles' travel rather than five miles' at the first tollgate. The salary of the keeper of the second gate was to be continued for a month and he was to help at the first gate if necessary.[3]

Before 1850 the first tollgate was moved to the northwest corner of the turnpike and Garrison Forest Road (later Garrison Lane and now Franklintown Road). There was controversy over the ownership of the lot, and in 1852 the company obtained a lease to it for a $350 payment plus an annual rent of three barleycorns, if demanded.[4]

By the mid-1870's Wilkins Avenue had been opened as far west as Gwynns Falls and people evaded the tollgate at Garrison Lane by using Wilkins Avenue and entering the Frederick Turnpike by a side road between the tollgate and Gwynns Falls. To prevent this, the tollgate was moved close to the east side of Gwynns Falls about 1875-76.[5] The house and lot at Garrison Lane were sold for nearly $1,500, subject to the annual rent of three barleycorns, in 1882.[6] A house was rented for the gatekeeper at the new location. The company decided in 1885 that it would be better to purchase a lot and build a gatekeeper's house, but this did not seem to have been done.[7]

The tollgate was moved for the last time, in 1896, to a point almost opposite Mount Olivet Cemetery.[8] There was a small wooden structure there from which the gatekeeper collected tolls. The address of the gatekeeper's residence in 1900 and 1904 was 712 Frederick Avenue Extended and from 1905 to 1909 was 734 Frederick Avenue Extended.[9]

Nathaniel Harryman was appointed the first gatekeeper under the company's jurisdiction at the first tollgate. Six months later, in October 1807, he asked for permission to leave his position for several months due to his wife's illness. Permission was granted and Joseph Hawkins was appointed interim gatekeeper until Mrs. Harryman recovered. From May until September 1808 Mr. Harryman seems to have helped with the work of building bridges for the turnpike, and in September 1808 he returned to his position as gatekeeper. Joseph Hawkins was appointed gatekeeper of the sixth tollgate. The following year, Mr. Harryman was allowed an additional $30 to be used for firewood for the ten-plate stove the company installed at the gate. His regular salary was $400 a year. Evidently he thought this amount insufficient and resigned in 1813. For two weeks in September 1821 he served as the keeper of the eighth tollgate, then in November 1821 he became the gatekeeper of the first tollgate on the Baltimore and Harford Turnpike but resigned in 1822.

William Long was appointed in 1813 to replace Mr. Harryman at the first tollgate. At the end of a year's service he was commended by the company's board of managers and granted $30 for firewood as had been his predecessor. Near the end of 1814 it was recommended that someone be employed to assist him because the work at the first gate had become "too severe for his bad state of health."

Robert Johnson was appointed gatekeeper in 1822; however, within nine months he died. The salary due him was paid to his widow, and his place was taken in December 1822 by James Bryson. He resigned in 1825, and John Sumwalt was appointed.[10] By 1833 Nicholas Lehman, who was born 1787-88 in Germany, had become the gatekeeper.[11] He retained the position for a number of years and in 1847 was given two $100 payments "as a gratuity in acknowledgement of his fidelity and zeal in discharging his duties to the company."[12] The Baltimore directory of 1858-59 listed him as a former gatekeeper, but he was still living near the tollgate. He died at his home on the Frederick Turnpike in 1863.[13]

John Starr, born 1802-03, was the gatekeeper in 1858-59. He resigned in 1866. Eli Jones, the keeper of the second tollgate, was selected from among the five applicants for

— Baltimore *Sunpapers*

The first tollgate in 1908. The wall of Mount Olivet Cemetery can be seen on the right.

the job. However, a number of residents along the turnpike petitioned the company in protest of the appointment. They objected because Mr. Jones *came from another county* (Howard County) and recommended that L. W. Counselman be appointed. Properly, the company, "after respectful consideration," declined to take any action on the protest, and Eli Jones continued as the gatekeeper until his retirement in 1876. He died in 1885 at the age of 67. William H. Wright was Mr. Jones' successor. He was still the gatekeeper in 1880 and may have remained until 1885.[14]

Albin D. Jones (1849-1921), a son of Eli Jones, became the gatekeeper following the resignation of his predecessor in late 1885 or early 1886.[15] One evening about a year after he became the gatekeeper, he spotted a fire in a nearby mill and notified the firefighters. Although the mill was across the road, the heat was so intense that it peeled the paint off the front of the gatekeeper's house and forced the Jones family into a back room. With much effort, the firemen were able to save the house and nearby buildings by pouring streams of water over them.[16]

Albin D. Jones resigned in 1893 and Joseph H. Miller became the gatekeeper. He may have been the Joseph Miller who had been the gatekeeper at Maryland Line on the York Turnpike in 1865. He resigned in 1904, and Albin D. Jones was again selected as gatekeeper. Prior to obtaining the job for the second time, Mr. Jones had been a clerk and lived in Irvington. He remained the gatekeeper until 1909.[17]

In 1888 and 1889 the company considered establishing an additional tollgate between Baltimore and Catonsville. Consideration was given to sites between the five and six-mile stones, but a suitable place could not be found. Again in 1897 the company considered establishing a tollgate near the eastern end of Catonsville, but no action was taken.

The second tollgate was established at the nine-mile stone, about 1½ miles east of Ellicott City, at the end of 1806. In 1813 it was moved east to between the present Sanford Avenue and Stanley Drive in Catonsville, and a gatekeeper's house was erected on a one-acre lot there. The operation of this gate apparently ceased in 1818 and tolls for ten miles rather than five were to be paid at the first tollgate. An additional month's salary was paid to the gatekeeper, and he was to help at the first gate if needed. The gate was later re-established at or near the old location at the nine-mile stone, but this may not have been until 1828. Previously the gatekeeper's house in Catonsville was rented to W. Adkins and the gatekeeper's house at the nine-mile stone was rented to Thomas Gibbons and Edward Gray for $40 a year. In 1828 the company purchased a lot near the old gatekeeper's house at the nine-mile stone from Thomas Gibbons for $400. Near the end of 1829 the second tollgate was made a "full" gate (*i.e.*, tolls were collected for ten miles) and the third gate was taken out of service. The location of the second gate was not specified, but it may have been near the nine-mile stone. The tollgate apparently ceased to operate at that location later. The 1870 census did not show a gatekeeper there, and in 1871 the company considered establishing a tollgate to the east of Ellicott City "where a gate formerly stood."[18] By March 1875 it had been erected; John Wethered of "Ashlyns," Catonsville, writing to a Towson newspaper to complain about turnpikes in general said that the tollgate had been "lately erected." He said that a man who lived near it had to pay tolls of $60 a year, and this, according to Mr. Wethered, somehow reduced the value of the man's property—valued at $10,000—by ten percent.[19]

The first gatekeeper at the second tollgate was Thomas Eve(n)son, who was appointed in 1806. In 1809 he was directed to deposit the tolls once a week with Ellicott and Company at Patapsco Mills. In 1812 the company's board of managers asked the president to procure another gatekeeper for the second tollgate and place him there as soon as possible. Bartholomew Donovan was appointed, but two months later he was given a month's salary and dismissed. Job White took his place.

In 1829 Theophilis Bings became the keeper of the second tollgate. By 1833 the gatekeeper was a Mr. Baker. In 1855 Eli Jones replaced E. Thompson as gatekeeper. When Mr. Jones was chosen keeper of the first tollgate in 1866, his son, James Oliver Jones (1841-1922), was appointed at the second gate. Charles Smith resigned as gatekeeper in 1871 and was replaced by Nicholas Laumann.[20] (As indicated previously, the second tollgate was apparently somewhere else until it was re-established near the nine-mile stone between 1871 and 1875; it was probably in Howard County.) Nicholas Laumann (1841-1919) was born in Hesse, Germany, and came to this country when a young man.[21] He was still the gatekeeper in 1880, according to the census of that year, but he seems to have been succeeded later in the year by J. H. Fallon. Directories of 1880 and 1882 listed Mr. Fallon as the gatekeeper.[22] Apparently Mr. Laumann obtained the job again since an 1885 newspaper stated that Kinsey Feathers was appointed gatekeeper following the resignation of Nicholas Laumann.[23] Mr. Laumann then went to work for the Baltimore and Ohio Railroad, where he remained until shortly before his death.[24]

Kinsey M. Feathers (1826-1900) was a maker of boots and shoes in the vicinity of Ellicott City before he became the gatekeeper. At times he experienced difficulty with people who refused to pay the toll. His granddaughter recalled the drivers of beautiful gypsy wagons who stood up and threatened him with their horse whips. However, he was a "wiry, determined man who was seldom outdone."[25] When he retired from the tollgate in 1899, it was said that he had not slept in bed all the time he had been the gatekeeper but took naps while sitting in his chair at the tollgate. Nor had he ever taken a day off, except for Christmas and Independence days, when there was little travelling. "Every traveler over this busy thoroughfare knows him," a newspaper reported, "and everybody is his friend."[26] He moved to near Irvington and died there the following year.[27]

Kinsey Feathers had a daughter who married Richard Lilly, and Mr. Lilly's sister married James Lafferty. The Feathers and Lafferty families were close, and when Mr. Feathers retired, James Lafferty (1848-1926) obtained the position.[28] Mr. Lafferty had been a night watchman at the Grays Mill and was later a cooper at Grays, the community where the tollgate was located. Apparently he had less difficulty with travellers than Kinsey Feathers had experienced. His daughter recalled occasional trouble with drunks

— Pratt Library

The second tollgate, located in Baltimore County east of Ellicott City, looking toward Baltimore, as it appeared in the 1890's. The gatekeeper's house is on the left.

but could not remember any other incidents. After the turnpike was purchased by the state, he went to work in the mill at Oella.

The tollgate consisted of a pole which was lowered across the road. Tolls were collected 24 hours a day, and Mr. Lafferty slept on a couch on the first floor so he could get up when needed. A busy time was early in the morning when farmers were taking their produce to Baltimore.[29]

In 1911 the gatekeeper's house at the second tollgate, along with one in Howard County and one in Frederick County, were sold to the State Roads Commission for a total of $200.[30] The Lafferty family continued to live in the old gatekeeper's house at Grays until 1917. After the family moved, the house was vacant for several years and was then torn down by the State Roads Commission.[31] Its site is across from 2720 Frederick Road.

Milestones had been erected as early as 1805, at which time a contract mentioned the third and fourth milestones.[32] The extant milestones in Baltimore City and County are as follows:

3-mile stone: in front of Memorial Methodist Church, between Fredhilton Avenue and McCurley Street.

4-mile stone: between Sorrento Avenue and South Beechfield Avenue. This stone has an arrow pointing to Baltimore.

5-mile stone: in front of Baltimore National Cemetery, 5501 Frederick Road. This stone is on the *south* side of Frederick Road.

6-mile stone: in front of a service station between Glenwood Avenue and Delrey Avenue, Catonsville. This stone is whitewashed.

7-mile stone: just past Beaumont Avenue, in front of the Catonsville Library. This stone had been located at the entrance to the parking lot of the Catonsville Presbyterian Church, just west of Beechwood Avenue. It was moved to its present location in 1963.[33]

9-mile stone: 2711 Frederick Road, on *south* side of the road. When the Devils Elbow section of the road was widened and straightened by the State Roads Commission, the milestone was moved to the south side of the road. It got knocked down an embankment, and in February 1976 Mrs. Grace Blackburn had it pulled up and placed on the front lawn at the above address.[34]

In 1975 all the milestones, from Baltimore to Allegany County, were placed on the National Register of Hlstoric Places.[35]

Early in the turnpike's history, counterfeit banknotes were a problem. In 1811 the gatekeepers were instructed to accept banknotes only from people of known responsibility and then to write their names on the backs so they could be returned if found to be counterfeit. Two years later the gatekeepers were restricted to accepting banknotes of $5 or less. If they accepted banknotes of larger denominations which were found to be counterfeit, the gatekeepers were expected to reimburse the company. A scarcity of change in 1814 and 1815 necessitated the issuance of $1,000 in notes by the turnpike company. These were in denominations of 6¼ cents to 50 cents and were signed by both the president and the secretary. They were withdrawn and destroyed in 1818.

When Lafayette returned to the United States in 1824, the members of military companies near Baltimore wanted to travel to the city for the occasion. The turnpike company decided to permit the military units along with their baggage wagons and servants to use the turnpike for the trip to Baltimore and back home again without paying the toll. In addition, no toll was to be collected from Lafayette or his suite at any time they used the turnpike.[36]

By the 1830's the turnpike had lost some of its business to the recently built Baltimore and Ohio Railroad. In 1832 John H. B. Latrobe wrote as follows about the portion of the turnpike in Baltimore County east of Ellicott City:[37]

> . . . That long, hot, unsheltered road that comes winding down the hill, up which some white topped blue wagons are crawling at a snail's pace, is the Frederick-town Turnpike, superseded in a great measure by the rail road; and that solitary horseman who comes down it, at a trot that dislocates, no doubt, half the bones in his body, and sends his saddle bags with grievous flapping from side to side, is one of the few who still prefer its glow and dust to the shade and velocity and coolness of the travel on the iron avenue to the West.

Apparently the turnpike was used in military operations in the early part of the Civil War. The amount of tolls due the company was a matter of dispute with the federal government. In mid-1863 the company settled for half the amount claimed, receiving $19,271.58. As a result, the company's finances were extraordinarily good, but for only a few years.

Floods in the fall of 1866 caused about $100,000 in damages to the turnpike. The iron bridge across Gwynns Falls was carried away by the flood and a temporary trestle bridge had to be erected. The floods of the fall of 1868 were worse. Damages to the turnpike were estimated at between $25,000 and $30,000. To raise money for repairs, the turnpike had to be mortgaged to George R. Gaither. He lent $15,000, but to get the loan the company had to negotiate the dismissal of several suits filed in Baltimore City and County against the company. The dismissal was obtained by the company's agreeing to reduce the tolls to 20 percent over the rates established in 1805.

Further details of the damage done by the floods are provided in the following letters between the president and former president of the turnpike company. The letters also provide further insight into the operation of the company and reveal that neither man held the other in very high esteem.

At a meeting of the company's board of managers, the president, Robert Mickle, read the following letter from John M. Gordon, his predecessor. It was written on a postal card and addressed to Dr. John H. McCulloh, in care of R. Mickle, Cashier.

Dear Sir

I beg leave to call your attention to the affairs of the Several Turnpike Roads, in which you are a manager, and to suggest that both the *general* and the *dividend* statements in each be published every six months and sent to the address of each Stockholder. I am satisfied from the great falling off of the dividends, that gross mismanagement, not to say dishonesty exists Somewhere. The expenses have increased, though the income and the wear and tear thereby, that is to say from the travel over them, have not. Damage to the amount of $25,000 could never have been done by the Flood, chiefly at and near Ellicotts Mills. Last January there were again extra repairs at this point I understand, amounting to $2,000—which latter sum is much greater than was done by any freshets during the whole time I was President, say about 20 years. The renewal of the Bridge at the Mills (the stone part thereof could not have been washed away past recovery) could not have cost over $6,000 or $8,000, even at high prices. The refusal of the Secretary to furnish me with copies of the general statements, although I offered to pay the clerk for making them, has caused me to address to you this communication, which I do not object to your shewing to either or all of these boards, and indeed wish you to do so. You know how I managed these turnpikes and how carefully I had them repaired and kept down the expenses to the lowest economical Point. I doubt whether the President, R. Mickle, of these roads, ever inspects them, or knows aught of their condition and business.

I was sorry to hear of the death of our mutual friend Mr. Pennington.

The board decided that Mr. Gordon's allegation of mismanagement was "a great mistake" and authorized Mr. Mickle to make whatever reply he thought proper. On July 20, 1874, he wrote to Mr. Gordon as follows:

I received a communication on a *postal card*, dated Norfolk July 8/74 signed John M. Gordon, addressed "To Dr. John H. McCulloh, care R. Mickle Cashier/ Balt. Md."

This being an open letter, and Dr. McCulloh not being in the City nor a Manager in either of the Roads referred to, I read it to the Managers of the Frederick-town Turnpike Road Co. at their meeting on the 13th Instant for the purpose of declaring a Dividend.

Your suggestion that both the *general* and *dividend*. Statements in each be published every Six months, and Sent to the address of each Stockholder," was considered entirely unnecessary.

In regard to your imputation that "gross mismanagement not to say dishonesty exists Somewhere" I am happy to say that the Managers do not agree with you; but express themselves Satisfied, that under all the difficulties, of the times, and the extraordinary disaster by Flood, since your retirement, the affairs of the Road have been managed with good judgment and integrity, & that its President is quite as well acquainted with its condition and business as ever was his Predecessor.

That you should be skeptical as to the extent of damages, by the Several Floods is not Surprising—and no one could estimate them without personal observation.

In September 1866, the Bridge at Ellicotts Mills, and one abutment with its wing wall, were entirely destroyed. A new Covered Bridge was then erected. The Same Flood carried away the Bridge at Gwinns Falls.

In 1867 a Flood carried away Several Bridges at Ellicotts.

In September 1868 the Great Flood occurred. This Swept away entirely the new Bridge at Ellicotts and all the stone work and abutments were carried down the Stream.—And the Bed of the Road for nearly a mile entirely destroyed. And from the 9th to the 18th mile stone, nearly every Culvert destroyed and the Road much damaged. At the 26th mile Stone 600 feet of the Road and one Culvert were destroyed. The Bridge at Gwinns falls, with abutments entirely destroyed—and in the last Six months, another Freshet so completely damaged Several Culverts between the terminus of the Rail Road and Ellicotts, that we were obliged to have a temporary road arranged in the Fields while the new Culverts were being constructed. This accounts for the $2,000 to which you refer.

In addition to these extra expenses, the Company had to pay, including costs $5,500 for a Judgment against it in a Suit by the Heirs of a man who was killed many years ago by falling (whilst drunk) over a wall at Ellicotts—And within a few months past, another suit against the Company, in which the damages were laid at $15,000 was determined in favor of the Company,—but at an expense of $600, for Legal fees.

To these contingencies may be added the *Epizootic*, during which the Income of the Road was much reduced.

You say "the refusal of the Secretary to furnish me with copies of the *General* Statements, altho I offered to pay the Clerk for making them &"

This *is not so.*

I have for several years past, furnished you with both the *Semiannual General* & Dividend Statements.

And now to shew you that during your Presidential term of 20 years, the Dividends made by the Frederick T. R. Co. were less (with the exception of the intervals of no Dividends, occasioned by the Floods) than they have been Since, notwithstanding the advanced prices of labor and material during and Since the War,—I [illegible] your Statement of Dividends declared during the term of your Administration and Since, from which you will See, that during the 20 years of your management as President there were *One* Dividend of 1¼%, *One* of 1%, *One* of ⅝%, *Four* of ½%, and the remainder ¾%. And Since then *One* of ½% Extra Dividend, Five of 1%, Three of ½%, and 9 of ¾%, the remainder being 9 half yearly periods when no Dividends were declared, owing to the extra Expense, occasioned by the Flood &.

I am & R. Mickle President
of the Baltimore & Fred. T. R. Co.

The company's records do not indicate that Mr. Gordon made further complaints.

Following the Civil War, a state law was enacted exempting funeral processions from tolls on the turnpikes. This affected the Frederick Turnpike more than any other in the Baltimore area because there were two large public cemeteries along the road—Mount Olivet and Loudon Park. The company protested the new law in 1867 because there were many processions and they were made up of narrow-wheeled vehicles following one another which damaged the roadbed. These were rented hacks whose owners were permitted to make a profit from funerals, but the turnpike company was not even to be permitted to recoup the expenses of repairing the damage being done to the roadbed.[38]

In 1888 another law was enacted which exempted funeral processions from paying tolls, and under this law Joseph H. Miller, keeper of the first tollgate, was charged with illegally collecting tolls from an undertaker in 1899.[39] As a result, the law was declared unconstitutional in 1900 in so far as it applied to the Frederick Turnpike.[40] This should have settled the matter, but in July 1903 the Undertakers' Association brought suit against the Frederick Turnpike Company, claiming exemption from tolls. However, the suit was withdrawn in November 1904.

In 1878 George S. Page, a manufacturer of farm machinery, of 450 West Fayette Street, Baltimore, ran a steam-operated vehicle, a self-propelled thresher, on the turnpike. He was admonished as follows in a letter from the turnpike company:

> Having just learned . . . that you have run on the Road a Steam Machine, and propose to continue to do so, you are hereby notified that the Company cannot permit the use of the Road for that purpose.
>
> In the first place we are not allowed by our Charter to have the Road used by Steam Engines—and in the Second place if So used, they would endanger the lives of passengers, besides injuring vehicles, Horses & &, for which the Company would be liable for damages.
>
> You will therefore take notice that if you continue to use the Road as you propose, we will have recourse to Legal measures to prevent it.

Portions of the turnpike were ceded to the city of Baltimore as follows: Baltimore Street from Cove Street (now Fremont Avenue) to Gilmor Street in 1836, part of the turnpike at the intersection of Baltimore and Gilmor Streets in 1837, Pratt Street from Cove to Gilmor Streets in 1844, Pratt Street between Gilmor Street and Frederick Avenue in 1870, and Frederick Avenue from Gilmor to Bentalou Street (then the city limit) in 1875.

In 1900 the company received an inquiry about the price of the turnpike within the extended city limits from Bentalou Street to west of Loudon Park Cemetery. The company estimated that annual net revenue from that portion of the road was $2,000 and offered to sell it for $50,000. In 1909 the company offered to sell to the state the part of the turnpike from its terminus in Baltimore to Ellicott City for $65,000, but this offer was retracted a few months later.[41]

Later the same year Councilman Weinefeld of Baltimore severely criticized the turnpike's condition. The first tollgate was within the expanded city limits, and he said to have a tollgate in a city the size of Baltimore belonged to the Middle Ages. During a recent drought the turnpike had been "Sahara-like" he said. He described the road as follows:

> It has been covered with fine dust about six inches deep and every car or wagon that passed raised a cloud of dust, which made life almost unbearable to the people living along the road. The fine dust found its way into the houses and made them dirty.
>
> In rainy weather the conditions are just as bad as in dry weather. There is practically no drainage on the road and the water stays in pools and keeps the road muddy for days.
>
> The bridge known as Peck's Bridge over a small stream crossing the Frederick road is a menace to public safety and should be improved. During the last three years, 50 accidents, more or less serious, have happened there. Last week a horse fell off the bridge. The railing is only about two feet high. Hundreds of school children cross it, and, as there is only a footway about two feet wide, they walk, for the most part, in the car track.

He suggested that if the turnpike company would not put the road in good condition the State Roads Commission should acquire it either by purchase or, if the company asked too high a price, by condemnation.[42] He repeated his allegations in January 1910, calling the turnpike a disgrace and "little more than a mudhole" in winter and a nuisance because of dust in summer.

A few months later a group of Catonsville residents began proceedings against the company because of the turnpike's poor condition. An inquisition was held, and a justice of the peace suspended the collection of tolls at the first and second tollgates. Company representatives argued that the turnpike was in as good a condition as it ever was and stated that proceedings were under way to turn the road over to the state. A few weeks later the Baltimore County Circuit Court reversed the justice's decision and toll collection was resumed, but not for long.[43]

In November 1910 the State Roads Commission offered $100,000 for the entire turnpike from Baltimore to Boonsboro. The offer was accepted, and the sale occurred a few days before Christmas of 1910.[44]

Governor Crothers, who wanted to abolish all the turnpikes in the state, was very pleased with the state's purchase. He called it "A splendid Christmas gift to the people of Baltimore, Howard, Frederick, and Washington Counties" and, according to the Catonsville *Argus*, he was "as happy over the event as the boy with a new Christmas sled and skates."

It was intended to burn the tollgates when the turnpike was acquired by the state, but the cold and inclement weather prevented this.[45]

Presidents of the turnpike company were: Jonathan Ellicott 1805—resigned 1807, John Eager Howard 1807-10, William Jessop 1810—resigned 1818, William Lorman 1818—died 1841, John M. Gordon 1841-61, Robert Mickle 1861—died 1886, William W. Taylor 1886—died 1898, Charles W. Slagle 1898—died 1905, Charles W. Slagle, Jr. 1905-11.

Treasurers were: William Cooke 1805-17, James Cox 1818-42, Robert Mickle 1842—died 1886, William W. Taylor 1886—died 1898, Charles W. Slagle 1898—died 1905, Charles W. Slagle, Jr. 1905-11.

Secretaries were: J. Lewis Wampler 1805—dismissed 1811, James Neilson 1811—died 1821, Lloyd Buchanan 1821, Theophilus F. Dougherty 1821-22, Jonathan Pinkney 1822—died 1847, Robert Mickle 1848- , William C. Pennington 1884-1910.

Joseph Evans was superintendent of the turnpike 1805-11 and was succeeded in 1811 by Samuel Hopkins of Anne Arundel County. Colonel Jessop later became the superintendent of the turnpike from Baltimore to the 20-mile stone; he resigned in 1818. In 1819 there were two superintendents—John Watson was superintendent of the section nearer to Baltimore and Samuel Hopkins was superintendent of the western section. John Watson became superintendent of the entire turnpike in 1822; he resigned in 1833 and Allen Dorsey was appointed. When he died in 1849, his son, also named Allen Dorsey, took his place and served until his death in 1903. He was also the superinrendent of the York Turnpike from 1857 until 1884. The last superintendents of the Frederick Turnpike were E. G. Selby 1903-08 and Howard C. Selby 1908-

The turnpike company was dissolved in 1911.[46]

CALVERTON TURNPIKE

The Calverton Turnpike went north from the Frederick Turnpike over the present Calverton Road and Franklintown Road to Gwynns Falls. Later, the Franklin Turnpike continued on from the Calverton Turnpike to Franklintown.

The road was laid out by the proprietors of five mills or mill seats on Gwynns Falls. The proprietors—Andrew Ellicott, Thomas Ellicott, William Jessop, Dominic B. Jessop, Charles Jessop, Dennis A. Smith, John Worthington, Francis Hollingsworth, Charles Worthington, and James Cheston—were incorporated as the Calverton Turnpike Company in 1816. The owners of each mill were deemed to be the owners of one-fifth of the company's stock but profits to the owners were forbidden. Any excess tolls (the amount of tolls collected minus the expense of collecting the tolls) were to be used in improving and repairing the road and "for no other purpose whatsoever." Annual meetings were to be at the upper mill or wherever the company's by-laws designated.

The rights of the Baltimore and Frederick Turnpike Company were protected. No tollgate was permitted between the Frederick Turnpike and the bridge over Gwynns Run, and nothing in the Calverton Turnpike's charter was to be construed as to interfere with or affect the powers and privileges of the Frederick Turnpike Company.[1]

A tollgate was located just north of Lexington Street. The gatekeeper in 1850 and 1860 was John Steel(e), who was born 1804-06 in England.[2] In 1871 Henry Weil was the gatekeeper.[3] The last gatekeeper was Colonel Francis M. Dobbens. When the turnpike was acquired by the county, he moved to Brooklyn, Anne Arundel County, and became a storekeeper.[4]

Presidents of the company were G. R. Vickers in 1867, James Hooper, Jr., in 1872, and Raleigh Thomas in 1880. The secretary in 1872 was John Wright.[5]

The part of the turnpike then within the city limits was ceded to the city of Baltimore in 1867.[6] In April 1880 a state law was passed requiring the turnpike company to cede the remainder of the turnpike to Baltimore County. When this was done, the turnpike was to become a public road and the company was to be dissolved.[7] The deed to the county commissioners was executed in June 1880.[8]

FRANKLIN TURNPIKE

The Franklin Turnpike Road Company was incorporated in 1827. The act of incorporation described the need for the road:

> . . . the inhabitants of Baltimore County, who reside upon Gwynn's falls, Dead run and the country adjacent thereto [had petitioned that] they suffer great inconvenience from the want of a good and direct road leading to the city of Baltimore; that the said inhabitants are extensively engaged in agriculture and manufactures, the former of which require an occasional, the latter an almost daily intercourse with the city; but that, owing to the rough and uneven country in which they are located, and the wretched and almost impassable condition of the roads over which they are obliged to travel, they are deprived of the many benefits which a ready intercourse with the city would afford them, and are denied the usual advantages of a market for their productions and fabrics, but at great trouble, expense and delay. . . .

The turnpike was to go from the intersection of what was then the city boundary and Franklin Street extended, through the vallies of Gwynns Falls and Dead Run, past the new cut road or Windsor Mill Road, to Liberty Road. It is now the Franklintown Road.

The company's organizers were Beale Randall, Philip E. Thomas, William Gwynn, William H. Freeman, Robert Dorsey, James Swan, and James William McCulloh. The capital stock was to be $50,000, in shares of $20 each.[1]

The turnpike was completed by mid-1831, at which time a resident wrote that he had just taken a ride on the new road.[2] The following year, John H. B. Latrobe described the turnpike in his book, *Picture of Baltimore,* as follows:[3]

> This road . . . opens a communication with the district of country between the Frederick and Reisterstown roads [Liberty Road was not a turnpike at the time]. At the distance of four miles from Baltimore, it passes through the village of Franklin and . . . is the main access to the Central Race Course. The scenery along it is romantic and picturesque, and well repays the drive which the stranger may take to visit it. The Franklin road is Macadamised, and is, of course, decidedly the best turnpike out of Baltimore.

The tollgate was along the portion of the turnpike within what is now Gwynns Falls Park. In 1888 the city was expanded, and the new western city limits were near where Dead Run joins Gwynns Falls. This divided the turnpike between the city and county. It is thought that the tollgate may have been on the part of the turnpike lying in the county. The gatekeeper's address was given as Calverton in 1880; Franklin Road, 1883-84; and 953 Franklin Road, 1889-1902.[4] There was an unusual-looking house for the gatekeeper. It was a two-story building with a small square turret at one end. It remained standing until 1937 or later, though it was unoccupied at the end.

In July 1905 the collection of tolls was stopped as the result of condemnation proceedings in the county.[5] The tollgate, if it had been on the county portion of the road, must have been moved to the city portion. Its last location was just northwest of Morris Road. A small wooden structure was there for the gatekeeper, but he lived elsewhere.[6] The tollgate ceased to operate in 1908 because a city court had ordered a suspension of tolls.[7]

John Peregoy, who was born 1795-96, was the gatekeeper in 1870 and 1874.[8]

The gatekeeper in 1880 and 1883-84 was John Brayshaw. From 1885 to 1900, Squire L. Brayshaw (Squire was his name; he was not a magistrate) was the gatekeeper.[9] The following description of him in 1886 shows what a remarkable man he apparently was:[10]

> [He] is the most observing and best [gatekeeper] in the country, as he knows every vehicle that passes and what each is laden with; the drivers, whether maimed, halt or blind (that is blind drunk) and can always give information as to who have passed and those yet to follow. His place, if vacated, could not be easily filled.

Prior to becoming the gatekeeper, Squire L. Brayshaw was a carpenter at Calverton. In 1902 he was a clerk and was living on North Avenue.[11]

William Goudy was the gatekeeper in 1902, but the following year a directory identified him as a miller.[12] In 1904 Stephen Goudy was the gatekeeper.[13]

In contrast to the favorable description of the road in 1832, by 1880 residents using the turnpike were circulating a petition to ask the legislature to reduce the tolls, but, according to a county newspaper, "the people seem very timid about it. They fear that if tolls are reduced they will have a worse road than they now have, which every body knows is bad enough."[14]

In May 1904 William E. Zimmerman, Hart B. Holton, Charles Kriel, Jr., Isaac H. Peddicord, Patrick Rodgers, and Leonidas G. Turner (the president of the Lorraine

Cemetery Company) asked the Baltimore County court to direct the sheriff to summon a jury and conduct an inquest on the condition of the turnpike in the county. The unfavorable verdict resulted in forfeiture of the company's right to charge tolls in August 1905 and forfeiture to the County Commissioners of the part of the road in the county in February 1906.[15]

About 2½ miles of the turnpike, from Dead Run to Franklintown, was within the county and about 1½ miles was in the city of Baltimore.[16] The two bridges along the portion of the turnpike remaining in the city were condemned and boarded up by the city Inspector of Buildings —the one over Gwynns Falls in April 1907 and the Dead Run bridge in July 1908—because of their unsafe condition. This caused hardship for users of the turnpike and loss of income for businesses located along it. In August 1908 attorneys representing the Bloomingdale Heights Improvement Association, the Colonial Park Estates Company, the Lorraine Cemetery Company, the Maryland Quarry Company, and the William E. Longley Quarry Company asked the Baltimore Superior Court to direct the sheriff to conduct an inquisition on the condition of the turnpike. They said the company had failed to maintain the road of the width and with the material required by its charter and that in many places the road was wholly impassable for ordinary vehicles..

In a separate action filed at the same time, the owners of businesses sued the company for damages. William L'Allemand, owner of the Maryland Quarry on the south side of the turnpike at the intersection of the Dickeyville Road, near the Dead Run bridge, asked $10,000. He said that he had been offered that amount for his property before the road had been closed by the bridge condemnation. Since the closing, he had to haul stone to the city over a circuitous route of more than three miles and his business was operating at a loss. John F. Martin asked $5,000 because his blacksmith business had been ruined and his property depreciated. Mrs. Katherine Williamson and Charles A. Collars, both owners of grocery stores along the turnpike, each asked $5,000 because of reduced business and depreciated property.[17] These suits were probably unsuccessful. In August 1909, after the turnpike had been acquired by the city of Baltimore, these same people sued the city for the same damages because the road had not been reopened.[18]

The jury of inquisition found that the road was in an impassable condition, and the court ordered the forfeiture of the company's right to collect tolls until the road was properly repaired. The turnpike had not produced a profit for several years and the company had no funds with which to make improvements. In previous years residents and users of the turnpike had contributed toward necessary repairs, but they would no longer do so. Six months passed without repairs being made, and in April 1909 the court forfeited the company's charter, thus making the road the property of the city of Baltimore.[19]

The company's president in 1905 and 1908 was General Ferdinand C. Latrobe, a former mayor of Baltimore.[20]

BLOOMINGDALE TURNPIKE

The Bloomingdale Turnpike Company was chartered in 1852 to construct a turnpike on the bed of Berry's Lane, which was the existing road from John Slack's blacksmith shop on the Franklin Turnpike to the Windsor Mill Road, and along Windsor Mill Road to Well's Corner. In present-day terms, it went north from Franklintown Road, along Poplar Grove Street, Bloomingdale Road, and Garrison Boulevard, to Liberty Heights.

The organizers were Joseph Pearson, Edward Moon, Francis Hoover, John Berry, John Slack, and Jesse Slingluff. Capital stock was to be $6,000, in shares of $20 each.[1]

In 1855 it was reported that the road had already been improved through the levelling of hills and raising low spots. It was then being macadamized; a considerable part of this work was completed and the remainder was proceeding rapidly.[2]

The company's charter permitted one tollgate, and was to be as close to the middle of the turnpike as practicable.[3] It was erected just south of the turnpike's intersection with Windsor Mill Road.

A law passed in 1864 provided for the possible purchase of the turnpike by the Baltimore and Liberty Turnpike Company. The sale occurred in April 1866, with the stipulation that General John S. Berry, John Hurst, John Slack, Galloway Cheston, Francis T. King, James Carey, Mrs. Joseph Pearson, George R. Vickers, John B. Morris, Thomas H. Morris, and Mrs. Thomas L. Berry and their families could use the road without paying toll as long as they continued to own and occupy property along the turnpike.

The president of the Bloomingdale Turnpike Company in 1866 was John S. Berry.[4]

BALTIMORE AND LIBERTY TURNPIKE

In 1843 a petition was presented to the state legislature stating that the old Liberty Road was in deplorable condition and was impassable for a large part of each year. It requested the chartering of a Baltimore and Liberty Turnpike Company, with capital stock of $20,000. In 1849 another act was passed but, like its predecessor, was not taken advantage of. In 1860 the preceding acts were repealed and an act was passed chartering the Baltimore and Liberty Turnpike Company.[1]

The company's charter provided for the construction of a turnpike from where the old Liberty Road crossed the Carroll County line to what is now Liberty Heights and Garrison Boulevard (then called Garrison Forest Road). From there the company's officers could choose the best route into Baltimore.[2] If the turnpike were extended down Liberty Heights to the city, farmers would have encountered a hill which would have been difficult to ascend.[3] It was better to go down the road that is now Garrison Boulevard, over the Bloomingdale Turnpike. In 1864 legislation was passed to permit the company to purchase the Bloomingdale Turnpike, and that road was deeded to the Baltimore and Liberty Turnpike Company in 1866.[4]

The organizers of the Baltimore and Liberty Turnpike Company of 1860 were John B. Armstrong, G. W. Bailey, George Whitney, Richard Choate, Samuel Ward, David Jean, Henry Frantz, James L. Ridgely, John S. Gittings, and Jesse Slingluff.

The capital stock of the company was not to exceed $30,000, in shares of $20 each.[5] When $20,000 worth of the stock had been sold to the public, Baltimore County had to subscribe to $5,000 worth of stock. By September 1860 the $20,000 worth of stock had been sold to the public and the work had already started on part of the turnpike. Accordingly, the county commissioners then committed the county to the purchase of the required $5,000 worth of stock.[6]

After the turnpike was completed, a round trip to Baltimore that previously took two days with only a small load was reduced to one day or less with a heavy load.[7]

The turnpike was described by a county newspaper in 1866 as efficiently managed and prosperous and as having been the means of "introducing many improvements into a section of country previously very backward on account of bad roads." The newspaper also stated:[8]

> The road lies very high, and the bed is smooth, solid, and free from dust. It has many connections with other roads, so that a great variety of drives are at the option of those who go out upon it.

The first tollgate was at the intersection of Bloomingdale Road and Windsor Mill Road. That part of Windsor Mill Road no longer exists, but it was between the present Baker and Grayson Streets. The Baltimore and Liberty Turnpike Company acquired the use of a lot for a tollgate at this location from John B. Morris, Francis Key Howard, and Lydia E. H. Howard in 1864, although this portion of the road was not formally acquired from the Bloomingdale Turnpike Company until 1866. John Morris and the Howards were to be permitted to pass the tollgate free of charge, and if the company ceased to use the lot for a gatekeeper's residence its ownership was to revert to Lydia E. H. Howard.[9] In 1894 the company granted to Frank H. Callaway the right to operate a passenger railroad from this location to Bucks Lane. Under the agreement, he was to relocate the company's "box"—probably a booth for the gatekeeper—to another site to be designated by the company and also erect a suitable gate at the new location.[10] The new location was probably at what is now Rolling Road.

The next tollgate was near what is now Liberty Heights and Garrison Boulevard. A 1¼-acre lot, just west of Berwyn Avenue on the north side of the turnpike, was purchased for the gatekeeper's residence in 1864. Its owner, Mrs. Catherine Cusack, was given $300 and five shares of the company's stock which were valued together at $100, and the company also agreed to build a good fence along the western side of the lot.[11] John Kuhn was the gatekeeper in 1880 and 1882.[12] He was also the postmaster of the Garrison post office, which was located there, from 1881 until the post office was discontinued in 1884.[13]

The next tollgate was at Rolling Road (then called Stumpy Lane), Rockdale. There was a booth for the gatekeeper, and after the turnpike became a public road the booth was moved back onto the adjacent Sullivan farm and used as an outbuilding. Later it was burned down. One of the gatekeepers there was Robert E. Holtz (1842-1917), who had been a carriage and wagon maker. The last gatekeeper was Fred Dettmer. Mr. Dettmer kept a store either before or after he served as the gatekeeper.[14]

The tollgate farthest from Baltimore was at Randallstown. The 1/3-acre lot for the gatekeeper's house, on the south side of the road, across from Church Lane, was purchased from Henrietta Randall in 1863 for $50.[15] Oliver Hamilton (1819-1883) was the gatekeeper in the early 1880's.[16]

The next gatekeeper was John George Wenzel (1851-1928), who brought his family from Baltimore and served in the position for 21 years and seven months, probably beginning when Mr. Holtz died in 1883. Mr. Wenzel's daughter had the following recollections about the tollgate and the Liberty Turnpike in 1949:[17]

> Our porch, in warm weather, was like the country store. A place to swap yarns and howdy with your neighbors. We had a pump in our yard with wonderful cool water, too, and a lot of folks . . . would always stop long enough to get several glasses.
>
> In summer, when the berry season started, the travel on the road was very heavy. About 8 p.m. the market people and hucksters in covered wagons started to come through the gate. Market days my father stayed up all night to sell tickets, which the marketers turned in, then, the next day as they came back. . . . The tollgate was closed every night but Saturday, and that was my father's night to go to bed and get a good night's rest.
>
> He charged according to the tread on the wheels—broad tread was cheaper than narrow tread—and according to the number of horses. Most of the covered wagons from Carroll County would have three and four horses. They would be loaded with fowl, berries and vegetables.
>
> Once a week the president of the [turnpike company] . . . came out and got the money my father had collected. Many times he would have over $100, which was a lot in those days; yet not once in all his . . . years . . . as tollgate keeper was he ever molested.
>
> The company kept two men busy all year breaking stone with which to repair the road, and these were paid so much a perch. In winter, when we would have a heavy snow—and I remember several blizzards—my father would get a lot of men to open the road. There were no snow fences, and the drifts were terrible.

Mr. Wenzel left the gatekeeper's job and moved his family back to Baltimore so his sons could attend school there. He was a tinner in Baltimore, a sheet-metal worker who put tin roofs, gutters, and spouts on houses. Later he moved back to Randallstown and continued to do some work as a tinner there.[18] He purchased a house next to the tollgate, and when the turnpike was sold to the state he bought the gatekeeper's house, which was located very close to the road, and had it moved and added to his house.[19] After he died the building was occupied by different businesses—including a restaurant—and in recent years the portion that had been the gatekeeper's house was demolished.[20]

When Mr. Wenzel went to Baltimore, George Crist became the gatekeeper, and he held the position until the turnpike was sold to the state. He then moved to Orange Grove, Howard County, and worked for the railroad until he died.[21]

A contest for control of the turnpike by opposing parties led to some minor violence, threats, a number of arrests, and court action in 1873.[22] The complicated story began about 1871 when C. Bohn Slingluff, owner of considerable stock in the turnpike company, obtained the election of William P. Webb, who had recently moved from Baltimore to the vicinity of the first tollgate, as a director of the company. "As soon as Mr. Webb was comfortably warm in his position," said a county newspaper, he began buying the company's stock until he owned a majority of it.

At the next annual election he turned out nearly every director from the county and installed his relatives and dependents in their places. He was the president in 1872, and the company's office was moved to his private office in Baltimore. But, according to a correspondent writing to the *Maryland Journal*, "with a singular faculty for making enemies, Webb opposed schemes of public improvement which would have benefitted the neighborhood generally, and thus left himself without a friend in our whole section of country." Because of this, most of the other stockholders wanted to defeat him and his nominees at the annual election held on March 10, 1873. Under the company's charter, 20 shares was the maximum anyone could vote even if he owned a greater number. Therefore, Mr. Webb, who owned over 500 shares, should have had only 20 votes. However, he divided his shares among his relatives, friends, servants, and gatekeepers (apparently the keepers of the first tollgate) for them to vote for him and his candidates.

An injunction was obtained from the Baltimore Circuit Court on the day of the election to restrain him from voting the stock he illegally subdivided. He filed an appeal with the Maryland Court of Appeals and the election went on as scheduled. William P. Webb, candidate for president, and Charles H. Gundersdorff, for treasurer, and their ticket received between 700 and 800 votes, defeating Dr. F. W. Patterson, for president, and Francis King, for treasurer, and their ticket, who received between 400 and 500 votes. Most of the votes for the Webb faction were cast with the stock he had owned and distributed to his supporters.

About July 2 the Court of Appeals ruled that the Baltimore court was correct in granting its injunction and remanded the case for further proceedings. As a result, the members of the Patterson ticket—consisting of Dr. Patterson and the following directors: George T. Whitney, Nicholas M. Haight, Edward W. S. Choate, Charles George Wilson, Henry C. Ridgely, Cornelius H. Shipley, and a Mr. Worthington—believed that the election had been decided in their favor. Mr. Wilson was the secretary and James L. Ridgely, Jr., was appointed superintendent of the turnpike. A committee was formed to see Mr. Webb and obtain the

company's books and papers, but he did not cooperate. A committee was then appointed to notify the two gatekeepers to not turn over the tolls they collected to anyone but Mr. Ridgely. Mr. Newman, the keeper of the upper tollgate, complied, but Mrs. Susan Burns, who had been keeper of the first tollgate for many years, did not. She gave the tolls she had collected to Mr. Webb.

Mr. Webb had instructed Mrs. Burns to not let anyone pass unless they paid the toll. On July 7, Dr. Patterson drove up to the first tollgate with his wife and family, indicated that he was the new president of the company, and attempted to pass without paying the toll. For this, Mrs. Burns, her husband John Burns, and Margaret E(a)gan, who also seems to have lived at the gatehouse and may have actually collected the tolls, violently assaulted Dr. Patterson and used abusive language to him. Next, Charles George Wilson attempted to pass, but the gatekeepers locked the gate and refused to let him go through, although he told them to charge the toll and he would pay it to whomever the courts determined to be the proper officials. Mr. Ridgely and a Mr. Slingluff and others were also turned back, "and a regular embargo was laid upon the travel of all those whom Mr. Webb chose to regard as his enemies."

On July 11, Mr. and Mrs. Burns and Margaret E(a)gan were arrested for having assaulted Dr. Patterson. They were released on $200 bail to keep the peace. While they were in custody James L. Ridgely, Jr., took possession of the tollgate and Constable William H. Reed of the Third District was installed to collect tolls and others were placed there to protect the tollgate. Dr. Patterson obtained an injunction on behalf of the turnpike company from the Baltimore County Circuit Court restraining Mr. Webb, his directors, and Mr. and Mrs. Burns from attempting to act as the company, collect tolls, or from interfering in any way with the company.

Mr. Webb then had Dr. Patterson arrested for perjury and James L. Ridgely, Jr., T. C. Slingluff, and Jonah Edelin arrested for rioting. On July 25, after a lengthy hearing before Lewis Lehman, a justice of the peace on the Frederick Turnpike, the charges were dismissed because the evidence against them was insufficient.

The Burns family, when they were released, returned to the tollgate because their possessions were in the gatekeeper's house. Mr. Ridgely, superintendent of the turnpike, notified them that they were trespassing and told them to move their things out in three days. On the night of July 16, a wagon containing 10 or 12 men hired by Mr. Webb went to the gatehouse. Some of the men went into the rooms the Burns family occupied and others stayed in the yard. They were described as "roughs" from the Eighth Ward of Baltimore and included "two or three well-known 'jail birds'," one being under indictment for rioting at Darley Park on the Harford Turnpike just north of the city limits. They were armed, and it was believed they intended to take control of the tollgate by force during the night; John Burns was there and was heard to say that he intended to take the tollgate even if it cost him his life. However, they actually caused no trouble. Mr. Ridgely got about 20 residents to come and help protect the tollgate, and Charles George Wilson went to Towson to get the sheriff. He arrived there about 1 a.m. on July 17. Sheriff Robinson was not well so he sent Deputy Sheriff William M. Risteau, who arrived at the tollgate about 4 a.m. He and his assistants arrested eleven people—Mrs. Burns, Margaret E(a)gan, and some of the "roughs" hired by Mr. Webb—and they were taken before a justice of the peace and charged with contempt of the Baltimore County Circuit Court's injunction against the Webb group's interfering with the turnpike. Mr. Webb thanked his men "very kindly for the service they had rendered him" and posted $1,000 bail for all of the group.

At about the same time, Mr. Webb entered the gatekeeper's house and tried to open a money box kept in a desk. Officer Reed, who seemed to have been functioning as a constable then rather than toll collector (Alfred Gumpman had been called upon by the Patterson group to collect the tolls), first told him to shut the lid of the desk and then he shut it himself. This resulted in Mr. Webb's arrest.

In the afternoon of the same day (July 17), the three days given to the Burns family to move out of the gatekeeper's house having expired, the Burns' furniture was put in furniture carts and taken to Mr. Webb's residence, about a mile away. Mr. Burns was there when the wagons arrived and at first refused to let the drivers of the wagons enter the gate and threatened to kill one of the men in charge of the wagons. Deputy Sheriff Risteau was in the area and went to the Webb residence and told Mr. Burns to be quiet. Burns refused to do so and talked in a threatening manner. Deputy Sheriff Risteau obtained assistance and tried to arrest him but "found it necessary to draw his pistol before Burns came to terms" and was taken into custody.

Mr. Webb's and his party's contempt hearing was held at Towson on July 23, and a number of people from the vicinity of the first tollgate and elsewhere attended. After much testimony by participants in the affairs of July 16 and 17, the court dismissed the charges because the Webb side had not taken possession of the tollgate and there was nothing to show that they had intended to do so.

On July 26, Mr. Webb obtained an injunction in the Baltimore City Circuit Court to restrain Dr. Patterson and his board of directors from exercising control over the turnpike. Then he went to Towson, filed an answer to the injunction against him and his supporters, and appealed

the injunction to the Maryland Court of Appeals. The Patterson side received notice of the injunction against them about 6 p.m. Charles George Wilson, a member of the Patterson faction in the company and an attorney, happened to be passing the tollgate then and went to the city, filed an answer, and appealed to the Court of Appeals. The appeal was supposed to have had the effect of dissolving the city injunction. He returned to the tollgate at once and "the Pattersonians unceremoniously shoved the Webbites out of the gatehouse" (they had apparently taken over earlier) and had them arrested for trespassing.

The Patterson people remained in possession of the tollgate for several days. On July 29, C. Bohn Slingluff, who had helped Mr. Webb become a director in the company several years earlier, asked the Baltimore County Court to appoint receivers for the turnpike company until it was decided who the lawful officers were. William M. Isaac and Thomas R. Clendinen were appointed receivers, and both the Patterson and the Webb people were ordered to turn over to them control of the company and all of its books and papers. The Patterson people complied immediately, but Mr. Webb seems to have been less cooperative. He was said to have been locked in a back room of his attorney's office in Baltimore when Mr. Isaac, Mr. Clendinen, and Deputy Sheriff Grafflin called. The attorney told them that he regarded them as trespassers, and they left, stationing a boy to watch for Mr. Webb. But he and his attorney "it is alleged, made their escape through a window, or something of that sort, into Crooked Lane, and thence through New Church street into the grand expanse conscience knows where. The Receivers were foiled, but copies of the order were distributed at prominent points where the birds unceremoniously flown were likely to settle." Apparently Mr. Webb was advised to cooperate, because on August 1 Mr. Clendinen received all the papers that had been requested from the Webb faction.

Meanwhile, on July 29, the same day the action had been taken to have the receivers appointed, Charles George Wilson, James L. Ridgely, Jr., Officer Reed, and others of the Patterson faction, were arrested for not having obeyed the Baltimore City injunction against their participating in the affairs of the turnpike.

The Baltimore *Sun's* Towson correspondent, indulging in a little humor while reporting an installment of the court proceedings, wrote: ". . . it would appear that the Liberty road, though stony, as all turnpikes are apt to be, will probably yield a rich harvest to the legal fraternity."[23]

The result of the litigation seems to have been that Mr. Webb and his followers retained control. He was the company's president in 1894.[24] Beginning in 1900, Frank H. Callaway acquired ownership of the turnpike and its assets through assignment of earlier mortgages and through subsequent mortgages to him.[25] He was the company's president in 1902 and until the turnpike was sold in 1910. He was also superintendent of the road in 1906 and 1907.[26]

Other officers of the turnpike company were: David Jean, president, and George W. Bailey, M.D., secretary-treasurer, in 1863; John B. Armstrong, president, Edward C. O'Dell, treasurer, and Edward Spencer secretary, in 1866; Edmond L. Woodside, treasurer in 1898; William B. Ehlen, treasurer 1901-08; John W. Styne, secretary 1902-10; and Arthur E. O'Dell, supervisor of the road in 1910.[27]

Early in 1909, negotiations were undertaken to purchase the turnpike and make it a state road. Frank H. Callaway offered to sell the road to the state for $10,000 or to give it to the state free of charge if he could have the stone in the road bed. The State Roads Commission found these offers unacceptable. A delegation composed of H. Clay Ridgely, Dr. James Bosley, B. John Black, R. P. Choate, William E. George, Edwin Choate, George E. Lynch, Harry Luttgerding, Albert Weber, Elbert Jean, and J. Isaac Holbrook, representing residents along the turnpike, then proposed to the State Roads Commission that they would raise $5,000 to purchase the road—they believed that the company would sell it to them at that price—and give it to the Commission. The residents contacted the State Roads Commission a number of times about acquiring the turnpike and Congressman Talbott interceded on their behalf.[28]

In November 1909, the company's stockholders voted to dispose of the turnpike. The portion in the city of Baltimore and one mile past the city limits was deeded to the State Roads Commission, and the Commission was given the option of purchasing the remainder of the road for $5,000 by the middle of 1912. The Commission purchased this remaining portion in July 1910.[29]

Although the gatekeepers had been promised that they could remain for three months after the turnpike had been sold, they were not notified of the sale until the day it occurred. To dispel speculation of a sale, a sign reading "Road Not Sold" had been put on the Stumpy Lane tollgate. When the gatekeeper was notified of the sale, he went out and erased the word "Not."[30]

In September 1910, a public picnic was held to celebrate the state's acquisition of the turnpike. The celebration was held at Berry's Grove, Harrisonville. R. P. Choate was the chairman and master of ceremonies. Speeches were made by Governor Crothers, Congressman Talbott, and others, and music was supplied by the Pikesville Band. Frank Callaway had donated $100 toward the expenses and someone else had given a steer. The original plans had been to roast the steer, but the committee decided to sell it and purchase refreshments.

A feature of event was the burning of a miniature tollgate erected on the road. The Governor started the fire and "as the flames shot above the trees a burst of applause resounded."[31]

BALTIMORE AND REISTERSTOWN TURNPIKE

The Reisterstown Turnpike went from Franklin Street in Baltimore along the present Pennsylvania Avenue and Reisterstown Road to Reisterstown. There it divided into two branches which went to Pennsylvania—the Westminster Branch (now the Westminster Road) and the Hanover Branch (now Hanover Road). Pennsylvania Avenue was so named because if one went far enough on it he would reach Pennsylvania; it is interesting that after a short distance in Pennsylvania's direction its name changed from Pennsylvania to Reisterstown, a closer destination. The Reisterstown Turnpike was sometimes referred to as the Hookstown Pike because it passed through Hookstown (now Arlington). Also, the branches were, and sometimes still are, referred to as the Westminster Pike and the Hanover Pike. However, the entire road, including both branches, was officially the Baltimore and Reisterstown Turnpike.

The turnpike company was incorporated in 1805. Capital stock was to be $160,000. The organizers were William Owings, Solomon Etting, David Williamson, Edward Johnson, Dr. John Cromwell, and Charles Carnan.[1]

The act of incorporation provided that work on the turnpike was to be delayed until the first of 1808. However enough money was raised by the beginning of 1806 that the legislature permitted the work to start.[2] Construction began in 1806 and was under the direction of Caleb Merryman, civil engineer, and Cornelius Guest, supervisor.[3] Later, prior to 1812, David Shriver, Jr., was in charge of the construction and location of the turnpike.[4] A little Irishman named Quigley was said to have managed the workers through Reisterstown.[5] By early 1807 ten miles of the turnpike had been completed at a cost of $10,000 a mile, and the company had received permission to collect tolls on that portion.[6] The entire turnpike was completed in 1815.[7]

In Pennsylvania, the Hanover and Maryland Line Turnpike was constructed (the turnpike was chartered in 1808) to join the Hanover Branch of the Baltimore and Reisterstown Turnpike.[8]

Much use was made of the road in its early years, but traffic had diminished noticeably by 1869, when Dr. Isaac N. Dickson of Reisterstown described the turnpike:[9]

> . . . This turnpike has now become of great importance, and if the company could be satisfied with less profit, and then attend more particularly to keeping it in proper travelling order, they would more truly merit the thanks of the public.
>
> But one great drawback to the turnpike company's expanding much more means in improvement is the diminution in travelling on this road, especially in large teams. It can well be remembered when almost every night in the week, particularly in the fall and winter season, that one or two of our taverns would be crowded with wagons and horses, whereas now it is very seldom that they have any over night, and they but small ones. Our railroad also has a very damaging effect upon this pike, as many travellers and much freight are carried to Baltimore, which otherwise would pass over the turnpike.

Thirty years later, in 1899, the Geological Survey Commission described the Reisterstown Turnpike as probably one of the best turnpikes leading out of Baltimore.[10] For example, it was the only turnpike in the state with guard rails at every location where there was any danger of vehicles going over an embankment.[11]

E. Bennett Bowen, who lived next to the Owings Mills tollgate, recently recalled what the turnpike was like during the period from about 1905 to 1915. Market wagons from northern Baltimore County, Carroll County, and Pennsylvania used the turnpike to bring produce or feed for horses to Baltimore.

> Some market wagons were small and light enough to be pulled by one horse. Other market wagons were heavier and longer; they were usually pulled by two horses. The third horse was added when the roads were muddy or snow-covered. The Conestoga wagons had the white canvas-covered tops, blue bodies, and red wheels. Some times four horses pulled their loads.

In summer the loads consisted of garden products, fruit, and green corn. In winter the farmers brought some apples and potatoes but mostly yellow ears of corn for the city's horses during freezing weather. Travel was slow—according to Mr. Bowen, it took three days to make the trip to the city from the Westminster or Hampstead areas. The trips were also expensive because of the tolls, cost of lodging both men and teams of horses, and fees at the weighing scales.

The tracks for the Emory Grove streetcar line ran along the northeastern side of the turnpike. People on foot often walked on the cross-ties to avoid the mud and mire caused by the rain and thaws. In dry weather the turnpike was covered with a thick layer of dust, the result of the road's covering having been pulverized by the steel-rimmed wagon wheels. Winds from any direction were sure to blow the

gray dust to some nearby house. When early automobiles travelled the turnpike at speeds up to 15 miles an hour—the speed limit was 12 miles an hour—the dust became intolerable to housewives who prided themselves on their immaculate parlors. Heavy snowfalls often covered the turnpike in winter, and horses had to be rough-shod to use the road. At nighttime the turnpike was as smooth as glass, and people of all ages came out to ride down its hills in all kinds of sleds.[12]

The first tollgate was at Pennsylvania and Fulton Avenues. The lot for the gatekeeper's house, which was on the southwest side of the turnpike, was acquired in 1807 through the purchase of the remainder of a 99-year lease from Solomon Etting. He had acquired the lease in 1800 and he sold his rights to the turnpike company for $2,000. The company was required to pay an annual rent of 5 pounds, 14 shillings, 7 pence in English gold guineas to the Rogers family, owners of the lot.[13] The rent ended in 1827 when Lloyd N. Rogers sold the lot to the company for $254.67.[14]

In 1869 the company sold the lot for $12,350 and moved the tollgate to about where Norfolk Avenue now is, a short distance north of the turnpike's intersection with Park Heights Avenue.[15] The company leased a lot there for 99 years but in 1875 transferred the lot back to the lessor and moved the tollgate to near the northern entrance to Druid Hill Park, south of the intersection of the turnpike and Park Heights Avenue.[16]

Elijah Miller was the gatekeeper in 1820.[17] John B. Stewart, born about 1840-41 in Maryland, was the gatekeeper in 1870 and 1871.[18] Early in 1876, William Crusey, born about 1812-13, became the gatekeeper; he remained until about 1878. He had previously lived in Baltimore for a short time and before that near Westminster.

Ten masked men robbed the tollgate of about $400 on the night of November 14, 1876. The gate had been fastened by a chain so that people familiar with it could open it without awakening the gatekeeper. The gatekeeper, Mr. Crusey, was in bed and his wife had lain down on the floor nearby because she could be called at any time to open the tollgate. A short time later, between 11 p.m. and midnight, when she was half asleep, she was awakened by someone calling "Gate!" She did not immediately get up, and someone rapped on the window and said "Somebody come out and open the gate." She then went to the door and pushed back its two bolts and opened it slightly. A man pushed his knee through the opening and said "It is all right." Several men, wearing black masks with curtains reaching to their chests, forced their way in. They were all well-dressed, wearing heavy coats and gum or rubber shoes, and their hands were blackened.

One of them seized Mrs. Crusey by the throat and held a large pistol to her head. She partially freed herself and ran into the next room, where her husband was in bed. A man pointing a pistol at her head followed and warned the Cruseys against making an outcry. Mr. Crusey got up and they both went back into the other room and sat down. By this time seven of the men were in the room and one said that there were three others outside; the heads of the others could be seen through the window. Only two or three of the men said anything, and one of these spoke a few words in German. The Cruseys were told that the group wanted only money and if no outcry was made they would not be harmed. Mrs. Crusey said there was no money; that it had been sent to the bank earlier in the day. Two or three of the intruders guarded the Cruseys while the others spent about 45 minutes ransacking the house. One of the group was heard to say that this and the tollgate on the Frederick Turnpike were the best. The men each held lighted pieces of candle. When they heard people or vehicles passing outside (the robbers had opened the tollgate), they extinguished the candles, turned down the lamp, and remained very quiet.

When every other place had been searched, one of the group discovered the small iron safe which was covered with a cloth so that it resembled a stand. The key was demanded, but Mrs. Crusey said "You ought to have a key yourselves." One of the men pointed a pistol at her and said "We want nothing out of you, or we will blow your brains out; get the key at once." The key was hanging from the door and Mrs. Crusey got it and gave it to them. Four hundred dollars was taken from the safe—$300 representing two weeks' toll receipts, $65 belonging to the Cruseys, and $35 left there by someone else. Seventy-five cents or a dollar was also taken from Mrs. Crusey's pocketbook. One of the men, in reply to a question asked by Mr. Crusey, said there were ten in their group and the money "would not amount to much when divided among so many."

The robbers then took some rope they had brought with them and tied the Cruseys' hands and feet. Mr. Crusey was left lying on the floor and Mrs. Crusey was laid on the bed. She said she felt as though she might faint and one of the men offered her a glass of water. Mr. Crusey said he would have to go after the doctor for her, but one of the men said they would send a doctor. The gang left with the comment that three men would be left outside and if the Cruseys tried to notify their neighbors "it would be worse for them hereafter."

It was raining heavily so the Cruseys could not tell which way the gang went. Mrs. Crusey had arranged her hands so that she could easily free them and she then untied her feet. Her husband had already untied his feet and she untied his hands. He wanted to go to the city right away to notify the police but she was afraid that some of the men had remained outside as they had threatened. About ten minutes after they freed themselves they notified J. L. Hutchinson, who was travelling from the city, of what had happened and asked that he notify their neighbors to the north. He said afterward that he had not done so because his wife was very ill and he wanted to get home to her as

fast as possible. No further effort was made to report the robbery until about 6 o'clock in the morning, when a man travelling south took the message to the police in Baltimore.

The police were unable to find any tracks near the tollgate, which might have provided clues, because of the heavy rain that had been falling. The robbery was the subject of much talk among the neighbors, who were anxious that the crime be solved because it had made them feel insecure, and the turnpike company offered a $100 reward for the arrest of the robbers.[19]

H. C. Andrews was appointed gatekeeper in 1879.[20]

Joshua Nelson Corbin (1874-1967) became the gatekeeper in 1906 or 1907. He had been a rural mail carrier on horseback in Carroll County when the service began in 1898 but quit to look for a better-paying job. He became the keeper of the first tollgate west of Reisterstown and was later transferred to the tollgate at Druid Hill Park. He remained until his father died, about 1910, and then moved to Westminster to take over the grocery store and bar his father had operated. When prohibition came, he gave up the grocery and bar and purchased a furniture store in Westminster. Later he moved back to Baltimore and took a job as chauffeur for a wealthy family.

Joshua Corbin's successor as keeper of the first tollgate was his younger brother, Oden C. Corbin (1888-1967). He remained for about a year until the tollgate was removed in 1911. Like his brother, he returned to Westminster and acquired a grocery store. Later he sold the store to his brother and operated a small bus service in the Westminster area; then he went into the real estate business.

The tollgate had a wooden roof over it which extended the width of the road. The gatekeeper's house was a rough-boarded two-story structure with three rooms on each floor. There was a small office downstairs where the gatekeeper slept.[21] The tollgate was in operation 24 hours a day.[22] At times people with light wagons could drive over the streetcar tracks that went along the turnpike and avoid paying the toll when the gatekeeper was taking a nap.[23]

Well-to-do people would avoid paying at the tollgate by driving their carriages through Druid Hill Park when leaving the city. Drivers of farm or freight wagons could not do this since such vehicles were not allowed in the park.[24]

It was stated in 1909 that the tollgate's revenue was based on the use of a road maintained by the city of Baltimore. Wagons would use the Reisterstown Turnpike for a comparatively short distance, and after passing through the tollgate would usually go north on Park Heights Avenue because it was a better and smoother road. The city's Commissioners for Opening Streets wanted to make a road around the tollgate by paving a strip of land along the edge of Druid Hill Park, but the president of the Park Board, General Latrobe, refused to permit this.[25]

The tollgate was the last one in the city of Baltimore (the city limits having been extended a mile beyond it), and

— Pratt Library

The first tollgate, located at the west end of Druid Hill Park at what is now Park Circle. The streetcar tracks seen in the foreground ran alongside the turnpike. This picture was taken in 1911 by Thomas C. Worthington, Jr.

its operation in the city was the subject of protests by an organization known as the Anti-Tollgate League. The League was organized May 22, 1911, at a public school on the turnpike in Baltimore. George C. Morrison was chairman and William C. Menchine was its secretary. The organization seems to have had as its goal the abolition of tollgates in the city of Baltimore but does not seem to have been involved in the abolition of any of the other tollgates.

A mass meeting of the Anti-Tollgate League, attended by 600 residents, was held on June 8, 1911. Speeches were made by Governor Crothers, Mayor Preston of Baltimore, a former mayor of Atlanta, and others; resolutions were made advocating the abolition of the first tollgate on the Reisterstown Turnpike; and Farson's Band played "as never before" the "Star Spangled Banner," "Dixie," and "Maryland, My Maryland." Mayor Preston said "I live on the toll road and I know what it is. It has been said that we could tear down the tollgate. But we need not do that. The tollgate is going to go. Modern times demand the abolition of tollgates. Certainly there will be no tollgate four years from now if I remain mayor."[26]

The tollgate's existence brought criticism from as improbable a place as Cleveland, Ohio. The Cleveland *Plain Dealer* reported in August 1911 that until recently the city of Baltimore had been "shut in . . . from the outside world" by its tollgates and that after strenuous efforts had been able to get rid of all but this one. The Cleveland paper made much of the remaining tollgate:[27]

> It is no wonder that Baltimore has been passed by Cleveland in the population race. A city so far from up-to-date as to allow tollgates to be maintained at its boundaries is certainly not sufficiently energetic to hope to keep up with the march of American progress. A tollgate anywhere in America is an anachronism, but one at the entrance to a great city is a monstrosity. . . . it is with a shock of surprise that Cleveland learns that Baltimore is in the throes of a struggle to put her last tollgate out of business. It almost seems that after all it was not such a proud achievement to go ahead of a city that was hemmed in by tollgates!

The turnpike company, according to the secretary of the Anti-Tollgate League, was receptive to reasonable offers to purchase its franchise, and the first tollgate and the portion of the turnpike within the city limits were sold to the State Roads Commission for $70,000.[28] Under the agreement, the company was prohibited from moving the tollgate near Pikesville closer to the city and from erecting a new tollgate between that location and the city limits.[29]

On the evening of October 27, 1911, the Anti-Tollgate League held a banquet at the Hotel Rennert to celebrate its success. Although the sale was to be effective the following day, Thomas A. Murray, the company's secretary, presented the deed to the mayor at the banquet—a day early. George C. Morrison spoke briefly on the League's accomplishments, William C. Menchine gave a talk on the history of the League, and Mayor Preston, who had done much to abolish the tollgate, also spoke. Then the approximately 80 people who attended the banquet rode in taxicabs to the Druid Hill Park streetcar terminal.

People had been arriving at the tollgate on foot, in streetcars, carriages, and automobiles long before 9 p.m., the time the ceremony was scheduled. "A big bonfire on the lot opposite the gate intensified the darkness of the surrounding trees; increasing the heavy shadows of the park background, while the flare of the burning woodpile showed the steadily augmenting crowd massed around the tollgate and scattered over the pike." An American flag flew from the tollgate, "signifying that the old landmark had collected its last toll." The number of automobiles increased, each driver anxious to be the first to go through the tollgate without paying toll.

The taxicabs transporting the members of the Anti-Tollgate League were preceded to the tollgate by a bandwagon. As the procession rolled up the hill to the tollgate, the crowd of about 3,500 cheered and "every automobile horn set up a tooting." The police escort cleared the crowd back, and former State Senator Clarence W. Perkins stood next to the tollgate and introduced Mr. Morrison. The gate was lowered for the last time and Mr. Morrison stood upon it and told the cheering crowd that the gate was "henceforth and forever destroyed, never again to collect even as much as one-hundredth of a cent toll." City Councilman West then stood on the tollgate and congratulated those responsible for its abolition. He told of his plan to try to have a bill passed by the city council to move the tollgate and the gatekeeper's house into Druid Hill Park and preserved for their historic interest. This came as a disappointment to many of the spectators because earlier plans were to burn the gate on the bonfire across the street and they had hoped to watch the burning. Subsequently, however, Mr. West's proposal was rejected by the city council, so the tollgate and gatehouse were not permanently preserved.

When the speakers got down from the tollgate, Oden C. Corbin, the gatekeeper, and many willing helpers raised it for the last time. The first vehicle through the permanently opened gate was the seven-passenger automobile of H. H. Nusz which was decorated with miniature flags and lighted by colored electric lights.[30]

The Baltimore *Sun* declared:[31]

> Farewell, tollgate.
>
> No more will that old wooden bar on the Reisterstown road block the passage of hurrying automobiles and halt impatient farmers while they grumblingly delve into their pockets for the toll.

The second tollgate was first located between the present Emmart and Primrose Avenues.[32] Mrs. Rachel Stansbury, born 1814-20, was the gatekeeper in 1860 and 1870.[33] In 1876, W. R. Sauble, a native of Carroll County, became the gatekeeper.[34] Later the tollgate was moved to just south of Milford Mill Road. The gatekeeper there from 1890 to 1896 was Theodore Stansbury. He had been a foundry worker at Poole and Hunt's in the 1880's, but the work had become too much for him and he was very pleased with the opportunity to become the gatekeeper. In addition to serving as the gatekeeper, he was the superintendent of the portion of the turnpike from Fords Lane on the south to McDonogh Lane on the north. He supervised an old man named Snyder, who filled in the holes in the road with rock supplied by farmers who lived nearby.

The gatekeeper's son recalled in 1957 the following about the tollgate and the turnpike:[35]

> I can't recall how much my father was paid. I know we got our house free, and the orchard and garden behind it. I know my father's work wasn't too difficult, except that he was on duty 24 hours every day. For that reason he slept in the gatehouse office most nights. On some of those nights he counted sheep—literally counted them, because Pennsylvania farmers brought them through by the flock in the wee small hours.
>
> The traffic that passed through the tollgate was fascinating to a youngster. There were big farm wagons from Pennsylvania and from upper Baltimore county; they were laden down with hay and corn mostly.
>
> The farmers often spent the night at Seven Mile House on their way to and from Baltimore. There was a stable out back for their horses. On market days the Seven Mile House was apt to be crowded, because wagon after wagon filled with fresh vegetables and butter and eggs came through. Herds of cattle, and the sheep, were constantly being prodded and coaxed down the road to the Union Stockyards.
>
> In the daytime you saw nice teams and buggies, and the fancy rigs of the valley people; now and then a man came through on horseback. Peddlers' carts and wagons rattled past—and, very often, the wagons of the swarthy, smiling gypsies that no one trusted. In winter you heard the sleigh bells jingling for miles.
>
> The distance to the next gate was marked on the gate at Seven Mile to show passers-by the tolls. Most of the time the gate, which was actually a long white

pole, was kept across the roadway. It was raised and lowered something like a railroad crossing gate. During the early morning, when most of the traffic came through, the gate was kept open. I don't recall anyone trying to run the gate.

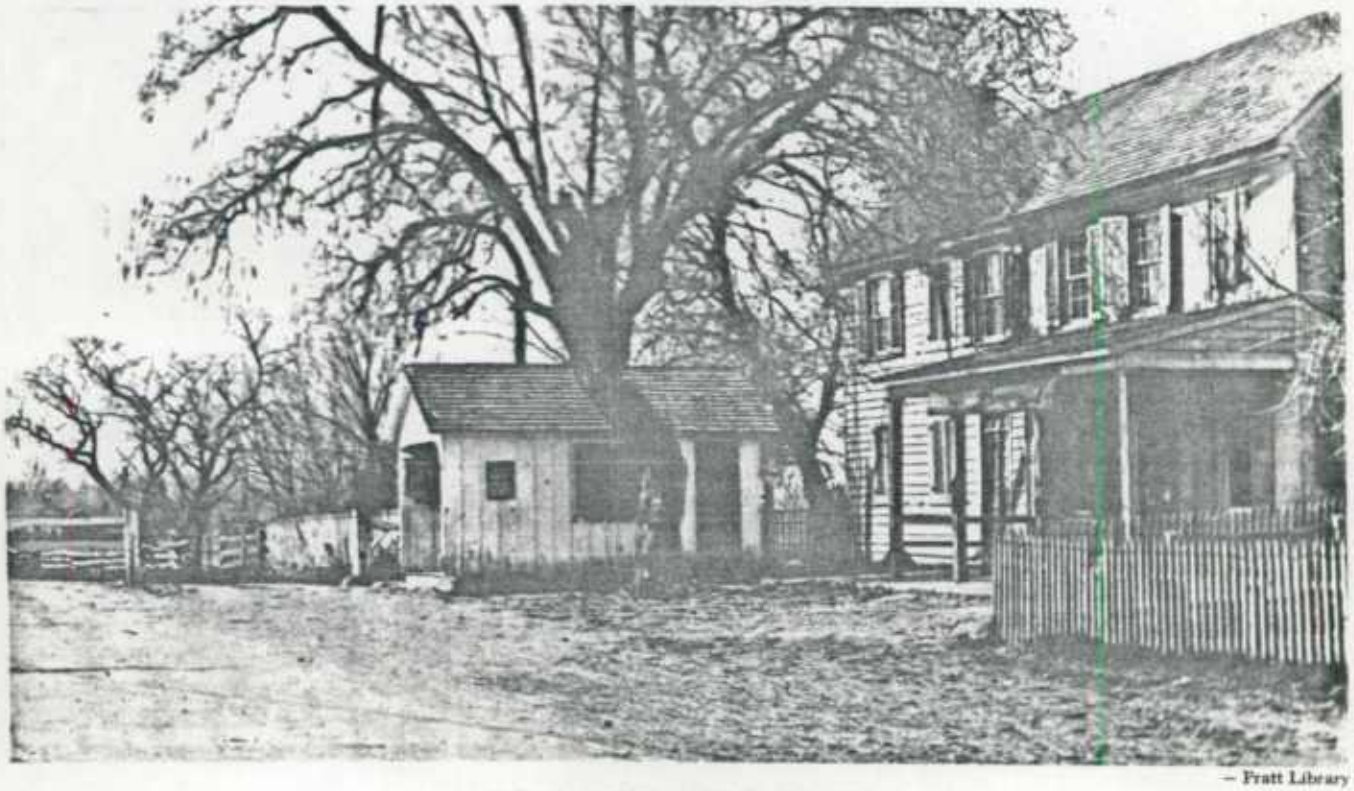
In 1895 the Stansbury family moved to Pikesville and Mrs. James Ryland became the gatekeeper.[36]

A tollgate was established a short distance to the north of Pikesville in 1896 or earlier to collect from people who had begun to avoid the tollgate at Milford Mill Road by taking Seven Mile Lane east to Park Heights Avenue, going north to Slade Avenue and then back to the turnpike. An old streetcar of the type powered by horses was placed there for the gatekeeper's use. People complained that the company had exceeded its rights by establishing tollgates at both ends of the village, and in the spring of 1896 the streetcar was burned by vandals. A wooden building was then erected for the gatekeeper. About four weeks later an effort was made to burn this building down also, but the gatekeeper managed to put out the fire. The company gave in to the public reaction and stopped using the tollgate early in 1897. The first night after the collection of tolls was stopped, the building that had been used by the gatekeeper was mysteriously burned down.[37]

In 1902 the turnpike company officials contemplated placing a tollgate to the north of Pikesville, between St. Mark's Episcopal Church and Naylor's Lane. The company contended that the turnpike extended four feet to the west of a fence along the road, and workmen started to remove the fence and cut down shrubbery in preparation for erecting a building for a gatekeeper. Edmund T. Mudge who lived there said the fence had always been accepted as the boundary line and obtained an injunction to stop the destruction along the property line. The company officials decided they wanted no controversy and replaced the fence.[38] However, a tollgate was subsequently located there, and the gate at Milford Mill Road was taken away. The gatekeeper there from 1905 or earlier to about 1913 was Charles Frank.[39]

About 1915 or 1916, after the turnpike was sold to the state, the gatekeeper's house was moved across the road to a lot between Druid Ridge Cemetery and what is now Village Road. It was not moved in its entirety as many other buildings were but was torn down and re-erected at the new site. For many years it was used as a private residence; it was torn down in recent years.[40]

The next tollgate was first located about 1,000 feet north of Nicodemus Road.[41] The gatekeeper's house was erected on a lot purchased in 1808 from Samuel Fourtt for $600.[42] In 1856 the company sold the lot to Silas W. Conn, the owner of the nearby King's Tavern, and the tollgate was moved to a one-acre lot purchased from John R. and Elizabeth Reese in 1851 for $151.[43] It was at the intersection of the old Tollgate Road with the turnpike.[44] The present Tollgate community to the west of Reisterstown Road derives its name from the tollgate formerly located there. In keeping with the tollgate theme, all the streets in the community have names ending in -gate. The Tollgate Community Church is located there.



— Pratt Library

Tollgate at Milford Mill Road in 1901.

Daniel Weaver, born 1807-08, was the gatekeeper in 1850.[45] In 1860 Conrad Bork was the gatekeeper; he was born 1806-07 in Hesse, Germany.[46] John Logsdon was the gatekeeper in 1870 and 1871.[47] He died in 1876 at the age of 67.[48] A directory of 1871 listed John Logsdon twice—as a gatekeeper and as a house carpenter.[49] In 1877 Nimrod C. Logsdon was the gatekeeper; he was born in Delaware and came to Baltimore County in 1843.[50] He was also a justice of the peace.[51] William H. Bleakly, born 1840-41, was the gatekeeper in 1880 and Henry Mitten in 1887 and 1888.[52] The gatekeeper in 1892 and 1894 was Charles W. Tate. He was also a shoemaker at the tollgate.[53] James A. Lockard from near Westminster was the gatekeeper from 1897 to 1915.

The gatekeeper's house was a two-story frame structure with a red tin roof. It was very close to the road. The front room, which was used as an office for the gatekeeper, had a stream running under it, and high water occasionally flooded the first floor. The tollgate, a four by six inch wooden beam painted white, swung up and down. A box filled with stones at one end served to balance it so that it could be raised and lowered by the gatekeeper with relative ease. A loop of leather about three inches wide was nailed to the top of the box to serve as a handle. For many years the tollgate was illuminated by two large kerosene lamps; near the end of its existence electric lights were installed.

The gate was always kept closed. When Mr. Lockard, the last gatekeeper, was milking his cow or when he had harnessed his horse to plow his garden, he asked one of his sons to let him know if anyone came to the tollgate. Busy times were early mornings, late afternoons, and early evenings. There was seldom any traffic between 10:30 p.m. and 5 a.m. Mr. Lockard slept in the small office, and when people did come along during the night they had to call to him to wake him up. Sometimes the shouting awakened others who lived nearby.

When the turnpike was sold to the State Roads Commission, Mr. Lockard was offered his choice of the tollgate properties at Owings Mills or past Carrollton, near Westminster. He chose the latter and moved there with his family in the fall of 1915.[54] The gatekeeper's house and lot at Owings Mills were sold to Charles R. and Margaret Crouse in November 1915 for $1,000.[55] They gave the house to Mrs. Crouse's brother, Samuel Ross. He removed the kitchen and porches and engaged Thomas Turnbaugh to use his team of horses to move the remaining portion, consisting of four rooms, about 350 feet northward one night. It was put on a new foundation, at what is now 10708 Reisterstown Road, and two more rooms and new front and back porches were added. The Rosses lived there the remainder of their lives. Subsequently, Mrs. Ida Sarvis and her family lived there. The property deteriorated and the house was razed shortly before 1968.[56]

There was one tollgate on the Baltimore County portion of the Wesrminster Branch of the turnpike. It had been

Gatekeeper's house on the Baltimore County portion of the Westminster Branch of the turnpike, as it looks today.

moved from past Finksburg to a point between Reisterstown and the Carroll County line about 1903-04. The move was made to collect tolls from people who had been using Glen Falls Road—described as an awful road, especially in wet weather—to avoid the Finksburg tollgate.[57] Joshua N. Corbin was the gatekeeper until 1906-07, when he was transferred to the first tollgate. His successor was a Mr. Heagy.

The tollgate was the type that could be raised and lowered. At night it was left open, permitting people to pass free of charge. The gatekeeper's house was a two-story structure with four rooms—two on each floor—and a small wash house attached. It was moved back from the road when the road was widened.[58] It is now used as a private residence; its address is 714 Westminster Road.

There were two tollgates on the Hanover Branch of the turnpike, at Woodensburg and Fowblesburg.

The turnpike company acquired a one-acre lot south of Woodensburg in 1813 for $30.[59] It was probably used for a tollgate until 1855, when it was sold for $25.[60] The next tollgate, at Fowblesburg, was the only one from there to Owings Mills until it was relocated in 1896. The company had purchased a one-acre lot on the northwest side of the road at Fowblesburg from Michael Fowble for $30 in 1811. According to the deed, the tollgate was then already in existence, across from Michael Fowble's house.[61] One of the gatekeepers was Frederick Fowble (1806-1898). He was also a shoemaker and pursued that trade while serving as gatekeeper.[62] James Boyd (1789-1862), who was from Ireland, was the gatekeeper in 1860.[63] In 1870 the gatekeeper was a woman named Raubaugh; she was born 1831-32 in Pennsylvania.[64] A later gatekeeper was John Upperco. He died in 1892 at the age of 38, following a long illness, leaving a widow and several children.[65] His successor, Thomas S. Abbott, married Mrs. Upperco in 1893.[66]

Because people could enter the turnpike at Woodensburg from the Old Hanover Road and thus avoid the tollgate at Fowblesburg, the tollgate was moved to Woodens-

– John W. McGrain

Gatekeeper's house at Fowblesburg, as it looks today.

burg, just south of the turnpike's intersection with the Old Hanover Road, in 1896.[67] A local correspondent to a county newspaper remarked that the relocation would no doubt greatly increase revenues but said that people now having to pay the toll would expect the company to repair the section of the turnpike from the Woodensburg area to Reisterstown which, according to the writer, was said to be the worst in the state.[68]

The gatekeeper's house and lot at Fowblesburg were sold in 1897 for $400.[69] The house was a two-story stone structure with two rooms on each floor. It is located at 15405 Hanover Road and is now a private dwelling.

Apparently a lot at Woodensburg was rented for several years. In 1903 the turnpike company purchased four contiguous lots with a total area of three acres on the southeastern corner of the turnpike and Old Hanover Road for $2,005. One of the lots was sold in 1906 for $1,150; the gatekeeper's house was situated on the remaining portion.[70]

When the tollgate was moved to Woodensburg, the Abbotts moved with it and Tom Abbott continued as the gatekeeper until 1902, when they moved to Baltimore and he took a job as a streetcar conductor.[71]

Asha R. Worrell (1873-1925) was the next gatekeeper.[72] He grew up in the Reisterstown area and at first worked on a farm. Next he drove a milk wagon, then he worked as a streetcar conductor in Baltimore until he became the tollgate keeper.[73] In addition to the gatekeeper's duties, he was responsible for the maintenance of a section of the turnpike. While he worked on the road, his wife collected the tolls.[74] He left the job in 1907 or 1908 and moved back to Baltimore.[75]

Noah Bosley (1854-1926) was the next and last gatekeeper. He was also responsible for keeping a section of the turnpike in repair. He had eleven children and they took turns helping with the gatekeeper's duties. When the turnpike became a public road in 1915 he was hired as the supervisor of the farm at Montrose.[76]

The Woodensburg tollgate was in operation only during the daytime. About 9:30 at night it was left open and people could go through without paying.[77]

The company sold the house and lot at Woodensburg in 1915 for $225, and the house, 13827 Hanover Road, is still lived in by the purchaser's daughter.[78]

The following milestones remain. Nearly all of them have been weathered so that their inscriptions are difficult to read or are completely unreadable.

5-mile stone: southwest corner of Reisterstown Road and Hayward Avenue.

7-mile stone: northeast corner of Reisterstown and Milford Mill Road, in front of automobile showroom.

9-mile stone: 1/10 to 2/10 of a mile north of the Beltway, on the *west* side of the road.

11 or 12-mile stone: in front of Malco Plastics building, 9800 Reisterstown Road, on the *west* side of the road. The stone is turned backwards.

14-mile stone: 11418 Reisterstown Road, Delight, on the *west* side of the road.

15-mile stone: in front of Franklin High School, on the *west* side of the road.

16-mile stone: across from 342 Reisterstown Road, Reisterstown.

17-mile stone (Hanover Pike): southeast corner of Hanover and Butler Roads.

18-mile stone (Hanover Pike): 13233 Old Hanover Road, in Glen Morris community.

19-mile stone (Westminster Pike): on the old road, which closely parallels and is to the north of the present road, about midway between Glen Falls Road and the shore of Liberty Reservoir.

23-mile stone (Hanover Pike): 1/10 mile north of Dover Road.

– John W. McGrain

Gatekeeper's house at Woodensburg, as it appears today.

24-mile stone (Hanover Pike): on the Baltimore County side of the Baltimore County/Carroll County line.

The first milestone had a relatively well-documented history but, unfortunately, no longer exists. It stood at Pennsylvania Avenue and Robert Street and bore the inscription "1 Mile to Baltimore 1801." The date indicated that it was erected before the existence of the Baltimore and Reisterstown Turnpike Company, in the period when turnpikes were operated by Baltimore County. About 1866 it was moved from the east side to the west side of Pennsylvania Avenue by a Mr. Freedenburg, George Eckstein, and another man and placed in front of Waltermeyer's saloon, the old One-Mile House. It was under a large tree and slanted backward from the curb. Its position allowed men to lean back against it and look down Pennsylvania Avenue and also up the adjacent alley. The stone was smooth on rop, and neighborhood children used to say that "old man Waltermeyer" wore it down by sitting on it all day. At one time a lead hitching ring had been set into the stone, but by 1941 this had disappeared, leaving a hole in the front of the stone.

The milestone was broken off during World War 1 by a boy driving a horse cart. Jacob Freedenburg, who was a blacksmith, there at the time, recalled: "I was looking out of my shop and saw him do it. He was scared, whipped up his horses and drove off as fast as he could. No one ever knew his name." It was reset in 1920 by John W. S. Miller, who had a monumental stone business nearby. It was broken off again in 1926 by a two-horse Baltimore and Ohio Railroad wagon that went around the corner too fast. It lay in Waltermeyer's Alley for some time until the city had it set into the curb on the east side of Pennsylvania Avenue in front of Public School 120. When a new sidewalk was put in about 1930, the stone was moved back against the wall of the school.[79] It was still there in 1950 but disappeared since then.[80]

The seven-mile stone had lain unnoticed for many years, its lettering worn off. In 1959, through the efforts of the Woman's club of Pikesville with the help of Joseph L. Mathias, owner of a monument company, it was reset in its original location and "7 MI" was recut on its front in modern lettering.[81]

Reference has already been made to the Tollgate community, which derives its name from the tollgate near Owings Mills. Another community also took its name from the Reisterstown Turnpike. This community was called Turnpike. It was located where the streetcar tracks crossed the turnpike near Garrison. When the streetcars stopped there, the conductors called out "Turnpike," and this is undoubtedly how the community acquired its name.[82] The place was identified on a map of 1910 and it was referred to as Turnpike village in 1915, but it is not known how long the name remained.[83]

Presidents of the turnpike company were C. Gist before 1820, Charles Burrell in 1820, George Decker in 1825,

The 19-mile stone, near Liberty Reservoir.

John S. Shriver in 1847, and George W. Cox in 1855.[84] John K. Longwell of Westminster was the president from 1858 to 1890. He was also the president of the Union National Bank of Westminster from 1857 until his death in 1896 and was a director of the Western Maryland Railroad. He served in the state senate and later as county commissioner of Carroll County.[85] Dr. James Howell Billingslea was president of the turnpike company from 1890 to 1916.[86] He was a Westminster physician and was considered one of the most prominent physicians in the state.[87]

John F. Harris was the company's secretary in 1807 and 1825.[88] He served also as secretary of the Baltimore and Harford Turnpike Company from 1816 until his death in 1835. Thomas A. Murray of Baltimore was the secretary in 1910 and 1916.[89]

Treasurers were Josiah Lee Johnson in 1876 and John S. Gittings in 1894.[90]

Hanson T. Webb of Westminster was the supervisor of the turnpike in 1876. He usually stopped at the tollgates about every two weeks to collect the money the gatekeepers had taken in.[91] Later, George W. Lamotte was supervisor for several years. He died at his home in Westminster in 1900 at the age of 72.[92]

In 1825 the part of the turnpike within the limits of direct taxation by the city of Baltimore was ceded to the city, and in 1847 a further cession was made to the city.[93] In 1911 the portion of the turnpike then in the city was sold to the State Roads Commission.[94] In 1915 the State Roads Commission offered to purchase the 12 miles of the turnpike from the city limits to Hiteshue's Tavern in Reisterstown for $1,650 a mile and the 12 miles from there to Westminster for $1,350 a mile—a total of $36,000. The stockholders accepted the offer in May, and on May 20, 1915, Dr. Billingslea, president of the company, Orvington E. Weller, chairman of the State Roads Commission, and Frank H. Zouck, assistant chairman of the Commission, drove from Baltimore to Westminster and officially

brought to a conclusion the collection of tolls at the six toll-gates through which they passed. As they went, Mr. Weller and Mr. Zouck paid tolls and became the last users of the turnpike to do so.[95]

Not long afterward, on May 31, the end of the turnpike's existence was celebrated at Owings Mills. About 1,000 people from Baltimore and Carroll Counties attended the event, which began with a concert by the Rosewood Training School Band and was followed by what was contemporarily described as "an old-fashioned barbeque, crab feast, and country picnic." A large bull was roasted and "everybody had as many beef sandwiches as he could tuck away." Speeches about improving the state's roads followed the picnic. Senator Blair Lee, a candidate for governor, and Mayor Preston of Baltimore had been expected but did not attend. The master of ceremonies, Allen C. Girdwood of the State Tax Commission, introduced the speakers, who included Mr. Weller of the State Roads Commission and Albert C. Ritchie, then a candidate for attorney general of Maryland and a future governor.[96]

The Baltimore County Circuit Court had found the Hanover Branch of the turnpike, consisting of about seven miles of road from Hiteshue's Tavern, Reisterstown, to the Carroll County line, to be not in proper condition and had suspended the collection of tolls. Further court action against the company was withdrawn when the remainder of the turnpike was sold in May 1915. The company's board of managers considered repairing the road so that the collection of tolls could be resumed. However, the board concluded that "since the advent of state road building, users of turnpikes demand that they should practically measure up to these expensively built state roads" and questioned whether they would be justified in spending enough to put this portion of the road in a condition that would permanently insure the collection of tolls. The road was sold to Baltimore County in July 1915 for $3,000, and the turnpike company was dissolved at the end of 1916. In May 1919 the Baltimore County commissioners transferred the seven miles of road that had been the Hanover Branch to the State Roads Commission.[97]

GREEN SPRING AVENUE

The Green Spring Avenue Company was chartered in 1858 to construct a road northward from North Avenue between Madison Lane and Jones Falls to the Pimlico Road, following that road to the Pimlico Meeting House, then north to the county road from Brooklandville to Green Spring (the present Green Spring Valley Road).

Capital stock was to be $40,000, in shares of $100 each. The organizers of the company were Horatio N. Gambrill, Adolphus C. Schaefer, Thomas H. Moore, Jr., Lester Turner, William E. Hooper, Robert M. Dennison, and George R. Milligan.[1]

About the same time the city acquired Druid Hill Park, which was then north of the city limits. As the result of an agreement between city and company officials, a road which was to be under the jurisdiction of the Park Commissioners was constructed through the park. The company's charter was amended in 1864 to release the company from its obligation of constructing the portion of the road from North Avenue to the park's northern boundary. The amended act declared that the park was to be forever exempt from the passage through it of turnpikes, public highways, and railroads. The turnpike was to go from the park's northern boundary, now Druid Park Drive, to the Pimlico Meeting House, but tolls could be levied for the distance to North Avenue.[2]

In 1872 the the company's charter was amended again to change the route of the turnpike. The requirement that it go to the Pimlico Meeting House was removed, and it was declared that the route would be from Druid Hill Park to the road leading from the Falls Turnpike to Stump's Mill and from there in whatever direction was deemed proper and expedient by the company.[3] Thus, it was to pass to the west of the meeting house. By November 1872 the company had contracted for the completion of the road as far as the Snuff Mill Bridge on the Pimlico Road (probably the present Green Spring Avenue and Cross Country Boulevard) and 30 laborers were working on the road up to that point. It was expected to be extended as far as the Green Spring Valley by the summer of 1873.[4]

No record of the existence of a tollgate has been found, and it is likely that tolls were never collected.

It was reported in 1876 that the road had been in litigation for some time but that the problems had been resolved and the Baltimore County Commissioners had authorized John D. Sauerberg to collect the assessments from adjoining property owners and open the road. The road was expected, when completed, to be "one of the most beautiful driving roads" in the county.[5]

In November 1894 the stockholders agreed to deed the road to the city, but the deed was not executed until the end of 1896. The deed referred to the road as going from Druid Hill Park to the Western Run Bridge (now Cross Country Boulevard). Although part of the road was in the county, the county commissioners were relieved of any obligation to maintain it. It was to become a public highway under the exclusive control of the public park commissioners of Baltimore, who were authorized to prescribe the "hours and manner in which manure carts, hay wagons, and other vehicles may use the road."[6]

Presidents of the company were J. M. Parr in 1862 and James W. Tyson in 1896. William Shirley was secretary in 1862, and Samuel Phillips was treasurer 1862-64.[7]

FALLS TURNPIKE

The Falls Turnpike Road Company was chartered in 1805 because people living along Jones Falls were not "accommodated with a good road, affording an easy transportation for their produce to the city of Baltimore, and . . . a turnpike would greatly add to the interests of the farmers generally. . . ."

The company's organizers were John Hollins, William Cooke, James P. Boyd, Thomas Dickson, and James Ellicott. Capital stock was to be $30,000, in shares of $100 each.

John Taggart, William Clemm, Sr., John Hosselbach, George Grundy, and Edward Johnson were appointed to lay off the road beginning at the ford near Patterson and Stricker's mill, then north as near the Falls as practicable for a good road, over the Bare Hills, west of Benjamin Bowen's house, west on or near Job Hunt's land, to the crossroads near Richard Caton's limekiln (this was near Green Spring Valley Road, Brooklandville).[1]

A year later, the state legislature, at the request of the turnpike company, permitted some changes to make the route straighter, less expensive, and "entirely out of the way of freshes" (flooding). Under the amendment, the road was to follow a specified route, beginning at a tree in George Stephenson's field, in crossing the Bare Hills. When it entered Thomas Johnson's land, it was to cross to the east side of the Falls at Monk's old mill dam and go through Johnson's woods to a corner of Nicholas Ruxton Moore's property, then through Thomas Johnson's meadow and woods to a tree on the "old court road leading to Joppa (Old Court Road), through the fields of Phineas and Job Hunt, to the crossroads near the limekiln. Thomas Rutter, Dr. John Cromwell, Robert Porter, William C. Goldsmith, and Benjamin Talbot were to review the location of the road and make any further changes in its location that proved necessary.

The amendment also provided that Job and Phineas Hunt and their wagons, carts, and stock could cross the new road without any hindrance. In addition, the turnpike company was required, whenever Phineas Hunt might request it, to build a stone arch under the road wide enough for a wagon so that Hunt's stock could get to and from the water of the Falls.[2]

The company's charter provided that the Falls Turnpike was not to be extended to intersect with the York Turnpike. This would be unfair to the interests of the stockholders of the York Turnpike Company since some people travelling on the York Turnpike might use the Falls Turnpike to reach Baltimore.[3]

The Falls Turnpike Company's officials argued that the turnpike should be extended northward because it would provide the shortest route between Baltimore and Hanover, Pennsylvania, and points to the north. They asked the legislature for permission to build a good road from the end of the Falls Turnpike to another road nine miles away that went to Pennsylvania. This new road, it was proposed, would be given free of charge to Baltimore County. The legislature had refused permission because it was thought that trade would be drawn from the Reisterstown Turnpike. The Falls Turnpike officials believed that in time "good sense" would prevail and their request would be granted. It was not granted, however; the portion of Falls Road north of Brooklandville was a free road and not a part of the turnpike.

Though tolls were not being collected in 1807 because the road was not yet completed, the company's president predicted that the enterprise would be very lucrative. The turnpike was a short one, and he said that as a general rule short roads were profitable and long roads were unprofitable. More important, the Falls Turnpike passed a number of flour mills and quarries. The mills received wheat and sent flour back to Baltimore daily and the quarries supplied most of the city's building stone. Such regular traffic would be expected to produce good revenues for the company.

The wagons from the mills and quarries were, in addition to the tolls they would pay, expected to benefit the turnpike in another way. They would have wide wheels, it was predicted, since the tolls were lower for wide-wheeled vehicles. Heavy, wide-wheeled wagons would help keep the road in repair. Maintenance costs would also be kept low because there was an abundance of stone nearby for the road; in no case would stone have to be hauled more than half a mile.[4]

A Baltimore guidebook of 1832 reported that the turnpike "passes over a most romantic and beautiful route, and makes one of the pleasantest rides in the neighborhood of the city."[5]

The first tollgate was just north of North Avenue. The gatekeeper's house was at 141 Falls Road in the 1890's. George W. Davis was the gatekeeper until 1845, when he was removed. The company's board emphasized that his removal did not result from any loss of faith in him but was "purely on the ground of public policy." The policy seemed to have to do with saving money since at the same time the gatekeeper's salary was reduced to $250 a year.

– Maryland Historical Society

The tollgate on the Falls Turnpike about 1860.

Mr. Davis was to continue as a gatekeeper for another six weeks; he was also offered the job of maintaining the turnpike from the city to the three-mile stone for $250 a year, but he apparently did not accept.

Edward Lynch replaced Mr. Davis as gatekeeper, and the job of maintaining the lower part of the turnpike was given to William Born or Boon. In the fall of 1846 Mr. Lynch was authorized to employ some men and have repairs made to the turnpike between the tollgate and the city because an inquisition was pending on the condition of that portion of the road. The following year the supervisor of the lower part of the turnpike was dismissed and his duties were given to the gatekeeper, who was to receive an additional $50 a year for this extra work.[6]

According to the 1850 census, the gatekeeper was William Lynch, who was born 1804-05. Mr. Lynch resigned in the fall of 1850, and Thomas Cooper, born 1797-98, was chosen to replace him.[7] He remained the gatekeeper until about 1867. In 1870 the gatekeeper was James Stewart, who was born 1825-26 in Ireland.[8] He continued as gatekeeper until 1890; subsequent city directories showed his occupation as runner, superintendent, and salesman, at the same address.[9]

Another tollgate was located just north of Cold Spring Lane. Isaac Burkins was the gatekeeper in 1886.[10]

Ralph Humphreys was the gatekeeper from 1901 to 1904. He lived at 2652 Huntingdon Avenue during that time, so he must have travelled to the tollgate each morning and left it open at nighttime after he had gone home. City directories of later years show that he continued to live at the same address.[11]

The northernmost tollgate was just south of the Rockland Bleach and Dye Works, near Old Court Road. The gatekeeper in the early 1900's was Henry Ritter, who also kept a store at the tollgate.[12] The gatekeeper's house, 7007 Falls Road, is now rented as a residence.

Two milestones remain. The seven-mile stone is north of Coppermine Terrace, and the eight-mile stone is in Rockland on the northeast corner of Falls and Old Court Roads.

The company's presidents were Richard Caton in 1807, Thomas Johnson in 1809, James William McCulloh 1828-34, John Kelso 1835-45, John Hanan 1845—died 1865, Henry Mankin in 1866 and 1867, Samuel H. Tagart in 1870 and 1891, and William Fell Johnson in 1896 and 1904. John Hanan and Samuel H. Tagart were also presidents of the Baltimore and York Turnpike Company at about the same time as they had the presidency of the Falls Turnpike Company.

Treasurers were Thomas L. Roe in 1809, W. H. Murray in 1828, James William McCulloh in 1833 and 1834, John Kelso 1835-45, Aquilla P. Giles 1845-55, J. M. Buck 1856-63, and Charles Goodwin in 1864 and 1865. Secretaries were H. Murray Hanan in 1865 and J. Scott in 1882.[13] H. Murray Hanan was also secretary of the York Turnpike Company.

In the 1820's the company became indebted first to Thomas Johnson and later to Richard Caton for a total of $27,500. It was decided in 1827 to commute these debts by issuing five-percent stock to these two creditors. Richard Caton died in 1845 and his widow the following year, and in 1849 and the 1850's his five-percent or preferred stock was transferred to his four daughters, the Marchioness of Wellesley (wife of the Duke of Wellington's brother), Lady Stafford, the Duchess of Leeds, and Mrs. MacTavish. It is of some interest that two shares of the company's regular stock were owned by Elizabeth Bonaparte, who many years earlier had married Napoleon's brother Jerome. Thus, the stock of the Falls Turnpike Company was owned by sisters-in-law of both Napoleon and the man who defeated him, the Duke of Wellington.

When John Hanan died in 1865, Henry Mankin, then a member of the company's board of managers, took charge of the company's affairs, and the following year he was elected president. He stated that his predecessor, Mr. Hanan, because of his business interests in Baltimore had found it impossible, without a more adequate salary, to give the turnpike the attention it needed. As a result, the road's condition had deteriorated so much that people living along it were generally hostile toward the company, and the part of the turnpike east of Jones Falls, south of the tollgate, had been so neglected that people living there had "lost all sense of any ownership over it, except their own." The bridges were old and in danger of being washed away by a flood, and there was no money to replace them if such a disaster occurred. The company was in debt for a small amount, and the stockholders had not received any dividends for years.

Mr. Mankin proposed to give the turnpike his close supervision, make a number of improvements, and to build up a reserve fund of $500. In October 1867 he reported that during the previous year he had tried without success on a number of occasions to call the board together. In

Ralph Humphreys, the gatekeeper near Cold Spring Lane, complained to the company's president in March 1904 that the turnpike was in awful condition and people were refusing to pay tolls until repairs were made. In August 1904, Marshall Winchester of Baltimore wrote the following letter of complaint about the turnpike:[17]

Wm. Fell Johnson, Esq.
Rockland, Balto. County

My dear Sir:

It was recently my misfortune to be obliged to drive over the Falls Road from Bear Hill [Bare Hills] to Rockland.

My duty to myself & my fellow-man requires that I enter a most vigorous protest against the barbarous custom of collecting toll from those unfortunate enough to use a road in such an abominable condition as is the Falls Road.

I am yrs. very truly

Marshall Winchester

In June 1905 Sylvester J. Roach of Mt. Washington filed suit in the Baltimore County Circuit Court alleging that the turnpike was not in proper condition for travel and was kept in a manner that violated its charter. The sheriff was directed to summon a jury to meet on the road to hold an inquest. The proceedings resulted in the court's issuing an order forfeiting the company's charter and transferring ownership of the turnpike to the county. The forfeiture was agreed to by the turnpike company, and the 4½ miles of the turnpike was acquired by the county about August 1905.[18]

CHARLES STREET AVENUE

Charles Street was extended from the city as a turnpike through the efforts of Augustus W. Bradford, who later became governor of Maryland. The road was his idea and he drew up the charter for the turnpike company and campaigned for it in the state legislature against great opposition.[1]

The turnpike company was chartered in 1854. The organizers were, in addition to Mr. Bradford, Algernon R. Wood, Adam Denmead, Dr. B. W. Woods, and Daniel Alder. The capital stock was to be $20,000, in shares of $20 each.[2] A contract was made with Frederick C. Crowley of Baltimore to build the road.[3] The turnpike began at the northern end of Charles Street, which was between the present 23rd and 24th streets, and went north to Powder Mill Road (now Bellona Avenue).[4] The portion of Charles Street under the company's control was 4½ miles long.[5]

Other turnpikes seemed to have been welcomed by the people living along their proposed routes, but some residents opposed the Charles Street Avenue. One of these was Samuel Wyman, who had bought the 155-acre estate "Homewood" from Charles Carroll in 1839. After many years in business, he had purchased the estate not to farm for profit but as a place "where he would be enabled to spend in comparative seclusion the remainder of his days and where he could indulge without unpleasant intrusions, his horticultural and rural tastes." His chief pleasure was cultivating and overseeing his nurseries, vines, garden, and orchard. The proposed turnpike was to pass in front of his house, through his yard and orchard, and would separate his house from his gardener's house and his two most important springs. In an unsuccessful effort to stop the building of the turnpike through court action, he stated that the road was not required by the public necessity or convenience but that the venture had been organized because some half dozen or more property owners along its route to the north hoped to enhance the value of their estates. The road, he said, would destroy his privacy and seclusion, and his vines, fruit trees, garden, and orchard would be "utterly destroyed or be made valueless by being exposed to constant depredations from rowdies and others attracted from the neighboring city . . ."[6]

One of his neighbors to the north—David M. Perine, the owner of "Homeland"—also opposed the road. He went to Annapolis and fought against the company's charter. When the charter was granted, he was very much disturbed and said that he would have no tollgates. However, when the road was completed, he was pleased with its fine appearance and realized that it would greatly increase the value of his land. He regretted that he had opposed the road, and to make peace with Mr. Bradford he gave him a yearling calf from his noted herd of Jersey cows.[7]

The first tollgate was at Charles Street and Merryman's Lane (now University Parkway). The company acquired a lot for the gatekeeper's house on the northwest corner of the intersection in November 1858 from the heirs of Joseph Merryman.[8]

This gate permitted the collection of tolls from people coming down the turnpike from the north but not from those using Merryman's Lane to enter the turnpike and go to Baltimore. To collect from them, a tollgate was erected on the south side of Merryman's Lane, about 30 feet south of the first one. As the result of court action brought by Edward E. White, it was determined in 1873 that the lower tollgate was erected contrary to the company's charter and that only people who passed through the gate to the north of Merryman's Lane had to pay tolls. The southern tollgate had to be removed.[9]

For 21 years until his death at the gatekeeper's house in 1881, Philip R. Jones was the gatekeeper. He was born 1814-15. Prior to becoming the gatekeeper, he had been in the tobacco business in Baltimore for a number of years and had served as a magistrate during Governor Hicks' administration. While he was in charge of the tollgate he was also supervisor of the turnpike. According to his obituary, he "was always at his post, was generally respected for his fidelity and attention to the duties of his position, and his familiar face will be missed by the frequenters of [the turnpike]."[10]

John O'Brien was the gatekeeper from 1888 or earlier, until his death in 1895 at the age of 34.[11] He was succeeded by Isabella or Belle V. O'Brien, who was probably his sister. She remained the gatekeeper until the tollgate was removed in 1906.[12]

Although the southern part of the turnpike had been acquired by the city, several complaints were made in August 1906 that tolls were still being collected at the Merryman's Lane tollgate. Investigation revealed that the gatekeeper was not charging people who were driving vehicles owned by city residents, but "those whom he took

— Baltimore *Sunpapers*

Tollgate on Charles Street Avenue at Merryman's Lane in 1905.

to be countrymen" were charged. The Commissioners for Opening Streets objected to this. William A. House, general manager of the United Railways and Electric Company, explained that he had interpreted the agreement with the city to mean that tolls could continue to be collected until the city started to improve he street. However, he took immediate action; the tollgate was abolished August 31, 1906. The gatekeeper's house was demolished in 1914.[13]

In 1895 the tollgate at Waverly on the York Turnpike was removed, and some drivers went up the York Turnpike, turned west on Cold Spring Lane and north onto Charles Street Avenue. This may have taken them several miles out of their way, but it permitted them to avoid paying tolls because there were no tollgates on the York Turnpike south of Cold Spring Lane or on Charles Street Avenue north of Merryman's Lane. To collect from this traffic, a tollgate was established at Cold Spring Lane on Charles Street Avenue in 1895.[14] (However, an 1898 map showed the tollgate to the south of Cold Spring Lane; if this was correct, the tollgate would have been on the wrong side of the intersection to stop such traffic.)

When the tollgate at Merryman's Lane was removed in 1906, a tollgate was erected near Belvedere Avenue. A small structure where the gatekeeper collected tolls was moved there from Merryman's Lane at a cost $7.45.[15] Belle O'Brien, gatekeeper at the previous location, was placed in charge of the new gate and remained until the turnpike was sold to the state. Apparently she continued to live in the gatekeeper's house at Merryman's Lane. Winfield S. Ditch recalls that as a boy when he was taken for a drive on Charles Street Avenue with his parents she would give him a piece of candy when they stopped at the tollgate. After the turnpike was sold, Belle O'Brien worked as a clerk in Baltimore.[16]

Great damage was done to the turnpike by heavy rains in the summer of 1887. The culverts known as the Garrett Culvert and the Wyman Culvert were washed out, but traffic was impeded very little because temporary bridges were quickly installed. The Garrett Culvert was soon repaired, and an arrangement was made with the Peabody Heights Company to pay two-thirds of the costs of rebuilding the Wyman Culvert, which was more severely damaged. The work was completed by January 1888.[17]

The turnpike was described as follows in 1893:[18]

> The avenue is one of the most popular pleasure drives out of Baltimore. This is so by reason of the varied beauty of the adjacent country and because many prominent citizens of the city have purchased adjoining ground and built magnificent residences for summer homes. The road is lined for much of its length with large trees, whose overhanging branches entwine in the centre, cutting off the sharp rays of the sun and presenting a vista of rare beauty. The road itself is rolling, but with no steep ascents. Branching off from it throughout its entire length are avenues and private roads which lead to country homes.

"No city in the country has a more beautiful rural road," said William T. Walters, the man who founded the famous art gallery.[19]

In the 1890's the road was the only major turnpike leading from Baltimore that had no streetcar tracks on it. The electric streetcars scared horses, so Charles Street Avenue was the only one on which people could take drives in their carriages to the country. By 1893 there was some speculation that one of the streetcar lines might be extended along Charles Street Avenue. This possibility was discussed by Michael Jenkins and a friend. They decided that they and others who enjoyed driving in the country behind "a spanking team" of horses would thereafter have to do their driving in the city and the parks. Mr. Jenkins and some of his relatives and friends therefore entered negotiations to purchase a controlling interest in the Charles Street Avenue Company. The turnpike was unprofitable as an investment; it paid no dividends, and earnings were barely enough to keep it in repair. The company's stock had a par value of $10 a share, and the Jenkins group paid close to this amount to acquire control of the company. Of the total of 2,000 shares for which the company was capitalized, they were able to buy 1,600 shares, 1,300 of which came from one owner.[20]

Shortly after obtaining control, the Jenkins group sold their interest to the City and Suburban Railway, and people received the impression that the laying of streetcar tracks would follow. William T. Walters, who was a partner with Mr. Jenkins in the venture, gave his assurance that the turnpike would continue to be maintained as a road on which people could take suburban drives and would be free of streetcars. Improvements in the road were planned by the new owners. The roadbed had never been macadamized, but gravel and sand had been used liberally to harden the surface and prevent the accumulation

spite of the lack of cooperation, he reported that he had accomplished a lot in his first year. The previous year's debt had been paid and the company now had a part of the $500 reserve he had proposed. The most travelled part of the turnpike, the part closest to the city, had been put in better condition than it had been in for 20 years, he said. Good relations had been restored with people living along the turnpike to the extent that the Mount Vernon Mills had even sent, at no charge, a horse and cart to help transport material to repair the road and arrangements were made with property owners in Hampden to help repair the part of the turnpike through their village. A few of the obstructions on the company's right of way had been removed and he had prevented some other obstructions.

He said he had so far neglected the upper part of the turnpike, but he proposed to improve it in the future. Another proposal was to improve some of the roads leading to the turnpike in order to bring additional traffic to the company's road. He suggested cooperating with the county commissioners to improve the county road to Shawan because at that point a good deal of the Falls Turnpike traffic passed to the York Turnpike. This, he thought, would bring southbound traffic from the York Turnpike down the Falls Turnpike. Finally, he suggested increasing the tolls as soon as the improvements would justify it.

Mr. Mankin was prevented from carrying out his plans by disastrous floods and difficulties with other officials of the company. In 1867, after a hard winter and spring which damaged the turnpike, a flood washed out the road in many places and damaged or carried away several bridges. There was some difficulty in getting workmen right away, but temporary repairs were made. The president wanted repairs done right, declaring his intention that no bridge under his direction should ever wash away. However, a bigger flood occurred in 1868 which was described by Mr. Mankin as follows:

> [It was] the greatest freshet in the Falls which had been known for many years. The damage on the road was immense. Every bridge on the road was washed away including the new bridge at Wrights, and in many places nearly the entire bed of the road washed out.

Previously, there had been a question about Mr. Mankin's re-election as president. Those who opposed him said the election was invalid due to a technicality. Chief opponents seem to have been Samuel H. Tagart and H. Murray Hanan. Following the 1868 flood, Mr. Mankin wrote to Mr. Tagart and asked his cooperation in restoring the turnpike. He proposed that the turnpike either be turned over to a new company or to the county commissioners if they would accept it and put it in order. Mr. Tagart expressed his willingness to do whatever was best for the turnpike, and Mr. Mankin proposed that at the next election he would relinquish the presidency and become one

— John W. McGrain

Gatekeeper's house south of Rockland, as it appears today.

of the company's managers. Mr. Tagart was to be nominated as president and Mr. Hanan as treasurer. Mr. Mankin thought this ticket would be elected but, to his surprise, found that another was. The new ticket apparently did not include him as a manager; thus, he severed all connections with the company and turned its records over to Mr. Tagart early in 1869.

About 1882 William Fell Johnson of Rockland decided that it would be to his advantage to control the turnpike since it went through his property and was his means of access to Baltimore. He already owned a considerable portion of the company's stock and made efforts to acquire more, especially from the estate of a relative in another state. He probably succeeded, because he became the company's president in the 1890's and ownership of the tollgate lots passed to him when the company went out of existence.[14]

The southern portion of the turnpike, from Jones Falls and Maryland Avenue northward to North Avenue, then the city boundary, was ceded to the city of Baltimore in 1885. A few years later the Baltimore grand jury indicted the company for not properly maintaining the portion of the turnpike from North Avenue to the new northern city boundary, and the city commenced action to compel the company to put that portion of the road in good order. The company lacked the funds to comply and in 1891 ceded that portion of the turnpike to the city.[15]

By 1898 what remained of the turnpike was in bad condition. The Baltimore *American* published a picture of the road just north of the city limits with the comment: "Toll is charged on this road." A county paper said "the idea of charging toll on it looks like a joke." The road had been in "a simply fearful condition" ever since streetcar tracks had been laid along it, according to the county newspaper, and it seemed impossible that any kind of vehicle could travel on it.[16]

BALTIMORE AND YORK TURNPIKE

The Baltimore and York-town Turnpike went from Baltimore to the Pennsylvania state line, following the route of the present Greenmount Avenue and York Road.

The company was incorporated, along with the Frederick and Reisterstown Turnpike companies, in 1805. Its organizers were James Winchester, Joseph Thornburgh, Thomas McElderry, Nicholas Merryman of Elijah, and David McMechen. They did not begin the sale of the $100,000 worth of stock for which the company was capitalized until May 1807. The first meeting of the company was held early in 1808, and Thomas McElderry, Joseph Thornburgh, Charles Ridgely of Hampton, James Edwards, William Gwynn, Sr., Charles Carroll, Jr., Hugh Thompson, and Joseph Townsend were elected managers.[1]

Work on the turnpike began in 1808 and was completed early in 1810. Contracts were, for the most part, awarded for one-mile segments. Contractors for the first through part of the eleventh miles were selected in March 1808, for the remainder of the eleventh and the twelfth miles in August 1808, and for the remainder of the turnpike in February and March 1809.

The contractors were as follows:

1st mile, part of which had already been built by the county: John McNaulty
2nd mile, part of which had already been done: Henry Weist
3rd mile: Joseph Merryman
4th mile: Richard Murray
5th mile: Richard Keys
6th mile: John Merryman of Samuel and Johns Hopkins
7th mile: Joshua Stevenson and Robert Bond
8th and 9th miles: Philip Gargan, Arthur O'Neil, and John McCarty
10th mile and part of the 11th mile: Isaac Dickson and Thomas Galagher
Remainder of 11th mile and 12th mile: Thomas Galagher
13th, 14th, and 15th miles: Isaac Dickson and Thomas Galagher
16th mile: David G. Jessop
17th through 20th miles: James Cochran
21st mile: James Kinkead
22nd and 23rd miles: Philip Gargan and Arthur Oneill
24th through 30th miles (to the Pennsylvania line): Caleb Merryman, John Merryman, and Robert Bond

In 1809, a contract was made with John Small, George Small, Michael Gardner, and Jonathan Jessop to build bridges at Western Run, Beaver Dam, Piney Run, and the West and North Branches of the Gunpowder.

Permission was given for the company to collect tolls on the first ten miles in October 1808, the second ten miles in December 1809, and on the remaining portion in March 1810.

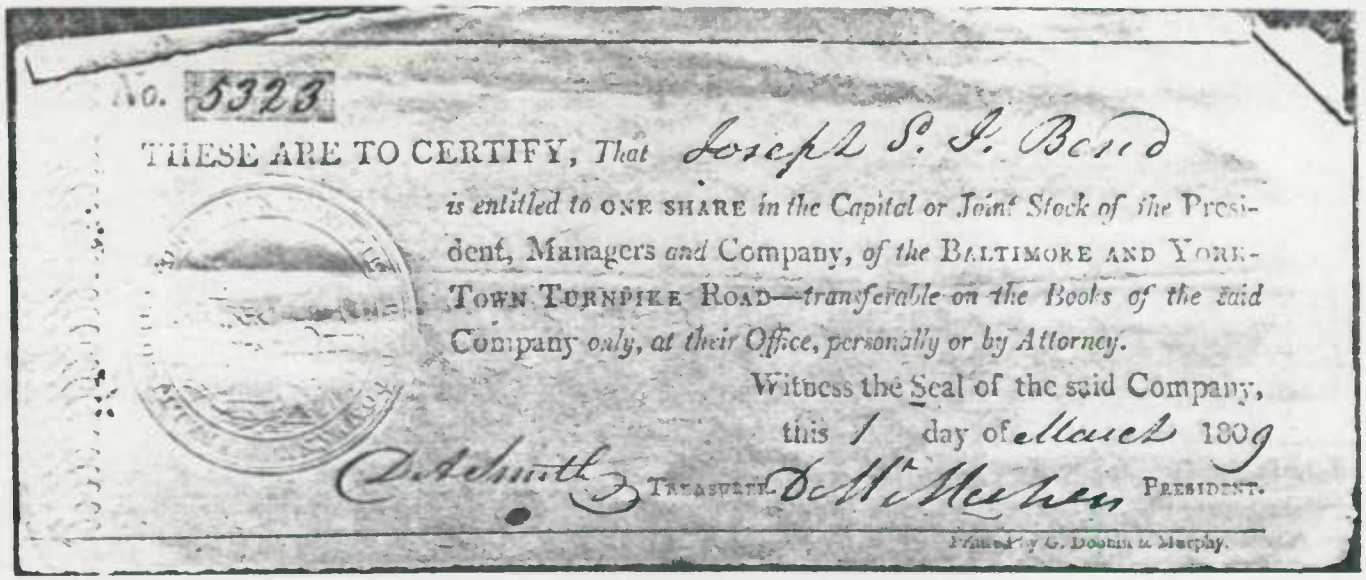
Northward from the state line, the York and Maryland Line Turnpike Road Company continued the road to York, Pennsylvania.

The Baltimore and York Turnpike Company built a series of houses for the gatekeepers. They were 20 by 14 feet and a story and a half high, with chimneys at the ends, and covered with shingles. Partitions in the center were to be of logs, where logs could be obtained. Later, ten-plate stoves, not to cost more than $30 each, were authorized, probably in lieu of fireplaces. Rail fences surrounded the tollhouse lots, and the tollgates and the wooden cappings of bridges and sewers were painted white.

The first tollgate was established in 1808 at the two-mile stone, in what later became Waverly. The gatekeeper's house may have been on the northwest corner of what is now 31st Street and York Road. By 1869 it had not been used for many years and it was sold for $1,500 to the Huntingdon Company of Waverly. The Huntingdon Company proposed to build a public hall there.

The tollgate was at Gilmore Lane (now Vineyard Lane) for many years, and the gatekeeper's house was on the northwest corner of its intersection with the turnpike. After having been rented for some years, it was purchased by the turnpike company for $3,000 in 1870.[2] The house was said to have been built in the 1770's. It was a long, low structure with a porch across the front. It had a number of small rooms, each apparently added as the family of an earlier owner expanded. It had previously been a country store, a recruiting station during the Mexican and Civil Wars, and a hospital for Union soldiers suffering from fevers during the Civil War. It served as the gatekeeper's house until the tollgate was removed in 1894. It was vacant for a long time and then was used as a private residence.[3]

The house extended into the road, and residents, believing it to be a hazard, asked for its removal in 1900. A representative of the Waverly Protective and Improvement Association said that several hundred children had to



No. 5323

THESE ARE TO CERTIFY, *That* Joseph S. I. Bond *is entitled to* ONE SHARE *in the Capital or Joint Stock of the President, Managers and Company, of the* BALTIMORE AND YORK-TOWN TURNPIKE ROAD—*transferable on the Books of the said Company only, at their Office, personally or by Attorney.*

Witness the Seal of the said Company, this 1 day of March 1809

C. A. Smith TREASURER. Dell'Mechen PRESIDENT.

Printed by G. Dobbin & Murphy.

— Maryland Historical Society

York Turnpike Company stock certificate, 1809.

pass the house daily to reach a school annex on Gilmore Lane. The sidewalk was only about five feet away from the streetcar tracks and was slippery with mud in bad weather. It was feared that some of the children might slip under the wheels of the streetcars. A delegation visited the general manager of the United Railways and Electric Company, which operated the streetcars and controlled the turnpike,[4] but nothing was done until several years later. In 1907 the turnpike was being gradually paved from the city northward and because the house extended into the road, it was torn down then.[5]

In 1808 George and Jemima Walker were appointed first gatekeepers. They remained until 1813, when the company turned over the operation of the tollgate to John Cooper as a franchise. He was to pay the company $300 a year in return for the privilege of collecting and keeping the tolls.[6]

Later the tollgate came again under the direct control of the company. David Mumma was the gatekeeper at one period for nearly ten years.[7] William Heaton was the gatekeeper in 1857.[8] He was succeeded in 1860 by Mrs. Mary M. Bonsall.[9]

Mrs. Bonsall, a widow, was born 1797-98.[10] She was gatekeeper at Towson and moved to Timonium when the tollgate was relocated there in 1857. Townsend S. Bonsall, apparently her son, lived with her in the gatekeeper's house with his family. He was a carpenter in 1860 and was listed in the 1870 census and a history of Waverly as the gatekeeper.[11] However, the company's records showed that Mrs. Mary Bonsall, not Townsend, was the gatekeeper.

Townsend S. Bonsall was a lieutenant in the Morgan Rifles, a military company organized at Waverly in 1861 (David T. Mumma was a sergeant in the same unit).[12] In 1864 Mr. Bonsall was drafted for the army. The turnpike company's records identified him as Mrs. Bonsall's assistant then, and his services were considered so essential that the company lent $250 to hire a substitute for his military service. This debt was cancelled in 1876 because of Mrs. Bonsall's long and faithful service.[13]

The Waverly post office was located at the tollgate. Townsend S. Bonsall was the postmaster from the office's establishment in 1866 until his death. Afterward the post office was moved to a hotel in Waverly.[14]

Mr. Bonsall died in 1877, and Mrs. Mary Bonsall resigned as gatekeeper a few months later because of ill health. She had been employed by the company for about 45 years. In 1866 a waiting room for the streetcar line had been erected next to the tollgate, and Mrs. Bonsall received extra pay to take care of it. When she retired she was "old and feeble and entirely without means," so the company's directors decided to continue the $100 a year she had been receiving for taking care of the waiting room as a pension for her long and honest service.[15]

Mrs. Bonsall was succeeded as gatekeeper by Tilghman Schofield, who was born 1833-34.[16] He was a soldier in the Union Army in the Civil War, having raised a company of soldiers in 1861, and was lame from a wound he received.[17] In 1892 the turnpike in the vicinity of Waverly was in a very bad condition because of regrading, and this resulted in many complaints at the tollgate. Mr. Schofield handled the complaints well and deducted the toll charges for the bad part of the turnpike. However, he had a violent argument about the tolls with James M. Thompson of northern Baltimore County. Thompson alleged that the gatekeeper called him a thief, which Mr. Schofield later denied, and struck him in the face with the end of his whip and knocked him down. The two were separated by people passing by, and Mr. Schofield was carried into the

house with a broken nose, a cut over one eye, and bruises on his face. A hearing was scheduled for five days later, but it had to be postponed because Mr. Schofield was unable to attend due to his injuries. When it was rescheduled, Thompson was fined $25 and costs.[18]

Anna Cole, writing in 1933, recalled the Waverly tollgate:[19]

> What a social place it was. Travelers were cordially greeted and confidences exchanged. It was truly an exchange counter. Belated news was often handed to members of the A. S. Abell Company, as they passed in their carriages, that it might be sure of publication in the much-loved *Sunpaper*. There was a community interest which was sincere and messages were often delivered through the medium of the tollgate.

Lizette Woodworth Reese spent her childhood in Waverly and reminisced as follows about the tollgate and nearby portion of the turnpike:[20]

> A half mile away . . . stood the toll-gate, which was opened at a certain time in the morning, and closed at a certain time each night. The money taken in tolls was expended in paying the keeper, and toward the repair of the road. Any time of the year you could see poorly clad men, roughened by the weather, breaking stone in the highway, to be deposited afterward by the cartful along its length and breadth, for a rod or two, or by the wheelbarrow load in the occasional hollows and depressions on the sides nearest to the fences. The tollkeeper himself was a character of avid interest to the elder villagers, and to the younger section a most pictorial individual. The elders somberly hinted at his filling his pockets with unlawful lucre, but to us—could he not hold back from their legitimate journeyings any number of vehicles, until there was handed out to him the proper amount due . . . ? And did he not at times sally forth at midnight, or very early in the morning, with a lantern in his hand, in response to sundry knockings, and bawlings, and doubtless cursings, to open his gate and allow some belated traveler to hurry through? What a picture he made there with his swinging light! A dark figure standing in the dark, with the toll-house sharp behind him, and the black bulk of the vehicle before him, and beyond the steeple of Saint John's leaping up to the stars. For an imaginative child living on the York Road, to wake up at midnight and remember the closed toll-gate half a mile below, and the closed one farther up the pike, was to have a feeling of safety not to be put into words. I felt as though walled in from all evil and hurt. That feeling, and the knowledge that my mother slept near at hand in an alcove of the big attic enwrapped me in a honied security which nothing could disturb. When this part of the county was absorbed by Baltimore City, and taxes were substituted for tolls, and the gates were torn down, something went—as in the case of the omnibus—which would never come again.

In 1875 the company's records indicated that the tollgate in Waverly was situated as to be easily evaded, but there was no better place to which it could be moved because of the many side roads in the area.[21] In 1893 the company announced plans to remove the tollgate and transfer Mr. Schofield to the Towson tollgate.[22] The tollgate was removed in 1894, but Mr. Schofield was not given the position at Towson. He probably retired instead; city directories after 1894 show that he moved to Montebello Avenue.

About the time the Waverly tollgate was taken away, a tollgate was established near Rossiter Avenue, south of Govans.[23] William G. Hall was the gatekeeper from 1897 to 1907. In addition to collecting tolls, he sold cigars and tobacco at the tollgate.[24] One night in 1899 a thief broke in and stole a lot of cigars and tobacco and $4 in cash.[25] There was no house there for the gatekeeper—only a booth from which tolls were collected. Above it was a light which burned throughout the night and served as a guide for residents returning home after dark.[26]

The next tollgate was at Towson. At first it was located just north of where Pennsylvania Avenue now is. A lot for the gatekeeper's house, on the northwest corner of York Road and Pennsylvania Avenue was purchased from Abraham H. Price in 1808, and a stone house was erected. Apparently the site was not suitable, because in mid-1809 the company considered moving the tollgate to Timonium. In 1810 the company stopped using the Towson tollgate, and the gatekeeper's house was advertised for rent. It was described as a very suitable location for a tradesman or a shopkeeper. It was leased to George Shealey, the new owner of the nearby Towson's tavern, for $100 a year.[27]

The company re-established the tollgate at Towson in 1812, but ownership of the tollhouse lot was unclear. Abraham Price had sold his property to George Shealey without making a provision for the lot previously sold to the turnpike company. The company offered to let Shealey pass the tollgate free of charge and to let him have the use of the gatekeeper's house at $50 a year instead of the $100 previously agreed upon if he would procure for the company a good title to the lot. He did not agree to the proposal, so the company asked him for the $200 rent he owned for the use of the house during the two previous years. At the end of 1813 several representatives of the company, with Mr. Price, the former owner of the property, and a surveyor, went to the tollgate to survey and mark the company's lot. Mr. Shealey was asked to come out while they surveyed the lot, but he declined. He was then asked how he would like the lot to be laid off, but he declined to comment. The members of the committee surveyed the lot and were about to leave when Mr. Shealey asked them to wait until he could see if his wife was satisfied. When neither of the Shealeys made any objection to the lot's boundaries, the committee departed and directed the gatekeeper to have a fence erected around it right away.

In 1813 the gatekeeper at Towson was summoned befor a justice of the peace on the complaint of a Mr. Gott who said that he lived within three miles of the gate and had been improperly charged toll more than once in 24 hours.

The first gatekeeper at Towson was James Perrigo who was appointed in 1808. He resigned in 1809 and was replaced by William Tudor. Edward Perrine was appointed in 1812. He had been chosen for the fifth tollgate in 1809. William Tudor, formerly the gatekeeper at Towson, became the keeper of the tollgate north of Cockeysville.[28]

Until the 1850's Towson was a small community where several roads crossed. It became the county seat in 1854 and soon began to grow. Several streets were opened and people used them to evade the tollgate. The caused a noticeable decrease in the company's revenue.[29] The situation was explained in greater detail by the company as follows: the Smedley House Hotel was established prior to 1861 to the west of the York Turnpike (the hotel was located where the Towson armory now stands), and roads connected it with the turnpike north of the tollgate. However, a new road was built from the hotel to a point on the turnpike just south of the tollgate. This permitted travellers to drive nearly to the tollgate, turn off toward the Smedley House, and re-enter the turnpike south of the tollgate without paying the toll. Because of this, the company moved the tollgate from Towson to Timonium in 1857. Mrs. Bonsall, "the amiable and efficient gatekeeper," also moved to the new location at Timonium, where a gatekeeper's house had been prepared for her. Tolls at the Waverly tollgate were increased to collect for the distance from the city to Towson, and the toll from Towson northward was to be paid at Timonium.[30]

This arrangement was not satisfactory because farmers taking produce to Baltimore would evade the Waverly tollgate by travelling down the York Turnpike, turning off on Lyman Avenue in Govans, and apparently using the Charles Street Avenue turnpike to reach the city.[31] To collect from this traffic, a tollgate was re-established in Towson in 1864. It was located in front of Louis Held's house, to the south of the southernmost road to the Smedley House. Before 1877 it was moved several hundred feet to the south, being located between the present Willow Avenue and Linden Terrace.[32]

When the tollgate was between Willow and Linden, the gatekeeper lived in a house on the west side of the turnpike. In front of the house was a one-room building called a shop, from which the tolls were collected. It had a door in front, and there was also a back door from which one could go up some steps to the porch of the house. Windows on each side of the shop allowed the gatekeeper to see who was coming. In later years, the gatekeeper lived elsewhere in Towson and walked to the tollgate each day.[33]

The re-established tollgate brought with it higher tolls. Previously a one-horse vehicle was charged 18 cents from Towson to Baltimore, but at the new rate the toll was 30 cents.[34]

When the Towson tollgate was re-established in 1864, James Phipps (1837-1913) became the gatekeeper and remained for the next 17 or 18 years. He was born in London and came to the United States with his family when he was 16. He was also a shoemaker and conducted his trade at the tollgate.[35]

One of the former gatekeepers at Towson reminisced in 1913 of the hoodlums who tried to pass the tollgate without paying. They were especially quarrelsome, he said, when filled up with bad whiskey, "which was pretty nearly always the case." The gatekeepers were faced with all kinds of excuses from people who hoped to avoid paying, and it took some firmness and tact to avoid serious trouble. The following report of an incident at the Towson tollgate appeared in a newspaper in 1865:[36]

> On Sunday last, a party of city 'bloods,' with more whiskey than brains, paid our quiet town a visit. There were four couples in as many buggies. Mr. Phipps, the toll gate keeper, got an inkling that they meant to run the gate without paying their toll, so he was on the lookout for them. The first three paid without much ado, but the fourth pair tried to drive through. Mr. Phipps caught the horse and stopped him. The two scoundrels in the buggy immediately jumped out, blustered, bullied, swore, let on they wanted to fight somebody, and finally offered Mr. Phipps a ten-dollar counterfeit note on a New York bank. He, of course, declined taking it. By this time the other three couples had come back and joined in the melee, and amid the excitement and confusion they all drove off.
>
> Mr. Phipps deserves credit for his firmness. Had there been an officer on hand every one of the foul-mouthed villains should have been arrested and lodged in jail. As the summer is approaching, we would suggest the propriety of having an officer on duty here every Sunday, to protect our citizens from insult and harm, at the hands of the drunken bullies who sometimes visit us.

One night later the same year someone broke into the gatehouse by forcing a window open. It was the end of the month, and whoever broke in probably knew that Mr. Phipps would have a large amount of toll money on hand. Mr. Phipps also used the gatehouse as his shoemaker shop, and the thieves might have taken the shoes he had finished. Fortunately, however, he had taken both money and shoes into the adjacent house when he left for the evening, so the intruders got nothing. A local newspaper urged citizens to be on the alert and to "allow none of these villains to escape, who may be found within reach of a musket shot."[37]

When he left the gatekeeper's job, Mr. Phipps, with his brother Alfred, who was also a shoemaker, operated a shoe and tobacco store in Towson (actually two separate stores with a door connecting them). Their boots and shoes were all handmade and were expensive. Customers had their feet measured and came back later for fittings.[38]

Mr. Phipps was succeeded by James Sheridan, who had previously been a blacksmith in Towson for many years. He resigned as gatekeeper in 1885 because of ill health and died at the age of 76 in 1898.[39]

The next gatekeeper was Harry Phipps, the younger brother of James Phipps. When he took the job, a Towson newspaper stated that the company was fortunate in securing his services "as it would have been difficult to find a better man for the place."[40] He was born in 1854 in England and was brought to the United States as an infant. Prior to becoming the gatekeeper, he was a plasterer, but he had to give up that trade because of poor health. In addition to serving as gatekeeper on the York Turnpike, he was also at one time a gatekeeper on the Dulaney's Valley and Towsontown Turnpike. He spent the last years of his life operating a grocery and meat store in Towson, and he died following a long illness in 1900.[41]

Charles E. Bowen became the next gatekeeper. Late in 1897 he was assaulted by a colored man who tried to drive through the tollgate without paying. The man was arrested and sentenced to jail, where, according to a Baltimore County newspaper, he would "have leisure to repent his rashness." "This," said the paper, "should prove a warning to others who are similarly inclined."[42]

The last gatekeeper was Richard Parker (1839-1923), a native of Ireland, who succeeded Mr. Bowen in 1902 or 1903. He lived in the northern part of Towson and walked through the town to the tollgate each day. Previously, he had been a cobbler, working at first for Alfred Phipps, who subsequently became a tollgate keeper, and later having a cobbler's shop of his own attached to his house.[43]

The last person to pay toll at the Towson gate was Charles L. Rudd of Lutherville on July 29, 1910. After the turnpike became state property, the first person to go through the gate "free and with the consent of the gatekeeper" (indicating that in the past. others had gone through free but without the gatekeeper's consent) was William Turnbaugh of Dulaney's Valley.[44]

The tollgate keeper's dwelling was sold in 1911 for $925. In the 1950's, the house was moved to the rear of the lot and a commercial structure built on the front. The frame house survives, covered with stucco behind a printing plant. The Tollgate Barber Shop operated here for a time before moving, along with the "Tollgate" name to West Chesapeake Avenue.

As previously mentioned, a tollgate was established at Timonium in 1857 when the Towson tollgate was removed. The gatekeeper's house was on the west side of the road a short distance south of Timonium Road, where the Mercantile Bank is now located. Mrs. Mary Bonsall was the first gatekeeper there. When she was transferred to Waverly in 1860, Uriah F. Causey, who was born in Somerset County but was then living in Towson, was appointed gatekeeper at Timonium.[45]

In 1885, while serving as the gatekeeper, Mr. Causey was the victim of two unpleasant experiences. First, 40 of his chickens were stolen. He reported the loss to the police, and a woman and her two teen-age sons were arrested. About 15 chickens were found at her place—killed,

— Elizabeth C. Walzog

Gatekeeper's house at Timonium in 1912.

cleaned, and ready for market. The others were discovered in a manure pile, covered except for their heads so that they could breathe. The deputy sheriff asked Mr. Causey if he could identify them as his. Since he had been in the habit of whistling for them to feed them, he asked the deputy sheriff to turn them loose and he then whistled. They all came running as they were accustomed to do at the tollgate, thus settling the matter.[46]

Later in the year he was robbed of $220. Before going to bed he had made up his report of the tolls collected for October and put the money in an inside pocket of his coat, which he hung on a chair. When he awoke, both the money and his coat were gone. He believed that two suspicious-looking people seen in the area the previous day had raised the bedroom window during the night and took the money and coat.[47] No one was caught, and a few months later the company, in consideration of his "long, faithful, and efficient services," made him an allowance of $110, half the amount stolen.[48] Presumably, he had to reimburse the company for the remaining $110.

Mr. Causey remained the gatekeeper until about 1891, when he retired because of bad health. He died at his home in Baltimore in 1898 at the age of 70.[49]

The last gatekeeper at Timonium was Samuel B. Cockey (1850-1940). He spent his last years in the Baltimore County Home near Cockeysville.[50]

The gatekeeper's house was a small wooden building. It and a stable were located on a ¾-acre lot. The property was sold in 1911 for $500.[51]

The next tollgate was just north of Thornton Mill Road in early years. The gatekeeper's house was built in 1809 on land acquired from Joseph Thornburgh, an organizer and one of the first managers of the turnpike company. In 1810 the gatekeeper added a kitchen at a cost of $17.06.

The company and Mr. Thornburgh entered into an agreement in 1810 whereby he was to close the roads through his land, which people could apparently use to evade the tollgate, and in return people going to or from his mill would not have to pay at the tollgate if they were

– John W. McGrain

Gatekeeper's house north of Thornton Mill Road, as it looks today. It was built in 1809.

riding or leading horses (but all carriages were subject to toll charges). Another proposed agreement between Mr. Thornburgh and the company provides insight into some of the problems at the location. In 1812 the company's secretary was directed to prepare a lease for the tollhouse lot from Mr. Thornburgh to the company. The rent was to be one cent a year for 1,000 years, renewable forever. Under its terms, the gatekeeper was to be restricted from keeping liquor for sale and from letting cattle and hogs go at large.[52] The 1,000-year lease was executed in 1813 with a restriction that the lot be used only for a toll-gatherer's residence.[53]

A fence was built along the road to prevent people from evading the tollgate. In 1813 the company learned that the fence around the tollhouse had "for want of a little attention of the Gate Keeper, got considerably broken down; so that Cattle pass over it and travellers may easily evade the gate." The secretary was, therefore, instructed to direct the gatekeeper to use the rails lying nearby to repair the fence without delay.

The first gatekeeper there was John Hatton, who was appointed in 1809. William Tudor was the gatekeeper in 1813; he had previously been in charge of the tollgate at Towson.[54]

In 1852, the gatekeeper, who was described as an old and infirm man, was "assaulted and thrown down" by a man who refused to pay the correct toll. The assailant was described as large and strong and was believed to be a German.[55]

John Macauley, who was born 1804-05 in Pennsylvania, was the gatekeeper in 1860.[56] He was discharged in 1867 and William A. Tracey was appointed. Shortly afterward, Mr. Macauley died, leaving a widow and five children who were still living in the gatekeeper's house. Neighbors requested that Mr. Tracey's appointment be revoked and Mrs. Macauley be given the position. The company refused to do this, believing her incapable of doing the job, but allowed the family to remain in the house until other accommodations could be found and provided for an expenditure of $50 for the benefit of the Macauley family.[57]

The gatekeeper's house is still in use as a residence. It is at 13822 York Road.

The tollgate was moved south to Ashland Road about 1882 to collect from people entering the turnpike from Ashland and those coming down the Western Run Turnpike (now Shawan Road). The company purchased a half-acre lot there for the gatekeeper's house for $1,000 in 1882.[58] The tollgate was moved two or three times to collect the most tolls from people going to and from Ashland. When the tollgate was a short distance north of Ashland Road, people could go to and from Ashland and points south without paying. When it was just to the south of Ashland Road, they could go to and from the north without paying.[59]

When the tollgate was to the north of Ashland Road, tolls were collected from the gatekeeper's house on the west side of the road. It was close to the road and had a little vestibule on the front from which the gatekeeper could reach out and take the tolls. The State Roads Commission moved it back from the road in recent years.[60] It is still used as a residence and for commercial purposes; its address is 11206 York Road.

When the tollgate was to the south of Ashland Road—its last location—tolls were collected from a small wooden building measuring about 8 by 12 or 8 by 15 feet, on the southeast corner of the turnpike and Ashland Road. After the turnpike was taken over by the state, additions were made to this small building and it became a country store. It was torn down about 25 years ago.[61]

William A. May had been the gatekeeper there, but early in 1897 he was charged with embezzling money from the turnpike company. He was acquitted because the evidence against him was insufficient, and then he sued the company for $20,000, alleging false arrest and malicious prosecution.[62]

Miss Flossie Sommerville was the gatekeeper for many years. She lived in the gatekeeper's house on the west side of the turnpike and also served as gatekeeper when the tollgate was to the south of Ashland Road. Edward Barrett from Ashland succeeded her; he was the gatekeeper when the tollgate was to the south of Ashland Road.[63]

A tollgate was established slightly to the north of what is now 16129 York Road, between Cold Bottom Road on the south and Piney Hill Road on the north, in 1809.[64] The one-acre lot on the west side of the road for the gatekeeper's house was acquired by the company in 1812.[65] James Stewart was appointed gatekeeper in 1809.[66]

In 1859 the tollgate was removed and a tollgate was established in Parkton in its place.[67] Later a tollgate was re-established at this location. The gatekeeper in 1892 and several years afterward was Mack Cox. He also had

responsibility for maintaining part of the turnpike. His family took care of the tollgate during the daytime while he went up and down his portion of the road with a wheelbarrow to fill up holes.[68] In 1894 someone stole $43, part of which was toll receipts, from a drawer in the gatekeeper's house. It was believed the thief got in through a window over a shed roof. Mr. Cox kept smaller sums of money elsewhere in the same room, but they weren't disturbed.[69]

The next and last gatekeeper was Jacob H. Bull (1869-1935). He had responsibility only for the tollgate and did not work on the road. While serving as gatekeeper he also worked as a carpenter for V. R. Young. They constructed houses, barns, chicken houses, and anything else that needed to be built. His wife took care of the tollgate during the daytime and he tended it at night. The Bull family left the gatekeeper's house about 1911 and moved to Hereford, and Mr. Bull continued to work as a carpenter for V. R. Young.

The gatekeeper's house was an old rectangular 1½-story structure, partly of log and partly of frame construction, covered outside with board and batten, and was whitewashed. It had a one-story kitchen built onto its front. A living room and spare room were on the first floor and two bedrooms upstairs.

The tollgate was the type that was raised and lowered. A son of the last gatekeeper recalls that it was always left up during the daytime but kept down at night. It was well-balanced and could be easily raised by means of a handle.[70]

The gatekeeper's house and lot were sold in 1911 to the owner of the adjacent farm.[71] A family lived in the house for about two or three years and then it was torn down.[72] There is no trace of it now.

The next tollgate was originally near Wiseburg. John Garrett, who was already living there, was selected as the gatekeeper in 1810. Shortly afterward, the company purchased a lot from him at that location.[73] This tollgate was later taken out of service, but the turnpike company continued to retain the lot. It was sold in 1912 to the owner of the adjacent farm.[74]

The tollgate at Parkton had been moved there from south of Hereford in 1859 to collect from people who came from the north to transact business in Parkton. A newspaper predicted that the move would undoubtedly bring the company considerable additional revenue.[75]

The gatekeeper's house was located on the northwest corner of the intersection of Calder Road with the turnpike. It was a two-story wooden structure with two rooms on each floor. It was covered with vertical weatherboarding and was painted brown. Attached to the front of it was a small wooden structure from which the gatekeeper collected tolls; a small stove inside provided heat in cold weather.[76] The gatekeeper in 1865 and 1882 was E. B. Sparks.[77] Bill Alban, a crippled man, was the gatekeeper in the early years of this century.[78] He was succeeded by Mrs. Lida Wilson (1866-1934), who was the last gatekeeper.[79] The house was sold in 1913 for $200.[80] Later it was torn down and the present house was erected farther back from the road.

In the later years of the turnpike's existence Parkton had two tollgates, one on either side of the railroad crossing, to collect from people who came from both the north and the south to get to the railroad. Most of the activity on the turnpike at Parkton was in the morning when farmers brought milk to the railroad. They, of course, paid at only the one tollgate they passed to get to the train, but people travelling all the way through Parkton had to stop and pay at both tollgates.

The southern tollgate at Parkton was across from Almony's grocery store. There was a little wooden building on the west side of the road for the gatekeeper, which contained a small stove to provide heat, but there was no house. The gatekeeper lived elsewhere in Parkton. The structure was hot in summer and there were no shade trees; sometimes the gatekeeper would take his chair outside and sit behind the little building to try to keep cool. Walter E. French (1862-1906) was the gatekeeper until he died. He was also a barber and cut hair while taking care of the tollgate. He was succeeded as gatekeeper by Tom Cooper, who died a few years after the turnpike was sold.

Both tollgates were raised by turning a crank. They were in operation from 7 a.m. until 5 p.m.; after 5 o'clock the gates were left open and people could pass free of charge. Those who made frequent use of the road, such as the milkmen who brought their milk to the railroad, purchased a monthly ticket for 75 cents. The gatekeepers knew those who paid by the month and let them pass without stopping.[81]

The northernmost tollgate was just south of the state line, a quarter of a mile north of the town of Maryland Line. A lot for the gatekeeper's house was deeded to the company in 1812, but the tollgate had begun operation in 1809. At that time Edward Perrine was appointed gatekeeper. In 1812 he was transferred to the tollgate at Towson and Daniel Hatton took his place.[82] William Standiford, born 1791-92, was the gatekeeper in 1850.[83] He later became superintendent of the turnpike. In 1865 Joseph Miller was the gatekeeper. He resigned in 1868, and Eli F. Matthews replaced him.[84] Later, Mrs. Mary Kurtz, a widow, was the gatekeeper until her death, about a year before the turnpike ceased operating. Various people served as gatekeepers in the short time remaining before the turnpike was sold.

The gatekeeper's house was a small log building with about two or three rooms, located on the west side of the road. The house and lot were sold in 1912, and the house was demolished probably not long afterward.

Apparently the turnpike in Pennsylvania remained in

existence after the Baltimore and York Turnpike in Maryland was acquired by the State Roads Commission, since a tollgate was established about a half mile north of the state line after the Maryland Line tollgate stopped operating.[85]

Lee Fulton of Maryland Line was in charge of the maintenance of the portion of the turnpike from the state line to Parkton. Local farmers would haul in stone when needed and Mr. Fulton would break it up and fill in the holes in the road.[86]

In 1808 the company erected milestones of limestone to mark the first ten miles of the road. In 1812 the superintendent was asked to ascertain the cost of adding the mileage to York on each of the stones; however, this addition was never made. Other milestones were erected in or before 1813; the turnpike company's records contain references to repairs to the 18, 22, and 23-mile stones in 1813.[87]

The milestones now in existence are as follows:

9-mile stone: north of Margate Road, Lutherville.

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Portions of the turnpike were ceded to the city of Baltimore at various times, and the remaining 28.2 miles of the turnpike, from the Baltimore city limits to the Pennsylvania state line, was sold to the State Roads Commission for $1,000 in July 1910.[94] About a week after the "death" of the turnpike, the *Baltimore County Union* of Towson published its obituary:[95]

> The York Turnpike passed peacefully away at precisely 6 o'clock Friday evening of last week, aged 106 years. It has entered into a new and better life, for it is now a State road and will be improved and maintained as such and from now henceforth forever travellers over it will pay no tolls. Truly, its loss is our eternal gain.

WESTERN RUN TURNPIKE

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In March 1868 the property owners along the route of the turnpike deeded the necessary land to the company.[4]

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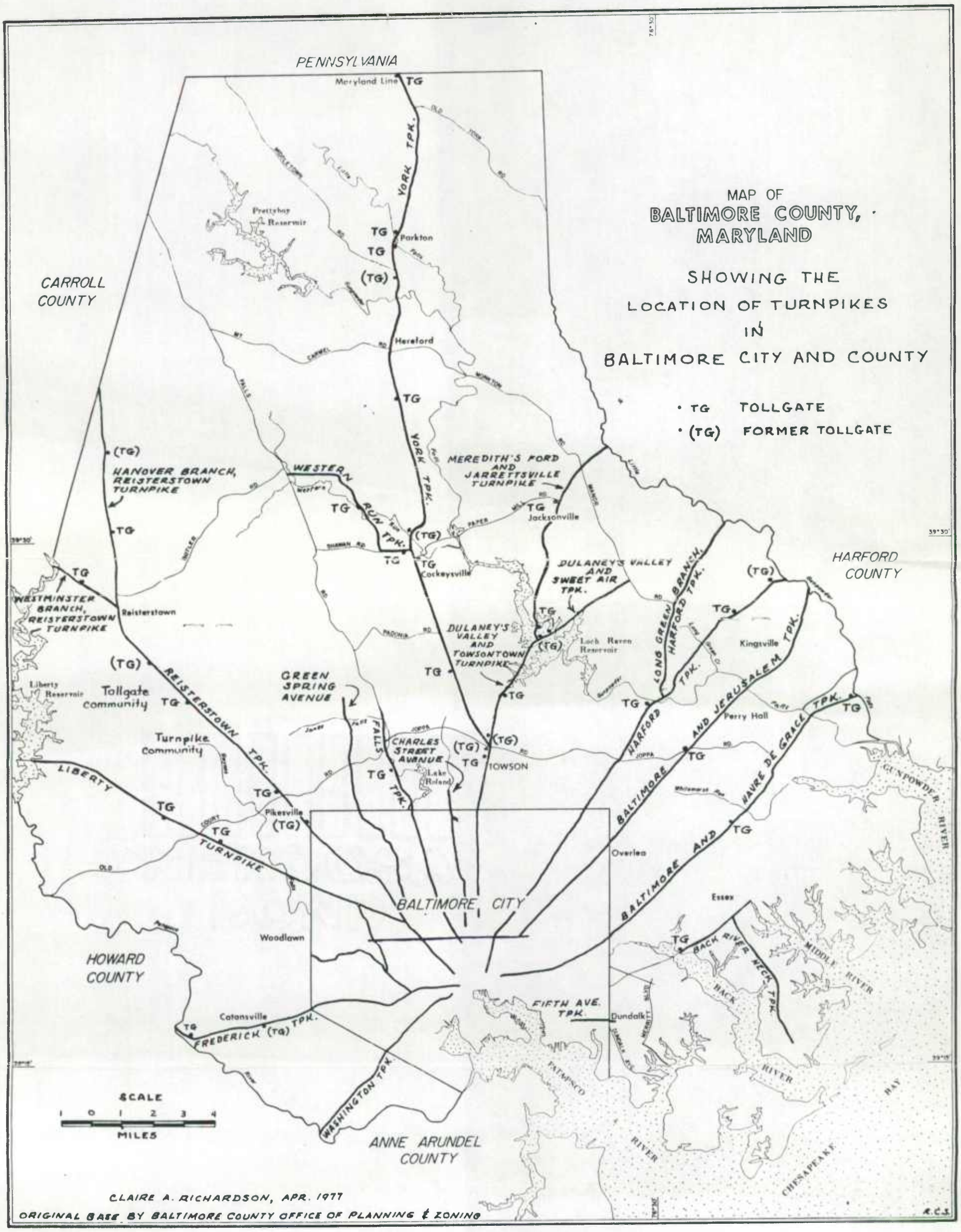
Stock Certificate of the Western Run Turnpike Company, 1873.


MAP OF
BALTIMORE COUNTY, MARYLAND
SHOWING THE
LOCATION OF TURNPIKES
IN
BALTIMORE CITY AND COUNTY
• TG TOLLGATE
• (TG) FORMER TOLLGATE
PENNSYLVANIA
CARROLL COUNTY
HARFORD COUNTY
HOWARD COUNTY
ANNE ARUNDEL COUNTY
BALTIMORE CITY
Maryland Line
Prettyboy Reservoir
Parkton
Hereford
Cockeysville
Jacksonville
Reisterstown
Liberty Reservoir
Tollgate community
Turnpike Community
Pikesville
Lake Roland
TOWSON
Loch Raven Reservoir
Kingsville
Perry Hall
Overlea
Essex
Woodlawn
Catonsville
Dundalk
YORK TPK.
WESTERN RUN TPK.
HANOVER BRANCH, REISTERSTOWN TURNPIKE
WESTMINSTER BRANCH, REISTERSTOWN TURNPIKE
REISTERSTOWN TPK.
LIBERTY TURNPIKE
MEREDITH'S FORD AND JARRETTSVILLE TURNPIKE
DULANEY'S VALLEY AND SWEET AIR TPK.
DULANEY'S VALLEY AND TOWSONTOWN TURNPIKE
GREEN SPRING AVENUE
CHARLES STREET AVENUE
FALLS TPK.
LONG GREEN BRANCH, HARFORD TPK.
HARFORD TPK.
BALTIMORE AND JERUSALEM TPK.
BALTIMORE AND HAVRE DE GRACE TPK.
BACK RIVER NECK TPK.
FIFTH AVE. TPK.
FREDERICK (TG) TPK.
WASHINGTON TPK.
GUNPOWDER RIVER
MIDDLE RIVER
BACK RIVER
PATAPSCO RIVER
CHESAPEAKE BAY
SCALE
1 0 1 2 3 4
MILES
CLAIRE A. RICHARDSON, APR. 1977
ORIGINAL BASE BY BALTIMORE COUNTY OFFICE OF PLANNING & ZONING

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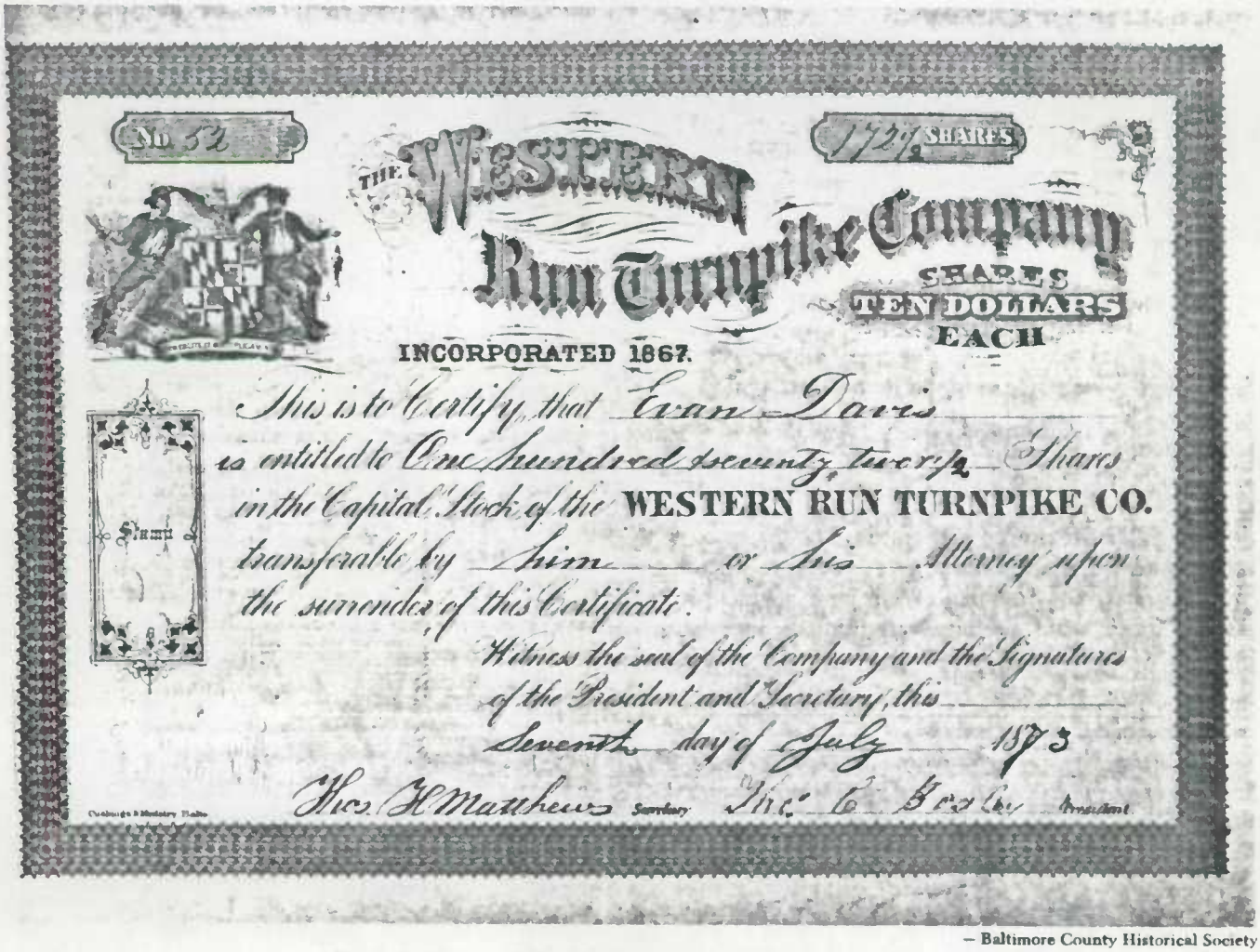

No. 52
172½ SHARES
THE WESTERN Run Turnpike Company
SHARES TEN DOLLARS EACH
INCORPORATED 1867.
This is to Certify that Evan Davis is entitled to One hundred seventy two & Shares in the Capital Stock of the WESTERN RUN TURNPIKE CO. transferable by him or his Attorney upon the surrender of this Certificate.
Witness the seal of the Company and the Signatures of the President and Secretary, this Seventh day of July 1873
Thos H Matthews Secretary Jno C Bosley President

— Baltimore County Historical Society

Stock Certificate of the Western Run Turnpike Company, 1873.

near York Road. This was located on Western Run Road just south of Western Road. The only gatekeeper was Melchoir A. Tracey (1850-1927). He was a wheelwright there before the tollgate was established and continued that work while he was the gatekeeper. At the time the tollgate was established, a wheelwright shop and a blacksmith shop were expected to be erected nearby on Mr. Tracey's property.[9] Because his time was divided between his home and the wheelwright shop, which were close to each other along the road, two tollgates were placed there. The construction of these gates was, according to a local correspondent to a county newspaper, "of absorbing interest . . . to those who have nothing better to do."[10] One gate was in front of the wheelwright shop, and while Mr. Tracey was working there it was used and the other gate was left open. At night and on Sundays the gate in front of his house was the one that was used. Mr. Tracey slept in a bedroom on the second floor. If someone needed to go through the gate while he was asleep, the traveler would call "Gate! Gate! Gate!" Mr. Tracy would come to his bedroom window to see who it was and would then open the gate from the window; a system of pulleys and weights permitted this. He would lower a cup to take the toll or would collect it from the person the next time he saw him.

In addition to his work as a wheelwright and gatekeeper, Melchoir Tracey kept a small store (known as a "penny store") in his home, where he sold tobacco and miscellaneous items.[11] He was also the postmaster of the Western Run post office from 1889 until it was discontinued in 1910.[12]

Farmers taking produce and hay into Baltimore were the principal users of the turnpike. The gatekeepers knew all the local farmers and they were permitted to pay for a round trip on their return from Baltimore.

The road was "paved" with slag from Ashland Furnace. When repairs were necessary, the turnpike company's directors got their teams and hauled slag from Ashland to use on the road.

According to Webster Bosley of Sparks, the company never paid any dividends and the turnpike did not even pay for itself. He recalled that meetings of the board of directors were held at the home of Edwin Scott, the company's secretary and treasurer. There were no prescribed meeting times; board meetings were held whenever business had to be taken care of.

Site of the second tollgate. Tolls were collected from the wheelwright shop (left) when the gatekeeper was working there and from the gatekeeper's house (right) at other times.

E. Gittings Merryman was at one time the president of the Western Run Turnpike Company.[13] Other presidents were Thomas C. Bosley in 1873 and Joshua G. Bosley in 1913 and 1918. Secretaries were Thomas H. Matthews in 1873, Edward E. Scott in 1913, and John A. Scott in 1918.[14]

The turnpike had a full-time supervisor. He was James Quinn; later, his son, of the same name, took his place.[15]

In March 1918 a petition was being signed by the company's stockholders as well as by residents along the turnpike asking the Baltimore County Commissioners to take over the turnpike.[16] The county acquired the road in September 1918.[17] It was the last turnpike to operate in Baltimore County.

In an editorial regarding the acquisition of the Western Run Turnpike by the county, the Baltimore *Sun* stated:

> Passage over the highways in any community should be as free as air, and it pays any community in many ways to encourage travel by maintaining good roads free of toll. Maryland has slowly come to a knowledge of this fact.

The *Sun* acknowledged that the turnpikes had been a most valuable asset in the state's development. "Therefore, while we welcome the departure of the tollgate, it is entitled to respectful memory."[18]

DULANEY'S VALLEY AND TOWSONTOWN TURNPIKE

The Dulaney's Valley and Towsontown Turnpike went from Towson to Meredith's Ford bridge (now under the waters of Loch Raven), a distance of about four miles. The southern portion of the turnpike was the same as the present Dulaney Valley Road. The northern part was to the east and south of the present road. On the east side of the Meredith's Ford bridge, the Dulaney's Valley and Sweet Air Turnpike went to the northeast, and near the same point the Meredith's Ford and Jarrettsville Turnpike went to the north. The Dulaney's Valley and Towsontown Turnpike and the Meredith's Ford and Jarrettsville Turnpike followed approximately the Old York Road.

The Dulaney's Valley and Towsontown Turnpike was chartered in 1856. Its organizers were Joshua Jessop, John H. Longnecker, Jeremiah Yellott, George H. Merryman, and Joshua Marsh. The capital stock was to be $12,000, in shares of $25 each.[1]

In May 1856 a contract was made with James Mullan of Baltimore to begin the work on the road. He did not fulfill his obligation, and in April 1857 a new contractor, Daniel Harding, started the work. He completed only one mile. The remaining three-mile portion was constructed by the company under the supervision of John Yellott and Joshua Bosley. In May 1858, a Towson newspaper reported:

> . . . the work on the Dulany's Valley and Towsontown pike seems to be getting on very slowly, only a few hands being employed. Meanwhile the old road is in a most wretched condition, and appears to be under the charge of no one. Even part of the stone in its bed has been appropriated to make the turnpike, leaving the old road a quagmire. Something ought to be done at once, either finish the turnpike, or repair the old road.

By August the road had been completed to Furnace Branch, and the work was reported to be "rapidly advancing." Three miles of it was completed by December, and the following month the road was completed to the Meredith's Ford bridge and reported to be in excellent condition for the most part.

A Towson newspaper mentioned that the cost of the first mile had been over $5,000 and the cost of building the remaining three miles was less than $2,300 a mile. Apparently the newspaper received a complaint about this comparison of costs because in the following week's issue it was pointed out that the first mile had cost much more because the road was wider, necessitating more stone, and the stone had to be brought from a greater distance than the stone used on the last three miles. The work of the first mile also involved the grading of a hill. On the last three miles, the stone part of the road was not as wide, the stone was more easily procured, and in one place furnace cinders, which were obtained free and did not need to be broken up, were substituted for stone. The newspaper pointed out that the costs published in the previous issue were not intended to reflect on the contractor or anyone else.[2]

There was only one tollgate. At first it was located in Towson, a short distance north of the turnpike's intersection with the York Turnpike. A lot for the gatekeeper's house, on the west side of the road, was purchased from Mary A. Shealey. The tollgate was erected there in September 1858, and the collection of tolls began in November or December.[3]

Mrs. Susan E. Barbour was the first gatekeeper.[4] She was born in Baltimore in 1822 and spent most of her life in the city. She married young, and her husband died when she was only 26. She spent the end of her long life in the Home for the Aged of the Methodist Episcopal Church, dying in 1916 at the age of 94.[5]

Mrs. Barbour resigned as gatekeeper in 1864 and was replaced by John W. Cook.[6] He served as the gatekeeper for a number of years prior to his death at the age of 84 in 1884.[7]

To collect from people who had been avoiding the payment of tolls by using Pot Spring Road to go to the Timonium Fair, the company sold the lot at Towson and moved the tollgate to Pot Spring Road.[8] In 1877 the company leased a lot for the tollgate at the intersection of Pot Spring Road and the turnpike for a yearly payment of $45. The lease was to run for 99 years, but after seven years the company could buy the lot for $750. The company purchased the lot in 1884.[9]

The gatekeeper's house was built by Captain John Ridgely. It was a two-story frame structure with a deep kitchen basement and two rooms on each floor. A porch went along the front of the house, and the south end of

the porch was enclosed to form a room six by ten feet. This room, which was the gatekeeper's office, had a door opening into the house and another door to the outside.

At first, the house was on the east side of the turnpike, across from Pot Spring Road. It had been very close to the road. Sometime in or after 1912 it was moved to a hill on the west side of the road, south of Pot Spring Road. After the turnpike was taken over by the county, the house was used as a private residence. It was demolished sometime after 1930.

The tollgate consisted of two triangular gates which swung laterally on thick square posts and joined together in the center of the road to form a heavy wooden bar. The two sections could be locked when joined together. The tollgate was removed July 1, 1917.[10]

Joseph Phipps, who had previously been in charge of the tollgate on the Dulaney's Valley and Sweet Air Turnpike, was the gatekeeper in the 1880's. He left about 1888 to become the manager of the nearby Ridgely farm at Hampton. The next gatekeeper was his brother, Alfred.

Alfred Phipps had served for a short time in the Union Army in the Civil War by falsifying his age (he was only 15). Later he and his brother James operated a shoemaking business in Towson. He took the tollgate job vacated by his brother because his 19-year-old son had recently died and he thought it would be good for his wife to get into the country away from Towson. The family did a little farming at the tollgate, and Mr. Phipps did a small amount of shoe repairing.

At times the Phipps' children went out and collected the tolls. A daughter recalls that the tollgate was often left open. Sometimes people going up the road would also pay for their return trip. If they did not, the gatekeeper and his family would have to watch for them to be sure they paid on their return. Regular users of the road presented no problem, she recalled, but sometimes strangers would ride slowly up to the tollgate and suddenly whip up their horses in an effort to run through without paying. The regular users paid at the end of the month, and this meant that the gatekeeper had to keep a record of when they came and went. A record also had to be kept of each day's toll receipts. The money—mostly small coins—was kept in a cigar box.[11]

Alfred Phipps served for five years until his death at the age of 46 in 1893. Not many weeks later, the company's board of directors met to choose another gatekeeper.[12] Since her husband's death, Mrs. Phipps had served briefly as the gatekeeper. She was his second wife and she had also been married previously; she went back to live with her family by her first husband.[13]

There were six or eight applicants for the gatekeeper's position, some of whom had strong recommendations. William McCann, the man selected, had letters from several prominent citizens. He had been a shoemaker in Baltimore.[14]

A later gatekeeper was Henry Christie. He is said to have held the position for a short time and then moved away.[15]

The gatekeeper in 1905 was Frederick T. Rinehart, born 1839-40. He has been described as a strict old man. The tollgate was kept closed at night and Mr. Rinehart slept in the small office at the front of the house to open the gate for travellers. His wife feared that he might be attacked some night and on a number of occasions asked him to sleep inside the house. However, he said that he was not afraid of anyone. He always slept with a pistol on the chair beside him. Whenever people needed to get through the gate he was always there with a red light.[16]

Four days before Christmas of 1905 Mr. Rinehart was murdered by Isaac Winder, accompanied by his nephew, William Winder, two Negroes from the area.[17]

The Winders had been drinking, and Isaac's mother later indicated that the use of cocaine may have also been involved. About 9:30 on the evening of December 21 they showed up at the Eight-Mile House on the York Turnpike between Towson and Lutherville. Mrs. James W. Shea, the proprietor's wife, went to close the front shutters of the house, and when she opened the front door she found the Winders standing there. Two heavy clubs they had brought with them were leaning against the door frame. Mrs. Shea jumped back in fright. They said they were from Lutherville and wanted some liquor. They followed her into the barroom and asked for a half pint of gin and a half pint of whiskey. She put the bottles on the bar and one of them asked for tobacco. When she turned to get it from the case, they took the bottles and ran out the door. Mrs. Shea shouted for her husband, who was in a rear room, and he arrived in time to see the Winders running up the York Turnpike. The two clubs they had brought were left on the porch.

They spent some time in the Lutherville area and then headed for Sunnybrook, where the grandmother of one of them lived. After walking a short distance, Isaac asked William for the pistol he was carrying. About 50 yards from the tollgate, Isaac broke off a club from a walnut tree, which, strangely enough, according to Alfred Phipps' daughter, had been planted by her father when he was the gatekeeper. Their activities are described in Isaac Winder's confession:

> . . . Me and the boy was going along the road and we were pretty drunk. We broke a club from a tree along the road and the boy took it. He had the gun, and I told him to give it to me because I could make a bigger bluff than he could with it. We called 'toll' in front of the tollgate house. The old man asked us what we wanted, and we said 'nothing.' He told us to move on. We laughed and talked five or six minutes in front of the place before he opened the door.
>
> When he opened the door the boy hit him with a club. We intended to do him up with the club or scare him. The boy hit him once or twice and he fired

two shots. Then I threw up my gun and fired two or three times; I don't just remember how many; I don't know how the window got smashed. We didn't break it in before he opened the door. We didn't want to kill him. I wouldn't have done anything foolish like that.

William said, "My uncle did the shooting. I hit the old man on the arm once with my club and then ran. I didn't hit him on the head or body. My uncle went in the house; I didn't."

The tollgate office was so small that Mr. Rinehart had no opportunity to retreat. He made a fierce defense and fired his pistol twice, wounding Isaac Winder slightly in the stomach and finger. Mrs. Rinehart, sleeping upstairs with her two children, was awakened about 11:30 by a jarring noise and then heard her husband's voice. She jumped out of bed and started down the stairs. Halfway down she heard four or five shots in quick succession. She was frightened and stopped; then all was quiet, and she continued down into the kitchen. Looking into the room where her husband slept, she saw him lying face down on the floor and exclaimed "My God! What's the matter?" He did not answer, but his arms twiched and he gasped. Mrs. Rinehart thought he was only stunned and ran back to the kitchen for some spirits of camphor, which she poured on his head. As she did this, she saw by the dim light of the lantern on the wall the bullet hole in his jacket and noticed the glassy appearance of his eyes. She said that her heart stood still then and she ran back into the house and up to the bedroom, fearing that whoever was responsible might come back.

The children, aged 10 and 11, had been awakened when she was and had been screaming all the time she was downstairs. She locked the bedroom door and tried to calm them but could not do so because they were so frightened. She sat there with them for about three hours, making no effort to go for help because she was still afraid the murderers might come back. About two or three o'clock in the morning Mrs. Mary Cook came by in her market wagon and called out for Mr. Rinehart to open the tollgate. Mrs. Rinehart raised the window and told her that her husband had been shot. Mrs. Cook, accompanied by the Rineharts' ten-year-old son, William, then drove to the farm of John C. Schmidt, about a quarter of a mile up the road, for help. Mr. Schmidt got his hired man, Abe Hall, and they hurried to the gatekeeper's house. The scene they found was described by Mr. Schmidt:

> I found Mr. Rinehart lying on a couch, and the only wounds I noticed then were scratches or cuts on one of his wrists. A chair was [completely smashed] . . . and all the glass and the cross sash in the lower window were broken out. The window looked as if it had been smashed from the outside, and a person on the outside could easily have struck Mr. Rinehart as he lay on the couch.

Robbery had been the motive for the attack, but the Winders left when Mrs. Rinehart approached and obtained no money. Eleven dollars was still in Mr. Rinehart's pocket and about 40 cents in nickels and cents was scattered on the floor.

Near the house, Abe Hall found the club used by the Winders; farther away their nearly-empty gin bottle was found. People had gathered outside and some of them told Mr. Schmidt of a trail of blood leading away from the house. It was followed as far as possible. Ben Edwards, a Negro farmer who had previously threatened to shoot William Winder on sight if he came to his house, joined in following the trail. He told Mr. Schmidt then that he thought the two Winders had committed the crime. Giving testimony a few days later, he expressed the opinion that they had been committing all the robberies in the neighborhood. When asked at the inquest if the Winders were working men, he replied: "Working nothing; they don't do anything but steal. They're just good for nothing and didn't do anything but steal."

At first it was intended to have Mr. Rinehart's funeral in the gatekeeper's house, but so many wanted to attend that it had to be held in the Towson Methodist Church (then located next to Prospect Hill Cemetery). By the time of the funeral, the Winders had already been apprehended and had confessed.

William Winder, after running away from the scene of the crime, came back and helped his uncle get away. They went to Towson and took a streetcar to Baltimore, where Isaac got his wounds dressed at Maryland General Hospital. William was arrested the day after the crime at his home in Baltimore, and the next day Isaac was found hiding under some hay on the farm of T. V. Richardson in the Western Run area of the county.

Isaac received a very prompt trial in Towson. On January 16 he was found guilty and sentenced to be hanged on March 30, 1906. William asked for a jury trial and a change of venue. He was convicted of second degree murder in Bel Air in February and was sentenced to 18 years' imprisonment. This, however, was not the end of the story.

While awaiting his execution, Isaac was kept in the Towson jail. After two unsuccessful attempts, he escaped on March 5. The jailers exhibited what was considered to be the most extreme incompetence, and local officials were outraged that it could have happened. Residents locked and barred doors and windows. Armed men went searching for Winder, and he was seen or believed to have been seen in widely diverse locations. Sometimes innocent men were chased through mistake. "Hurricane" Branch was hired to come from Virginia with his bloodhounds, but the dogs were unsuccessful in tracking down the escaped murderer.

The search for Winder was the county's largest manhunt. It was estimated that half the men in the county

took part, and one posse was said to have contained 1,000 men. A reason for the heavy participation was that "it was then too early for the spring plowing and the country folk had nothing in particular to do." All the efforts were in vain until March 20, when Winder was captured by county police chief Abraham T. Streett on the farm of Jefferson Shanklin near Loch Raven.

The escape and the manhunt received wide coverage in the newspapers. The Baltimore papers printed extras when Winder was recaptured, and more of these were sold than the extras when President McKinley was assassinated. One reader was Winder himself, who read about his activities in the *Sun* during his period of freedom; when he was recaptured, he said that the newspaper reports about his escape and subsequent movements had been correct.

The excitement did not end with Winder's recapture. The execution was scheduled to be held in the jailyard at Towson on March 30 as originally planned. Just before the execution, Winder had eaten a large supper, slept soundly, and had a large breakfast. Spectators began arriving early to see the hanging, but it was delayed two hours. The crowd became restless and some boards were torn from the fence around the jailyard. Finally, the prisoner was brought out. He posed for some photographs and made a short statement expressing regret for what he had done. He was very calm until the noose was positioned just above his head; then he fought desperately for 8½ minutes, and five men tried to subdue him. Patrolman James E. Kleeman of Pikesville, an unusually large man, was called upon to help, but he was not entirely successful. Patrolman Patrick Scott, known as the strongest man on the county police force, was called and they were able to bring Winder under control.

At least 2,000 men had gathered to watch the hanging. When they were permitted inside the jailyard fence, the small area quickly became crowded. Fights broke out among those who wanted to get closer, and more boards were torn from the fence. Advice was shouted to the police officials during their struggle with Winder. As soon as they managed to get the noose around his neck, the sheriff quickly triggered the trap door. The crowd pushed closer and the police were unable to keep them back; all wanted to get a look at the body. The long story of Mr. Rinehart's murder had ended.

The gatekeeper from 1910 to 1917 was James Hiram Burton. He was born in Fallsburg, New York, the son of a Methodist minister, farmer, and saw mill owner. In his early youth he worked on the farm and in the mill and continued to live among the hills of his native county until 1882, when he went to Florida to seek his fortune. He remained in Florida only two years and then came to Baltimore County, taking a job on the farm of Col. Dennis M. Matthews, president of the Dulaney's Valley and Towsontown Turnpike Company. After two years' service on the Matthews place, Mr. Burton quit to accept a position at the Sheppard-Pratt Hospital, a job he held until 1910 when he became the gatekeeper.

In 1931 he recalled his predecessor's murder and his own experiences as the gatekeeper:[18]

> Yes sir, I remember that murder very well, and recall standing on the hill of the Sheppard-Pratt Hospital property and watching the crowd around the Towson Jail the morning Ike Winder was hanged. I never thought at the time that I would ever take the place of the man who was murdered, or live in the house where he was shot down. But just about six years later I presided over the office where he was attacked, and his house was my home.
>
> I played in much better luck than Mr. Rinehart, however. I was keeper of the toll-gate for seven years —from 1910 to the fourth of July, 1917, when it was done away with—and never once had an attack made upon me by robbers. I had all sorts of persons to deal with; toll jumpers of all kinds came to my bar; many heated arguments took place at the barrier, and I was dragged many yards by horses whose drivers persuaded me to open the gate then sought to run off without paying the toll, but I was never done bodily injury directly by a traveler or seriously threatened by one.
>
> Oh, yes, now and then some of my customers would get pretty ugly and have considerable to say about being robbed, but I'd simply snap the lock on the gate and let them rave until they got over it. It was hard for some of them to understand that the turnpike was a private road, kept up by a private company that had a right to a return on the money it spent on the highway. Some of them simply couldn't get that through their heads, and, of course, thought that the toll charge was little less than highway robbery—some sort of a hold-up game, anyway. So they used to kick pretty hard, but the argument always ended by their paying the toll and going their way.
>
> I remember having a big fuss one night with a fellow who came up to the gate in a single rig. He vowed he would do this or that and a lot of things before he would pay a cent of toll. I kept the gate locked and talked with him for a while, but the more I tried to reason with him the madder he got, so I just quit and let him explode to the night air. Finally, after he had just about exhausted his vocabulary, he pulled his horse to one side, gave it the whip and tried to drive around the gate. There was a ditch there, however, he didn't know anything about and he broke a buggy spring that, I'll wager, cost him several dollars to have mended. He accomplished what he started out to do, and I let him go; but he paid the highest toll that gate ever cost a man for a single passage.
>
> Many times I have trusted a man far enough to open the gate and let him through, only to have him whip up and try to get away without paying me. Then I would grab hold of the bridle of his horse and hold on until he changed his mind. Once I had a team drag me up the road for a hundred and fifty yards before I could stop it and get my money.
>
> I rarely had any trouble with regular users of the road. They knew what it was all about and what the toll charges were and paid without argument. It was a real pleasure to meet most of them each day. But here

and there among the regulars were some who ran up toll bills they never met. Why, I know one man who owes that toll-gate $29 to this day. Oh, yes, he is still living and has money enough to square the account if he wanted to wash the slate. And he is not the only one who owes that old gate.

What did the gate take in? Well I don't know that I could give you an average. Toll receipts used to run from 25 cents to $15 a day. On heavy [Timonium] Fair days I have taken in as much as $15. I know that while I was there—with the exception of one year—the gate paid eight percent on the Company stock.

The gate was operated from five o'clock in the morning until nine o'clock at night, when I would open her wide and go to bed. Any one coming along after nine o'clock at night passed toll free. The toll charges were levied according to what was passing through. There was no charge for pedestrians or boys on bicycles. A man on a horse was charged two cents. Toll on a buggy, or a wagon with narrow tread tires was five cents if it were going through on the Dulaney Valley road and two cents if going up the Pot Spring road. Five cents toll was charged for each horse. If a wagon had tires of wide tread—three or more inches in width—there was no toll charge on it. You see, a charge was made for the narrow tread vehicles because they cut up the road bed. Automobiles were charged ten cents.

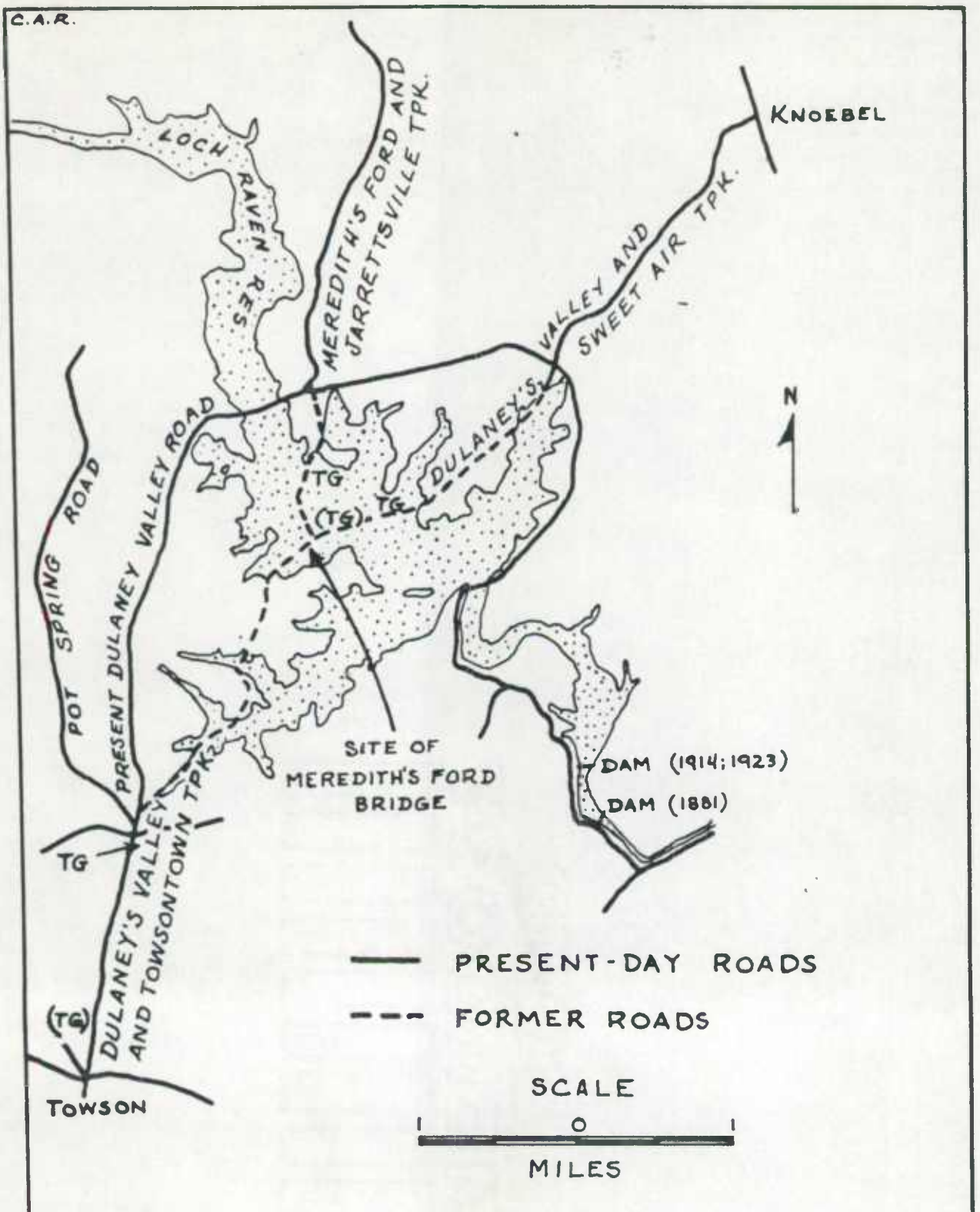
An old man named Tom Wheeler was employed to keep the road in repair from Pot Spring Road to the Meredith's Ford Bridge. Some stone was obtained from a quarry near the turnpike, and farmers would haul rocks from their farms and dump them alongside the road. Mr. Wheeler took them in a wheelbarrow, broke them up with a knapping hammer, and filled in the ruts with them. Regardless of his efforts, however, the road was not in good condition. When the frost came out of the ground in the spring, vehicles would sink into the roadbed. At such times eight horses were needed to pull vehicles up hills where it would ordinarily have taken four horses.[19]

Presidents of the company were William F. Pearce 1856-58, Joshua Marsh 1859-63, Jeremiah Yellott 1864, Joshua Marsh 1870-74, Dennis M. Matthews 1875-1904, Edward S. Peerce in 1915, and John Ridgely of Hampton in 1917 and 1918. Joshua Jessop was secretary in 1858 and secretary and treasurer in 1859 and 1861, Dennis M. Matthews was secretary and Charles M. Jessop treasurer in 1861, Charles M. Jessop was secretary and treasurer 1862-64, Edwin Jessop was variously identified as treasurer or secretary and treasurer 1870-79, and Edward S. Peerce was treasurer in 1887 and secretary and treasurer 1892-1904.[20]

Jeremiah Yellott was the supervisor of the turnpike in 1861.[21] Later the position was filled by Thomas Peerce. In 1893 he declined to serve any longer and the company's officials decided to offer the job to John W. Wolf, who was the tenant on the Furnace Farm.[22] Milton Dance was identified as the company's agent and manager in 1887.[23] Edward S. Peerce was the supervisor of the turnpike, in addition to being the company's secretary and treasurer, from 1894 to 1904.[24]

Edward S. and Thomas Peerce and Jeremiah Yellott were also officials of the Dulaney's Valley and Sweet Air Turnpike Company, but the two companies remained separate.

The company received $4,000 compensation from the city of Baltimore in 1915 for damages to the northern end of the road resulting from the flooding of the Gunpowder River to form Loch Raven Reservoir.[25] In May 1917 the stockholders authorized the directors to sell the turnpike to the county. The deed was executed in September 1917, and the purchase price of $2,500 was received from the county in May 1918. The turnpike company filed a petition for dissolution with the Baltimore County Circuit Court, and the dissolution occurred in July 1918.[26]



MAP SHOWING TURNPIKE ROUTES
PRIOR TO
THE FILLING OF LOCH RAVEN RESERVOIR

MEREDITH'S FORD AND JARRETTSVILLE TURNPIKE

The Meredith's Ford and Jarrettsville Turnpike went from the east side of Meredith's Ford bridge northward to Sunnybrook and northeast to Jacksonville and into Harford County. It did not reach Jarrettsville; because of a lack of money it ended at Hess Road in Harford County.[1] The southernmost portion is now under water and another short portion of the turnpike is to the east of the present road; beginning at the top of the first hill, the turnpike followed the present Jarrettsville Pike.

The company was chartered in 1864. Its organizers were Benjamin V. Richardson, John B. Pearce, Joshua Hutchins, James Parker, Thomas Emory, John R. Street, William Badders, William Jarrett, and James Scarff. Capital stock was to be $50,000, in shares of $25 each.[2]

In August 1865 it was reported that the turnpike was under construction and it was expected to be completed in the fall of that year.[3] However, by 1868 the road was still not finished and the company was experiencing financial difficulties. A total of $9,200 was owed to 18 people who had contributed toward construction costs. They were: James K. Scarff, $600; Thomas Hope, $600; James W. Tolley, $600; John S. Howard, $600; J. R. Street, $600; Dr. Richard Emory, $600; John Smith, $600; J. and D. Turnbull, $500; John Hutchins, $600; Hiram Ball, $600; Henry Hess $600; Joshua and William Price, $600; N. H. Parker, $600; Albin Owings, $500; Israel A. Scarff, $500; and John Dutee, $500.[4]

In order to assure that the $9,200 was repaid to the contributors, the turnpike was mortgaged to Joshua H. Scarff in 1868, and it was sold by him at public auction in 1872 for $5,000. The purchaser, Thomas L. Emory, was apparently acting as the agent for the 18 contributors.[5]

Both this turnpike and the nearby Dulaney's Valley and Sweet Air Turnpike were experiencing financial difficulties at the time. Jeremiah Yellott, who was closely connected with the turnpikes in the area, stated in 1871 that these two were "barely able to keep themselves in ordinary repair with the tolls collected" and if sold would bring scarcely one cent on each hundred dollars that had been invested in them. They were both heavily in debt, he said, and probably would not pay a dividend for the next 25 or 50 years, if ever.[6]

The Meredith's Ford and Jarrettsville Turnpike Company was re-incorporated in 1877 under the state's general incorporation statute. The incorporators were Dr. Richard Emory, Nicholas H. Parker, John Smith, William Price, and Joshua Price, all of Baltimore County; and Hiram Ball, John Turnbull, Daniel Turnbull, James W. Tolley, John Hutchins, Henry Hess, Joshua H. Scarff, and Charles H. Street, all of Harford County. The company's office was to be at Dr. Emory's office, located on the turnpike in Baltimore County near the Harford County line. Capital stock was to be $7,000, in shares of $100 each.[7]

Dr. Emory and his family seem to have been very closely involved in the reorganized corporation. He and later his son were presidents of the company, and in 1878 $5,000 was lent to the company by his wife, Agnes.[8]

A tollgate was located about three-fourths of a mile from the southern end of the turnpike. The land for the gatekeeper's house was acquired in 1866 from Anna M. Chilton in return for 12 shares of the company's stock (valued at $25 a share) and the privilege of travelling the turnpike free of charge as long as she continued to live at her present address.[9]

John Riley was the gatekeeper for almost ten years. He quit in 1897 to engage in other work. A county newspaper at the time stated that he "has always given satisfaction to the company and the travelling public." The next gatekeeper was George Milford Turnbull of Harford County, who was also a director of the turnpike company.[10] He died near the end of 1898 at the age of 45.[11]

The last gatekeeper was Harry Pocock, who held the position for a number of years. He was also employed by the city of Baltimore as a laborer. He and others cut bushes along the edges of streams to keep the water in Loch Raven Reservoir from being contaminated and did other jobs as needed. While he was working, his family took care of the tollgate. When there was little work to do, he would be among the first to be laid off because he had his gatekeeper's job to rely on for a small income.[12]

The gatekeeper's house was a frame structure, covered with whitewashed vertical boards. There were three rooms downstairs and two above.[13] A frame stable had also been there, but it was destroyed by fire in 1900.[14] The lower part of the turnpike, including the tollgate and gatekeeper's house, was sold to the city of Baltimore in 1915. The company was given the right to move the house within 60 days, but it was not a very good structure and was left standing. The house is now gone but its foundation is still there.[15]

The other tollgate was established after 1871.[16] It was at the intersection of Paper Mill Road with the turnpike. The first gatekeeper was Thomas Jackson, who was born 1813-14 and died in 1895. One night in 1879, Thomas Wheeler, about 25, came up the turnpike and found the tollgate closed. He called out to Mr. Jackson that if he did not get up and open it he would come in and pull him out of bed. The next day they met at Dixon Brown's blacksmith shop, a short distance above the tollgate, and Mr. Jackson told Mr. Wheeler what he would do to him if he molested him again. Jackson had a pistol in his hand, and during the argument that followed his arm was struck by Wheeler. The gun went off, wounding Wheeler in the face. Jackson became frightened and went into hiding. After thinking about the matter, he contacted an attorney, and four days afer the shooting he surrendered to he sheriff.[17] He retired as gatekeeper in 1895 because of the infirmities of age, and in less than two months he died at his son's home in Baltimore.[18]

The next gatekeeper was George Treut, who had been a justice of the peace in the area.[19] He retained the position as gatekeeper until 1900 or later.

Another gatekeeper was George Washington Jones. He had a small farm there and was also a plasterer, a trade he may have engaged in while he was the gatekeeper.[20] Andrew Kinhart of Jarrettsville was the gatekeeper in 1912. He kept a small store at the tollgate. Another gatekeeper worked as a shoemaker at the tollgate in addition to collecting tolls.[21]

The last gatekeeper was Mrs. Catherine Irene Lins (1877-1959). The company had indicated that a gatekeeper was needed but not for very long since it was expected that the turnpike would soon go out of business. Mrs. Lins took the job just to help out, although her husband objected to it. Unlike previous gatekeepers, Mrs. Lins did not live in the gatekeeper's house. She or a member of her family stayed there during the daytime when the tollgate was in operation, but the Lins family lived a short distance up the turnpike. At times Mrs. Lins' two older daughters, then in their teens, would collect the tolls.[22]

The gatekeeper's house was on the southwest corner of the turnpike's intersection with Paper Mill Road. It was a not very substantial one-story clapboard structure of two or three rooms. It was torn down sometime after the turnpike was acquired by the county. The tollgate was the type that swung laterally. It was in operation from about 8 a.m. until 8 p.m.[23]

About a mile past Meredith's Ford there was a stone erected by the company with the inscription "13 + 1." Robert W. Heacock remembered seeing it when he was young. He and other boys assumed it meant 13 miles from the center of Baltimore and one mile on the Meredith's Ford and Jarrettsville Turnpike.[24]

Complaints about the condition of various turnpikes were commonplace. In 1892 a reader threatened to cancel her subscription to the *Baltimore County Union* if the editor did not write something about the wretched condition of the Meredith's Ford and Jarrettsville Turnpike. She said it was the worst turnpike in the United States and it was outrageous that toll should be charged. This elicited the following response from a man who signed himself "One Who Knows"—obviously an official of the turnpike company:

> Please inform the lady who has so much ire against the Jarrettsville turnpike, through the columns of your spicy paper, that we feel deeply for her discomfort, but did she know the many and great trials and difficulties under which this unhappy turnpike suffers? What with heavy rains, floods, dodging the toll-gates and grumbling of those for whose comfort the company is striving, I am sure the lady would have more sympathy than wrath for the much abused turnpike.

The newspaper then received further complaints about the road, "and not from people who 'beat the toll-gates,' either," and suggested that if One Who Knows would find a way to have the road fixed he would "save a vast deal of profanity." Another citizen wrote that the company complained about the damage done by heavy rains, but the same amount of rain fell on nearby county dirt roads and they were in better condition than the turnpike; the company should be ashamed to charge toll. Some users threatened to stop paying the tolls because the turnpike's condition was ruinous to horses and vehicles and was a serious drawback to business and pleasure. The company found it diffcult to hire workers right way but promised to fix the road after harvest time and, in fact, within a few weeks did make considerable improvements.[25]

The company's presidents were Joshua Hutchins in 1864, John Rush Street later in 1864 and in 1868 and 1875, Dr. Richard Emory in 1877 and 1881, his son Dr. Thomas H. Emory in 1915, and Theodore W. Forbes in 1918. Secretaries were John B. Pearce in 1864, Joshua H. Scarff later in 1864 to 1879 or later, and J. Howard Scarff in 1915 and 1918. Joshua H. Scarff was also the treasurer in 1864, 1875, and 1879.[26]

In 1915 the city paid the company $4,500 as compensation for loss of revenue resulting from the damming of the Gunpowder River and the city's acquisition of the southern section of the turnpike.[27] The remainder of the turnpike was sold to the county in September 1918.[28]

DULANEY'S VALLEY AND SWEET AIR TURNPIKE

The Dulaney's Valley and Sweet Air Turnpike extended northeast from the northern end of the Dulaney's Valley and Towsontown Turnpike at Meredith's Ford and went past the Dulaney's Valley post office to the present Manor Road at Knoebel (Dulaney Valley and Manor Roads). It was 4.6 miles long.[1]

The turnpike company was chartered in 1864. The capital stock was to be $15,000, in shares of $25 each. The organizers of the company were Edward R. Sparks, Edward S. Peerce, James M. Henderson, Dennis M. Matthews, and Sampson S. Duncan.[2]

John Smith, an Irishman, of Reisterstown was hired to supervise the building of the first few miles of the turnpike.[3] By the fall of 1866, four miles had been completed.[4] Mr. Smith submitted a claim for $1,172, but he was not paid.[5] The money raised through the sale of the company's stock was not sufficient to pay expenses. In May 1867, the company's directors decided to deed all the assets to Joshua Jessop so that he could pay the debts and distribute any remainder to the stockholders.[6] The charter was forfeited, and in 1869 the Baltimore County court appointed Mr. Jessop trustee on behalf of the creditors. After Joshua Jessop's death, Edwin Jessop was appointed trustee, and it was decided to sell all assets at auction.[7] The auction was held at Dennis M. Matthews' blacksmith shop, near the Dulaney's Valley post office, and the purchasers were Jeremiah Yellott, William F. Peerce, Milton Dance, E. Scott Dance, Dennis M. Matthews, Edward S. Peerce, Alexander Dance, Edwin Jessop, Joshua R. Green, and Thomas Peerce.[8]

Work was done on the turnpike even during the period of financial difficulty. It was reported in March 1869 that the turnpike had been completed to within 1½ miles of Sweet Air.[9]

The ten people who purchased the company's assets incorporated the company under the general incorporation statute in June 1874. The capital stock was again to be $15,000, in shares of $25 each, and the company's office was to be located at Dennis M. Matthews' shops.[10]

John Smith brought suit against Charles T. Haile, who had been the president of the former company, to collect the $1,172 owed to him. At a trial held in February 1875, the jury, under instructions from the judge, rendered a verdict in favor of Mr. Haile. A number of the jurors had sympathized with Mr. Smith and strongly expressed their regret to him after the trial.[11]

The tollgate was at first located by a meadow a short distance east of Meredith's Ford bridge.[12] Tolls were being collected there even before the company built a house for the gatekeeper. The house was built in 1880 at a cost of $800; it was described as a 14 by 24 foot building without a cellar.[13] The tollgate and the gatekeeper's house were moved in 1895 because the house was frequently flooded by high water resulting from the city's damming of the Gunpowder to create Loch Raven Reservoir. The new location was on high ground on the north side of the turnpike, just to the east of Lakeview Methodist Church.[14] The gatekeeper's house has been recalled as a two-story weatherboarded house, apparently originally having two rooms on each floor but with two additional rooms built onto the lower floor.[15]

The gatekeeper was paid a salary of $4 a month. This amount remained unchanged from the early 1880's until the company stopped doing business in 1914. The earliest recorded gatekeeper was Epram (?) Warfel, who was given the job in May 1880 but died before the end of July the same year. R. Street was selected in September 1880, but the following January the company's directors decided to replace him. Joseph Phipps received the job in March 1881; he later became the gatekeeper on the Dulaney's Valley and Towsontown Turnpike. Early in 1885 a Mrs. Cockey resigned as gatekeeper.[16]

The gatekeeper for a number of years until about 1914 was Charles Dukehart. In addition to being the gatekeeper, he worked for the city of Baltimore, taking care of the horses on the farm the city operated at Meredith's Ford. He could not walk much because of a crippled foot. He would drive to the farm using a horse and buggy which he kept in a stable behind the gatekeeper's house. He spent the morning getting the farm horses ready for their work and then returned to the tollgate. In the evening, he went back to the farm to work with the horses again; in this way he worked the equivalent of a full day at the city's stables. While he was away, his family collected the tolls. Charles Dukehart died in or shortly before 1914, and his widow then served as gatekeeper.[17] In mid-1914 a new gatekeeper, reported to be very reliable, was hired; but his name is not known.[18]

Th early gatekeepers left the tollgate open at night, and this permitted people to use the turnpike at night without paying. To collect from them, the gatekeeper was instructed in 1903 or early 1904 to keep the gate shut after dark.

The company's officers were as follows: president—James N. Henderson 1864-65, Charles T. Haile 1865-67, Jeremiah Yellott 1874-77, Joshua R. Green 1879-84, Edward S. Peerce 1886-1914; treasurer and secretary to the board of directors—Edward R. Sparks 1864-67, Edward S. Peerce 1874-86, Milton Dance 1886-1909, E. Scott Dance 1910-14; supervisor of the road—Jeremiah Yellott 1874-77, Joshua R. Green 1879, Thomas Peerce 1894-1907, and E. Scott Dance 1908-14.[19]

Part of the turnpike near Meredith's Ford was flooded, and the city paid $1,000 compensation to the company in 1898 and $5,000 in 1914. By the 1914 agreement, the company deeded to the city two miles of the road near Meredith's Ford, including the lot where the tollgate and a nearby stable were located. The company had the right to move the gatekeeper's house and the stable with 30 days.[20] J. Marsh Matthews bought the house for $50.[21] It was torn down for its lumber which was probably used in construction in Towson.[22]

The remaining two miles of turnpike would not have produced sufficient tolls to pay the costs of maintaining the road and paying a gatekeeper. It was unanimously decided at a special stockholders' meeting to try to sell the remaining portion of the turnpike to the county for $500 or whatever it would bring or, if a sale could not be made, to abandon it. The Baltimore County Circuit Court was petitioned to dissolve the turnpike company, and the dissolution occurred in November 1914.[23]

BALTIMORE AND HARFORD TURNPIKE

The Baltimore and Harford Turnpike followed the route of the present Harford Road from Baltimore to the 20-mile stone, near Benson in Harford County. Just north of Gunpowder Falls, a branch went along the present Factory Road and Long Green Pike to the Little Gunpowder Falls.

The turnpike company was chartered in 1816. Its organizers were James Gittings, Henry Nichols, William Wilson, Samuel Bradford, Henry Dorsey, Peter Bond, Henry Thompson, Thomas Tenant, Richard Frisby, Joseph Jenkins, Levi Hollingsworth, John Kelso, and William Stansbury of Abraham. Capital stock was to $60,000, in shares of $50 each.[1]

At a stockholders' meeting held at Towson's Tavern, Baltimore, in April 1816, the company's first managers were elected—John Davis, Levi Hollingsworth, Henry Thompson, Samuel Sterett, B. W. Hall, Josias Jenkins, James Steele, John Hunter, and Thomas A. Hayes.[2]

The turnpike was to be laid out by Henry Thompson, William Stansbury of Abraham, and John Davis of Baltimore County; and John Moores, James Steele, and William Glenn of Harford County.[3] In May 1816 the company advertised for contractors to grade and level the road beginning at the top of Gallows Hill and in September for contractors to build the turnpike for five miles beginning at Griffiths Tavern. It was decided then that the route of the turnpike past Henowls Tavern was to be over Britons Hill to Hollingsworth's mill dam. In November 1816 the company decided to contract for building portions of the turnpike on either side of Gunpowder Falls, to Brittons Hill on the south and to the boundary of My Lady's Manor on the north. A bridge was being built over Gunpowder Falls and was "handsomely progressing" in November 1816. By the following April the company was ready to contract for building the section of the turnpike beginning at Hollingsworth's mill in the direction of the Stave Ford.

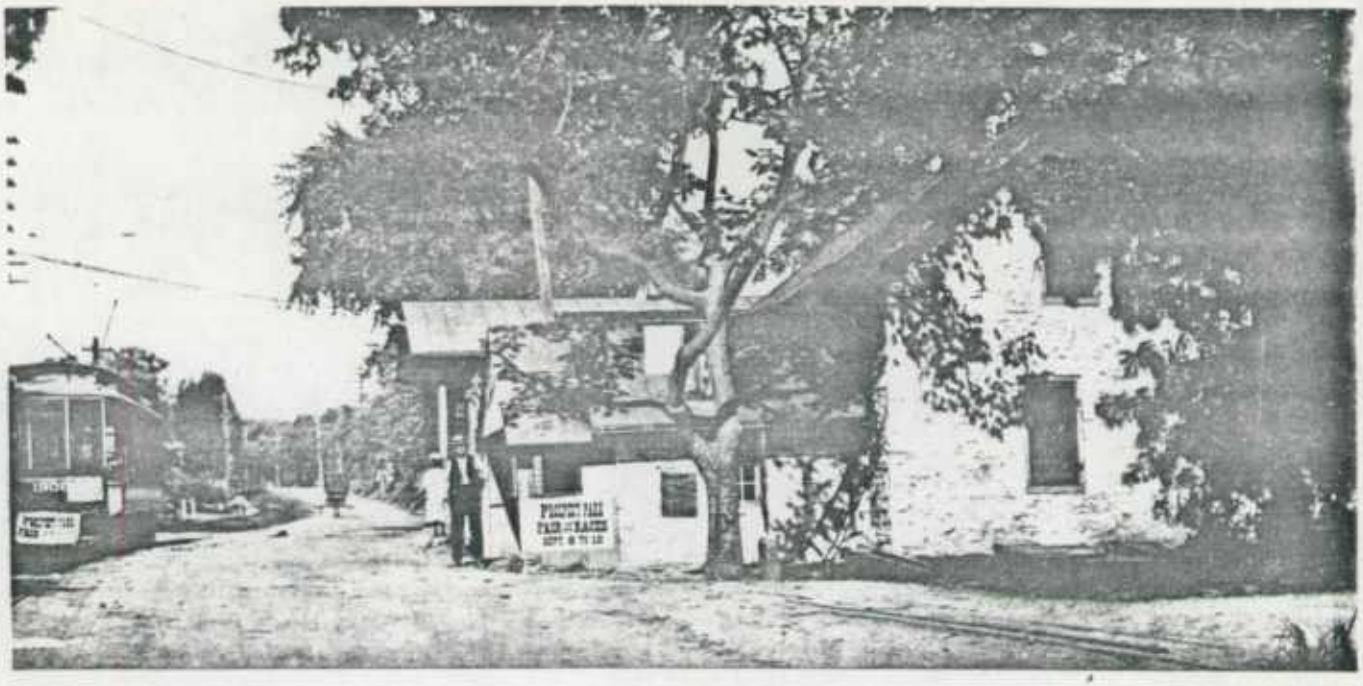
In August and September 1817 contracts were made to build bridges across Herring Run and Gunpowder Creek. The latter bridge was to have one arch and to be covered with a shingle roof; the builder was Samuel Peck.

In August 1818 the company was ready to have the turnpike built from the six-mile stone to the new bridge across Gunpowder Falls. The contractors were William Scharf, Patrick Smyth, and Charles Canoles. This portion was nearly completed the following summer and was finished and opened for traffic in October 1819.

No consideration was given to finishing the turnpike north of Gunpowder Falls until 1830. Then the company decided to advertise for proposals to build the turnpike from the 10-mile stone to the 12-mile stone. Apparently no work was done, and it was not until 1844 that the company officials again became concerned about extending the road. It was decided then to complete the number of miles provided in the company's charter in the time remaining under the provisions of the charter. Five miles were laid off on both the branch toward Bel Air and the west branch (through School House Lane toward McCalls Ferry on the Little Gunpowder Falls). Work on the western branch was postponed in favor of the work on the Bel Air route. James Mullen was awarded a contract to build the road toward Bel Air, but after a year he said he was unable to comply with the contract and asked to be released. The remainder of his work was completed by workers hired by the company. This five miles was completed in June 1846, and by October 1846 the five-mile portion being built on the western branch was also completed.

In 1850 a delegation from Harford County, having received a charter to build a turnpike from Bel Air toward Baltimore, met with the officials of the Baltimore and Harford Turnpike Company. It was agreed that when the Harford County company had completed 2½ miles of its road toward Baltimore, the Baltimore and Harford Turnpike Company would complete its Bel Air branch from the 15th to the 20th mile stations. By mid-1853 two contractors, Burton and McGrehan, were working on this segment. They indicated that they had problems in complying with their contract and asked that it be modified; however, the company refused to do so. The road was completed to the 20-mile stone, in Harford County, in 1859. The western branch seems to have also been completed between 1855 and 1859.

The first tollgate was located across from Hillen Road. The gatekeeper's house was on the southeast side of the turnpike. In later years it was surrounded on three sides by Clifton Park. The lot belonged to Henry Thompson, president of the turnpike company, and was used by the company since 1817. It was deeded to the company in 1822. Apparently Mr. Thompson first gave the lot to the company without charge; in 1826 he was given $100 compensation for it. The gatekeeper's house was built in 1817; its masonry work was done by Thomas McCoy. A well for the use of the gatekeeper was dug in 1818.[4]



— Peale Museum

The first tollgate as it appeared in the first decade of this century.

The first gatekeeper was John Brown, who was appointed in September 1817; he was born 1777-78 in Pennsylvania. In February 1818 he asked for an increase in salary, but the company refused and decided that if he resigned Jesse Downs should replace him. Jesse Downs did obtain the position. In April 1821 the company received complaints that Downs was not attentive to his job. The board of managers therefore stated that it was "the duty of the gatekeepers to attend constantly at their respective gates and never to leave them on any pretence whatever except on the business of the road, any deviation from this resolution will cause them to be removed." Downs was dismissed in November 1821, and Nathaniel Harryman, who had been gatekeeper at the first tollgate on the Frederick Turnpike 1807-13 and the eighth gate in September 1821, replaced him. Mr. Harryman resigned in June 1822, and John Brown again became the gatekeeper. John Brown was still the gatekeeper in 1826 and 1850.[5] Jacob A. Grace, who had previously been the keeper of the third tollgate, was in charge of the first tollgate in 1860.[6] By 1864 he was living on Howard Street in Baltimore.[7] His successor in 1870 was Lewis Gross, born 1804-05, died 1879.[8]

James McGuffin, born 1829-30, was the gatekeeper in 1873. He was crippled for many years and had to use crutches. In 1874 three men in charge of two lumber wagons tried to go through the tollgate, saying that their toll had already been paid. Mr. McGuffin closed the gate and they went over the streetcar tracks to get around it. They went as far as Dieteriech's wheelwright shop and then returned to the tollgate, unable to advance farther. An argument followed and Mr. McGuffin was roughly handled; his wife's right arm was hurt when she tried to help him. Charles Hoffman, who lived on Hillen Road, apparently put an end to the altercation. Mr. McGuffin remained the gatekeeper until 1891, when he had to give up the position because of poor health. He continued to live near the tollgate, on Erdman Avenue, and died there in 1894.[9]

Since tolls were based, in part, on the weight of the load being carried, the company installed scales at the first tollgate in 1887.[10] In 1891 a complaint was made to the city of Baltimore (the first tollgate was then within the city limits) that the turnpike was a public highway and traffic was being obstructed by the scales and by a post in the middle of the road. The city attorney looked into the matter and found that the scales were neded to weigh loaded vehicles. When travel was light, the gate over the scales was closed to protect them. The gates had been there for 13 years. He decided that the city should not take any action and that the proper course of action would be for the complainant to bring the situation to the attention of the grand jury, or if he had suffered any special injury, he could bring suit.[11]

In 1937 the lot at what had been the first tollgate was the sole piece of real estate owned by the turnpike company. It measured 45 by 91 feet and was used for a waiting station for passengers of the Baltimore Transit Company.[12]

The second tollgate was near Hiss Avenue, Lavender Hill, later called Parkville. The very large lot on which it was located—over 15 acres—was acquired in 1849, and the tollgate was erected then or in 1850.[13] In 1860 and 1870

– Maurice O. Brown

Gatekeeper's house at third tollgate, near Gunpowder Falls, as it appears today.

the gatekeeper was George Brannon, who was born 1809-10 in the District of Columbia.[14] John G. Brendel, born 1827, was the gatekeeper from about 1875 to 1900 or later.[15] While collecting tolls in 1879, he was assaulted by three men. His wife, who tried to hand him a revolver, was roughly handled. About a week later, John W. Beaves was charged with being an accessory to the assault.[16] Mr. Brendel died at his home at Parkville in 1903.[17] The company sold the tollgate lot in 1908.

The third tollgate was located just south of the Gunpowder Falls. It was established in 1819, and Robert S. Downs became the first gatekeeper. When he resigned in 1824, Jacob Buck was appointed. In August 1827 the company's board asked the president to find a replacement for him. By the following month he had died, and the two months' salary due him was paid to his widow. Jacob A. Grace, born 1793-94 in Pennsylvania, was then appointed. He did such a good job that he was commended by the company for "his particular attention in collecting the tolls" in 1831, 1832, 1833, and 1834 and on each occasion was rewarded with an additional $25. In 1834 his salary was raised to $150 a year. He later became the keeper of the first tollgate.[18] In 1840 Jacob Shearman was appointed gatekeeper, and he continued to hold the position until 1880 or later—possibly up until his death in 1888. He was born in 1797 in New Jersey.[19] In addition to serving as the gatekeeper, he was also the postmaster of the Cub Hill post office for several months in 1857.[20] Henry J. W. Boschee was the gatekeeper in 1898.[21] The gatekeeper's house, located at 10620 Harford Road, is now a private residence.

The fourth tollgate was located a short distance above Dampman's Tavern at Fork in 1860, at which time it was moved a mile or more northeast to the community of Reckord in order to be better located to collect from traffic entering the turnpike from the Fallston Road.[22] The two-acre lot for the gatekeeper's house, on the northwest side of the road, was bought in 1860 for $100.[23] John Wiker, who was born 1814-17 in Pennsylvania, was the gatekeeper from 1860 to 1882 or later.[24] He was succeeded by his son, Charles H. Wiker (1848-1928). Charles Wiker's daughter, Lottie J. (1875-1943), also helped to collect the tolls.[25]

The gatekeeper's house was a two-story frame house with two rooms downstairs and two or three upstairs. It was very close to the road, and a porch across the front of it met the edge of the turnpike. The end of the porch in the direction of Bel Air was enclosed and served as an office for the gatekeeper. The tollgate was a pole that could be raised and lowered. The house—13006 Harford Road—is still in use as a private residence, but it was altered considerably about 1946. Rooms were added, the porch and office were removed, and the house was covered with stucco.[26]

At the end of 1903 Octavian M. Whitaker of Reckord offered to purchase and transfer to the turnpike company a one-acre lot between Fork and Mount Vista and to erect on the foundation of the recently-burnt house there a suitable gatekeeper's house in exchange for the gatekeeper's house and its lot at Reckord. The company favored the proposal because it would permit the collection of tolls from people who avoided the Reckord tollgate by entering the turnpike from Fork Road and Sunshine Avenue. Approval was given with the understanding that the plans of the new gatekeeper's house would have to be approved by the president.[27] Near the end of 1904 the property at Reckord was sold to Mr. Whitaker for an unspecified price, and the following year the company purchased two

– Elmer R. Haile, Jr.

Gatekeeper's house at Reckord, as it looked in 1939.

lots from him on the southeast side of the turnpike, southwest of Regwood Road, for $285.[28] The tollgate was moved there from Reckord in April 1906.

No tollgates were erected on the Long Green Branch of the turnpike. In 1862 a six-acre tract on the Long Green Branch was acquired from Margaret S. Gittings for a tollgate, but it was never used for that purpose.[29] The company sold the lot in 1907 for $432.[30]

Milestones were erected as early as 1817. At the end of that year, the company advertised that "some evil disposed person or persons" had broken down the fourth milestone and offered a $20 reward to anyone who could prove who had done it.[31] The remaining milestones are as follows:

11-mile stone: across from 10910 Harford Road.

12-mile stone (Harford Road): about 200 feet north of the Greenwood store, on the *west* side of the road.

12-mile stone (Long Green Pike): about 200 feet north of the intersection of Long Green Pike and Harford Road until it was hit by a vehicle. It is now at the home of Maurice O. Brown, 10910 Harford Road.

13-mile stone (Harford Road): south of Hartley Mill Road.

13-mile stone (Long Green Pike): in a clump of honeysuckle, 3/10 to 4/10 mile south of Glenarm Road.

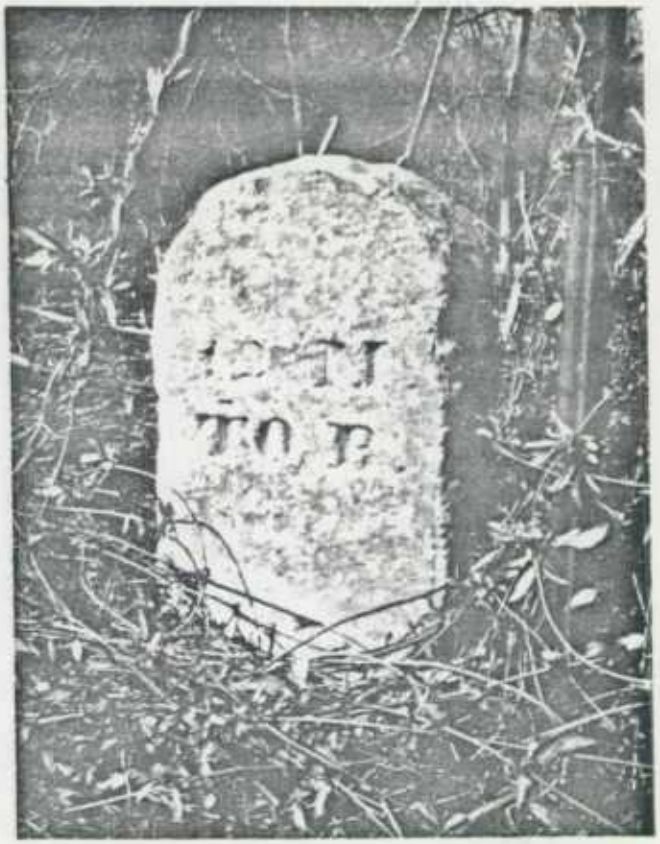
16-mile stone (Long Green Pike): just south of St. John's R. C. Church. Only about three inches of the stone is above ground.

In 1820, as a concession to people coming from Hillen Road and passing through the first tollgate to go to Baltimore, the company offered reduced tolls. Those living on Hillen Road were charged only one-third the full toll and others coming from Hillen Road but not living along it were charged half the regular tolls. At the same time, in order to attract business to the Harford Turnpike, the company provided that vehicles of burden would have to pay only half tolls at the second gate. This reduction at the second gate was rescinded in 1822.

It was illegal to remove horses from a vehicle near a tollgate to avoid paying toll on them. David Shaw's son did this in 1823, and the company sent the following letter to Mr. Shaw:[32]

> Sir
>
> Yesterday your son took three Horses from your Wagon coming down our turnpike and sent them by your Nephew across the Country with a view to evade paying Toll at our Gate No. 1, which has subjected you to a heavy penalty, the present is therefore to notify you, that for any similar offence hereafter, we shall positively put the law in force against you.

William H. Jenkins described the turnpike in 1895 as he remembered it from his childhood, many years earlier:[33]



— Maurice O. Brown

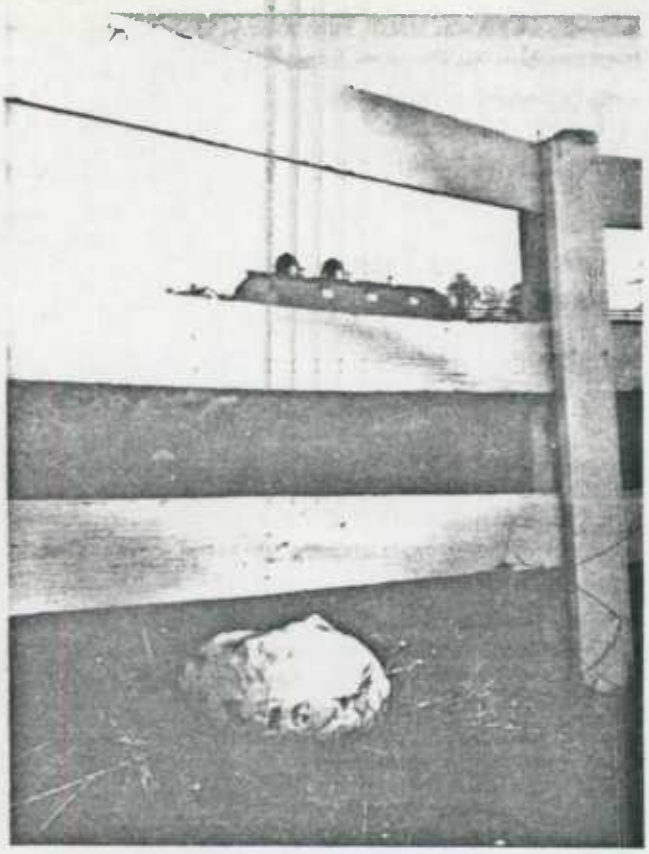
The 12-mile stone, near Greenwood, Harford Road.

> Commencing with the year of 1830, the Harford road was the most delightful driving, as well as promenading, of all roads leading out of the city, and the most frequented; lined with the most beautiful scenery, having along the route majestic oaks and cultivated shrubbery, every front line fence being adorned with lilacs. . . . Sixty-five years ago the west side of the Harford road was just a continuous line of beautiful country seats, with beautiful shrubbery and vast oak forest. . . .

Howard L. Harker recalled that the turnpike was impassable "at least twice a year. In the winter snowdrifts made it so. In the spring Herring Run, on its annual rampage, often flooded the road, and now and then washed out a bridge."[34]

William S. G. Williams, the company's president, described the damages done by a flood in 1889:[35]

> On Saturday July 13, 1889, about noon a teriffic rain storm fell about the Northern part of the City. Herring Run soon rose to sixteen feet above its usual level overflowing its banks and carrying away everything along its course and among the many bridges the iron one by this company built in 1868 on its road.
>
> The bridge . . . was completely wrecked and its South abutment completely destroyed and the roadbed behind it towards Baltimore washed out for several feet.
>
> The North abutment stood well.



— Maurice O. Brown

The 16-mile stone, Long Green Branch.

The timbers and flooring were found half a mile below and a small part of the iron work two hundred or more yards down stream. All travel was impeded.

Advertisement was promptly made for a new bridge. A temporary wooden one was completed by Henry Fox on Friday July 26th.

Vigorous protests were made by residents on several occasions about the poor condition of the turnpike. In 1864 there were several large meetings (at Halls Springs, Ady's Hotel, and Karr's Hotel) to protest the fact that tolls had been increased but the turnpike was not in satisfactory condition, and an organization called the Harford Turnpike Road Association for the Improvement of the Road was formed. Speeches were made, and contributions were collected to help finance the action taken against the company. Some residents while going to or leaving one of the meetings stopped at a tollgate and offered the gatekeeper the previous toll amount, but he refused and shut the gate on them. In the conflict that followed, the tollgate was cut down. One of the other tollgates was forced open.[36]

The company's president promised to have the turnpike put in better condition and probably some repairs were made. However, a year later a resident of the Lauraville area complained that the company seldom put new stone on the turnpike but kept "what few men they have on the road throwing sand from the sides, thereby making it a little better than a sand road." He said that if the road was not put in better condition by wintertime he would not be surprised if tollgates were cut down again.[37]

People were again complaining about the poor condition of the turnpike in 1891. Edward Van Reuth, a leading protester, who lived on the east side of the road just past Lauraville, described the road's condition as follows:

> . . . the law provides that there shall be twelve inches of broken stone or gravel, or other hard or durable material, in the bed of the road. This provision is not complied with. Where there is stone, it is not more than three or four inches deep; but a large portion of the road has no bottom whatever. It is full of ruts that intersect and cross each other; numerous holes and depressions have been worn in it, forming basins in which the drainage accumulates and remains until it either sinks into the ground, or is dried up by the sun and wind. Riding over such a road is both painful and irritating. A lady living in the neighborhood was driving out of town a few days ago with some chinaware. This ware was nearly smashed on the way, so violently did the vehicle jolt. To add to the wretched condition of the road, large loose stones have been allowed to remain on the surface. Horses stumble over them and vehicles are jolted so violently by them, that sometimes their occupants are nearly thrown out. It is impossible for one to drive over the road and remain comfortably seated. He is jolted from one end of the seat to the other, and is liable to bump his head against the side of the vehicle.

Charles Moore, who lived about a mile north of Mr. Van Reuth, stated "the road is in a horrible condition. We have been living here 40 years, and have been unable all that time to get a remedy. There would be no objection to paying the toll if the road was kept in a decent condition."[38]

A group of residents, led by Edward Van Reuth, held a mass meeting of "indignant tollpayers" in September 1891. Posters announcing the meeting were circulated along most of the turnpikes leading from Baltimore. The meeting was held in the open air at Streett's Six Mile House on the Harford Turnpike. Mr. Van Reuth made an elaborate address in which he set forth grievances against the turnpike. He said that the condition of the turnpike had so exasperated its users that it would take little more for them to tear down the tollgates, as had been done in the past. However, he advocated legal means. He said he had read the turnpike laws and was convinced that the Harford Turnpike was operating in violation of its charter. The road was badly in need of repair, people were being charged toll more than once in a 24-hour period, tollgates were located within one mile of villages (*e.g.* Lauraville), and he questioned whether the company's dividends might have exceeded eight percent, which would have violated the charter (the dividends were not that high). He said that the company could be fined for these violations, and the fines should bring about improvements. He suggested

refusing to pay what he considered illegal tolls and attempting to have the road condemned. He advised, however, to avoid politics in these efforts.

Another participant, Franklin Owens, disagreed about the politics. He said that the only way to succeed was through political means. A motion was adopted to appoint two committees—to call on the mayor of Baltimore and council candidates of the 22nd Ward and the other to call on the Baltimore County commissioners and other county candidates. If they were not in favor of helping, then "let us nominate our own candidates," Mr. Owens said. The city committee consisted of Mr. Owens, Daniel Richmond, and George Imwold, and the county committee consisted of Edward Van Reuth, David Sindell, and Charles Moore.

A grievance committee composed of D. C. Johnson, chairman, Edward Van Reuth, John Tarnes, Frederick Niedhardt, Edward H. Roberts, and William Weitzel, was to take note of every infraction of the law committed by the company and to enter legal proceedings against the company when illegal tolls were demanded.[39]

Mr. Van Reuth's militancy did result in legal action. In May 1891 the toll for a horse and wagon at the first tollgate was raised from five cents to 6¼ cents. Mr. Van Reuth refused to pay the higher amount and offered five cents, which the gatekeeper would not accept, and he then passed through the gate without paying anything. The gatekeeper kept a record of the number of times he went through the gate, and in July the company mailed him a bill for 6¼ cents a trip. He took the bill to the gatekeeper and said that he would not pay it. The gatekeeper threatened to close the gates on him. Van Reuth's son was the first person on whom the threat was carried out. This occurred when he was coming home late one night. A storm came up so he paid the six cents under protest. The next time he refused to pay the toll for an hour, until a policeman intervened. He again paid under protest. The next time the Van Reuths went to Baltimore they made their horses climb over the streetcar tracks at the tollgate. Thereafter, the tollgate was open to them and they and a number of others passed without paying toll.[40] The company obtained a judgment against Van Reuth for $4.45, the amount of tolls he owed from May to September. He appealed to the county circuit court, but the judgment was upheld because the 6¼ cent rate was permitted under the company's charter.

Another individual, Edward Roberts, offered to pay a ten-cent toll when the gatekeeper demanded the new rate of 12½ cents. The gatekeeper would not open the gate without the full amount so Roberts drove around the gate on the streetcar tracks. The company took legal action against him and was awarded a $10 penalty from him. He appealed the penalty to the circuit court at the same time as Mr. Van Reuth's appeal. But unlike Mr. Van Reuth's case, the judgment against him was reversed. The court decided that he would not have to pay the penalty because there had been no intent to defraud.[41]

By the end of the 1890's the turnpike's business had diminished considerably. People who formerly used the turnpike now preferred to use the railroad or streetcars to go to and from Baltimore. John G. Brendel, keeper of the second tollgate, commented in 1899 that traffic had never been so light during the Christmas holiday season. Ten or 15 years earlier there were scores of wagons on the turnpike for each one seen in 1899.[42]

The relocation of the fourth tollgate in 1906 resulted in difficulties for the turnpike company. Following the precedent set in 1864, a resident cut down the tollgate.

People living near Fork were disturbed about the relocation of the tollgate because they now had to pay an additional toll. They contended that the relocated gate was too close to the third tollgate and the total of the tolls they had to pay at the four gates between Fork and Baltimore was excessive for the distance they travelled on the turnpike. John W. B. Clayton, a prominent farmer near Fork, decided to defy the company. He had previously paid 72 cents to go to Baltimore, and he figured that, based on the distance he travelled, he should be charged only an additional four cents at the newly-located fourth tollgate. He notified the gatekeeper in writing of this and asked if his calculation of the toll was incorrect. He went on to say that unless his error was pointed out to him or the gate opened to him in four days he would "adopt such means at his command" to remove what he considered an unlawful obstruction. He carried out his threat on August 13, 1906. Returning from Baltimore, he offered the gatekeeper an additional four cents; it was refused; and he sawed the gate in two with a small hand saw. (The sawing was not necessary because the gatekeeper had been instructed to remove the lock from the tollgate the previous day; Mr. Clayton could have gone through the tollgate merely by opening it.)[43]

Mr. Clayton was given a jury trial at Towson in November 1906. Elmer R. Haile, a local attorney, previously promised to defend him free of charge if he would cut down the gate. At the trial, Mr. Haile argued that Mr. Clayton had sawed down the tollgate not for fun, not for mischief, not to gratify any ill-will toward the company, but to protect himself and the public from an illegal obstruction of the road. The act might have been malicious if he had sawed the gate without notice, without offering to pay toll, or at night or in a clandestine manner. Mr. Haile said that the turnpike was 20 miles long and, before the fourth tollgate had been relocated, it had been divided into four five-mile segments, each having a tollgate. By moving the fourth gate from Reckord, which was 17 miles from Baltimore, to south of the 15-mile stone, people who entered near the fourth tollgate and thus used only 15 miles of the road were being required to pay for the entire

20 miles. The fourth gate was unlawfully maintained at that location and was, therefore, a public nuisance "which anyone affected by it had the right to abate"—like moving a fence someone had erected on a public road. The turnpike company was, Mr. Haile told the jury, "a highway robber of the most unmitigated type" and Mr. Clayton had performed "a laudable public service in cutting the gate."

He went on to complain at length about the poor condition of the turnpike. The company's lawyers implied that the whole affair had been organized to cause the suspension of all tolls on the road. Mr. Haile did not categorically deny this and, even if it had not been his intention, it was the result. He told the members of the jury that if they convicted Clayton they would cower individual rights, they would put a premium on corporate dishonesty and greed, they would tacitly defend highway robbers (if they would pardon that harsh term), they would allow the octopus of a turnpike company to continue to plunder the people and hold them up and take from them something it had no legal or moral right to take, they would weaken their government because they would have discouraged the individual from protecting the government from its enemies, and they would license the company to do what it pleased to the people with immunity. He asked the jury to acquit Clayton and that the turnpike company be fined $30 for collecting unlawful tolls and $10 for malicious prosecution. The jury was sympathetic, because it took only three minutes to decide that Mr. Clayton was innocent. Following the acquittal, it was thought that the tollgate would be cut down again if the company tried to resume collecting tolls there.[44]

By 1907 the poor condition of the turnpike had resulted in proceedings against the company in both Baltimore City and Baltimore County courts. The company decided to offer the Baltimore City portion of the road to the city. If the city would accept and repair it, the company would stop charging tolls on that portion. The Baltimore County circuit court ordered a cessation of tolls and gave the company six months in which to repair the part of the road in Baltimore County. The company's board decided to notify the court that it was not economically feasible to repair the road and to ask the court to annul the company's rights in the county. The Harford County portion was to be sold if possible. If it could not be sold, it was to be given to Harford County.[45]

Many years earlier, in 1860, the portion of the turnpike from its beginning near Monument and Forrest Streets to North Avenue, then the city boundary, was ceded to the city of Baltimore.[46] In July 1910 the 16.9 miles of the turnpike in Baltimore and Harford Counties was sold to the State Roads Commission, and in August the portion of the turnpike from the old city limits at North Avenue to the new northern Baltimore City line was deeded to the city.[47] The turnpike company, although inactive, remained in existence until 1937. Officials of the Baltimore Transit Company, successor to the United Railways and Electric Company which had controlled the turnpike through ownership of 95 percent of its stock, decided that year to dissolve it in order to avoid paying an annual franchise tax.

Presidents of the Baltimore and Harford Turnpike Company were John Davis 1816—resigned 1816, Henry Thompson 1816—resigned 1830, Thomas Tenant 1830—resigned 1830, Peter Hoffman 1830—declined to serve, John S. Gittings 1830-79, George Hawkins Williams 1880—resigned 1889, William S. G. Williams 1889—resigned 1897, Col. Walter S. Franklin 1897-1902, John M. Hood 1902-07, William A. House 1907-11, C. D. Emmons 1920, and Bancroft Hill 1937.

George Hawkins Williams was the son-in-law of John S. Gittings, his predecessor. Mr. Williams was the president of both the Baltimore and Harford and the Baltimore and Havre de Grace Turnpike Companies. He resigned the presidency of both companies in 1889, and his son William S. G. Williams assumed both positions. In 1897 William S. G. Williams resigned because he had sold his stock in the turnpike company. At that time or within a few years the company came under the control of the United Railways and Electric Company.

The turnpike company's secretaries were John F. Harris 1816—died 1835, Jonathan Pinkney 1835—died 1848, George Hawkins Williams 1848-89, William S. G. Williams 1889- , William H. Greenway 1894- , Stewart Darrell 1897—resigned 1899, H. C. McJilton 1899-1911, William Early 1920, and Charles J. Kuhlmann 1937.[48]

Richard C. Francis, born in 1827, was superintendent of the turnpike in 1897 and for a number of years previous. His biography indicated that he was superintendent of 40 miles of turnpike in the county, so he was probably employed by one or two other turnpike companies at the same time. While he superintended the turnpikes he also managed a 500-acre farm for John K. Cowen. Earlier, he had farmed for 12 years, had operated a stage line between Long Green and Baltimore, and had engaged in business in Baltimore.[49]

Stuart Cassard was superintendent of the turnpike in 1907.[50]

BALTIMORE AND JERUSALEM TURNPIKE

The Baltimore and Jerusalem Turnpike followed the present Belair Road to Kingsville and then Jerusalem Road to the county line. This was the old route to Bel Air.

The company's 1867 act of incorporation repealed an 1859 act which had chartered an earlier company, the Baltimore and Little Gunpowder Falls Turnpike Company. The organizers of the new company were William Clagett, Henry Kirk, A. W. Goldsborough, John S. Biddison, Francis Shanabrook, Joseph Brooks, Wilson Townsend, Henry Lange, Robert Lehr, Gustavus Nicholson, David Lee, L. G. Quinlin, Albert M. Brown, and Joseph H. Lewis.

Two miles of the work on the turnpike was to be completed from Baltimore, then one mile from the northern end, and then the work was to "proceed from time to time, progressing at each end." There were to be 1,000 shares of stock valued at $25 each—667 shares reserved for people at the lower or Baltimore end of the road and 333 shares for those in the vicinity of the upper end. When the 1,000 shares had been sold to private investors, Baltimore County was required to invest in the project. The amount required was to be such that six percent of it would equal the average annual amount spent on the road by the county in the preceding four years; this was to be financed through the county property tax.[1]

At first, only eight miles of the turnpike—from Baltimore to near Perry Hall—was constructed. The road from there to the county line was unimproved. By 1886 parts of the unimproved portion of the turnpike had become impassable and several users of the road had gone before the county's grand jury to have the turnpike company indicted for maintaining a nuisance. The company's representative explained that the remainder of the turnpike had not been constructed because of a shortage of money. Some of the complainants were subsequently elected directors of the company and, apparently due to their influence, the remainder of the road was completed to the public bridge over the Little Gunpowder Falls in 1886.

The newly paved part of the turnpike followed an old route through several farms which, through its disuse, the residents had considered to be a private road for their own use. There was no difficulty while the work was being done, but after it was completed one of the property owners placed an obstruction across the portion of the road that went through his land. He was arrested and then abandoned his objection.[2]

The first tollgate was located south of Sinclair Lane, and the gatekeeper's house was on the west side of turnpike. At times a room in the house was used as a courtroom by John Carter, a Baltimore County justice of the peace.[3] William Burton, born 1806-07, was the gatekeeper in 1870.[4] He was replaced in 1873 by Benjamin Parlett.[5] He later became a farmer near Fullerton.[6] John C. Scharf became the gatekeeper in 1880. He resigned near the end of 1883 and was replaced by Daniel Dieter. A few months later he resigned and Mr. Scharf became the gatekeeper again.[7] He kept the position until 1908. A 1909 directory listed him as a watchman and later directories showed that he became a carpenter. He continued to live next to where the tollgate had been.[8]

John P. Foote, writing in 1961 of his early years in the neighborhood of the tollgate, recalled that Mr. and Mrs. Scharf had no family of their own but they liked children. As a result, most of the children in the neighborhood played in the shady grounds around the gatekeeper's house. Mr. Scharf was a friendly man, and people passing through the tollgate liked to stop and talk to him. Most users of the road were farmers taking produce to the Belair Market or taking hay to the city. If a farmer did not have much money on the trip to Baltimore, he was permitted to pay double on his return from the city, after he had sold his produce.[9]

In 1880 Mr. Scharf was instructed to buy locks and chains to lock the gate.[10] However, John Foote, writing about a later period, stated that the gate was seldom closed.[11]

The tollgate was removed about the summer of 1910.[12]

The other tollgate, which was established in 1875, was just to the south of where Joppa Road goes east from Belair Road; the gatekeeper's house was on the northwest side of the turnpike. In the early years of the tollgate's operation, the company experienced difficulty in finding satisfactory gatekeepers. In mid-1876 the gatekeeper was removed and Christian Milchling was appointed in his place. A few months later the company decided to dismiss the gatekeeper, but he appeared before the board and "promised that he would do better in the future." The board, therefore, decided to retain him for another month. At the end of 1876 the president was given the authority to remove the gatekeeper, who was a Mr. Boree. In mid-1877 problems still existed and James Smith was appointed

— Peale Museum

Gatekeeper's house at first tollgate. This picture was taken about 1910, just after the tollgate was removed. The sign, "Pay Toll Here," was still on the front of the house.

to collect all money received at the upper tollgate. A few months later, the president was again directed to remove the gatekeeper and appoint someone else. Early in 1878 a Mr. Lightner was appointed gatekeeper; his salary was $10 a month.

In 1879 John Brockmyer, who was born 1851-52, became the gatekeeper. He was succeeded in 1882 by Benjamin Wilson. Mr. Wilson resigned in 1887, and the board had to choose a replacement from among seven applicants (one of whom was a woman). On the fourth ballot, John Brockmyer was selected again. He remained until 1889 or later.[13]

Joseph Schafer (1868-1925) was the last gatekeeper. He was also a farmer before, during, and after he served as gatekeeper, and he and his wife had a market stall in Belair Market. They lived in the gatekeeper's house until they built a house of their own on an adjacent lot to the south.[14]

The gatekeeper's house, which was erected when the tollgate was established in 1875, was a two-story structure with three rooms on each floor. It and the half-acre lot on which it stood were sold to Mrs. Caroline Mary Goettner in 1908 for $560. She and her husband, Frank Goettner, Sr., owned the property to the north. Mr. Goettner was a butcher, and he made a barn on the tollgate lot into a slaughterhouse. The Goettners rented the former gatekeeper's house to tenants for several years until it was sold to Milton Green. He demolished the house and built a service station and garage there.[15]

Milestones were erected along the completed portion of the turnpike in 1885, 12 of these having been obtained at a total cost of $39. Only two are now in existence. These are the 12-mile stone, located in front of 11501 Belair Road, and the 14-mile stone, located on the south side of Jerusalem Road just past Buck Hill Road.

People who made frequent use of the turnpike could pay a set amount each year in lieu of individual tolls. These tolls, which were payable on a quarterly basis, ranged from $3 to $60 a year, depending probably on the distance the individual lived from Baltimore. The company abolished the annual tolls in 1878 but re-established the system the following year. It was abolished permanently in 1883.

The amounts of tolls payable depended on the number of animals pulling a vehicle, and some people would unharness a horse before reaching a tollgate, in order to reduce their toll. To prevent the loss of revenue this practice caused, the company obtained an amendment to its charter in 1882 which provided that anyone unharnessing horses or cattle from a wagon or carriage within a quarter mile of a tollgate would be liable to the same toll as if the animal remained harnessed to it. The toll was to be recoverable before a justice of the peace. Exceptions

were allowed for accidents, actual necessity for removing an animal, or removal of animals at the residence of the owner of a vehicle.[16]

In 1900 Henry D. Teipe, a clerk employed by the turnpike company, was arrested and charged with embezzling and obtaining under false pretenses $200 belonging to the company over the preceding six months. According to A. J. Dietz, the company's cashier, Mr. Teipe collected tolls from several breweries, sometimes with and sometimes without authorization from the company. He provided receipts for the amounts he collected but did not turn in the money. He admitted taking the money and was held for trial.[17]

Presidents of the Baltimore and Jerusalem Turnpike Company were John S. Biddison 1871-94, John Gontrum 1895-96, John M. Hood 1905-06, and William A. House in 1908. Treasurers were John Gontrum 1871, John G. Carter 1872-76, Henry Lange 1877-89, and Henry F. Radecke 1893-95. Secretaries were Thomas B. Gatch 1871, Ernst Ide 1872, John M. Herrman 1873-94, J. Harman Schone 1895-96, and H. C. McJilton 1905-08.[18]

Henry Lange was superintendent of the road until 1872, and Joseph Kratzel became the superintendent in 1873. Mr. Lange was the superintendent again in 1874 and 1875. In 1877 the president took over the superintendent's duties and continued until 1888 or later.[19]

By 1906 the turnpike was in bad condition and had been that way for some time. The improved surface had worn away, leaving it rocky, and it was not as wide in some places as it was supposed to be. It had ruts and holes and was so rough that farmers were unable to haul full loads of produce on it. An inquisition was held which resulted in the suspension of tolls on about 8¾ miles of the turnpike, from Putty Hill to the Little Gunpowder Falls, in the spring of 1906.[20]

At the end of 1907, representatives of property owners along the turnpike complained that since the collection of

The 14-mile stone on Jerusalem Road.

tolls had been suspended the company had made no effort to repair the road and had practically abandoned it. As a result, the side drains had become filled up, the improved road surface had entirely disappeared in some places, and bridges had fallen into disrepair, making the road hazardous. A large delegation, represented by attorney Elmer R. Haile, appeared before the State Highways Commission to request that the turnpike be taken over and made a public road. Four long petitions signed by citizens in the area were presented, and George W. Yellott, a former county commissioner, spoke in favor of the proposal. However, no action was taken at the time.[21]

The turnpike continued in existence until 1911, but expenses exceeded revenues. The deficit was considered a debt owed to the United Railways and Electric Company, which controlled the turnpike company. The United Railways and Electric Company asked the Circuit Court of Baltimore City to appoint a receiver for the turnpike company because it was insolvent.[22] As a result of the court's action, the turnpike company surrendered its franchise, and the 13.8 miles of the turnpike was deeded to Baltimore County in March 1911.[23]

BALTIMORE AND HAVRE DE GRACE TURNPIKE

The Baltimore and Havre de Grace Turnpike went from Baltimore and High Streets in Baltimore to near Bynum's Run in Harford County. It is presently the Philadelphia Road (Highway 7).

The turnpike company was established in 1814. Its organizers were Josias C. Hall, Charles Ridgely of Hampton, Isaac Tyson, William Lorman, John Beale Howard, James Beattie, John H. Barney, Thomas H. Sheppard, Robert Patterson, John Gadsby, Joseph Biays, Thomas Sheppard, and John Stockton of the Baltimore area; William Hall, John Monk, and William Allen of the Abingdon area; Edward Hall, Samuel G. Griffith, and Josias Hall of the Bush Town area; and Elijah Davis, Mark Pringle, Samuel Hughes, George Gale, John Stump of Cecil, Samuel Jay, and William B. Stokes of the Havre de Grace area.

Capital stock was to be $60,000 in shares of $25 each.

The company could begin collecting tolls when five miles of the road was completed. However, no tolls were to be collected from people going to or from public worship or funerals or from people going to vote on election days. The company's charter was granted during wartime, when there was much militia activity in the area, and this undoubtedly influenced the legislature to also exempt militiamen from paying tolls when going to training. No tolls were to be collected after 1830 unless the company maintained a road of at least 20 feet wide of stone, gravel, or other hard substance. The legislature reserved the right to make the turnpike a free road after 1845 upon compensating the company.[1]

The first tollgate was at Orangeville, a short distance east of Hebrew Friendship Cemetery on what is now the Pulaski Highway. William Button was the gatekeeper in 1860.[2] He lived near the tollgate in 1858, at which time he was appointed a justice of the peace.[3] A directory of 1870 showed that Alexander F. Lowrey was the gatekeeper, but the 1870 census identified the gatekeeper as John A. Lynch. Mr. Lynch remained the gatekeeper until 1882 or later. He was also the superintendent of the turnpike. In 1880 it was reported that he was somewhat improving the turnpike by adding a covering of oyster shells to it.[4] Earlier, according to directories of 1867 and 1870, Mr. Lynch was a gardener at Orangeville. He was born in Staunton, Virginia, in 1822[5] and died in 1895.[6] The gatekeeper in 1894 was W. Scott Amoss.[7]

The gatekeeper's house was a two-story frame structure on the north side of the road. The house and lot on which it was located (a little more than an acre) were sold at auction in 1894 for $1,475.[8]

The second tollgate was near the ten-mile stone. The gatekeeper's house was just southwest of what is now Nottingwood Road. It was so close to the road that the gatekeeper could reach out from the porch and take the tolls. The front of the house presently at that location, which is also close to the road, is situated where the back of the gatekeeper's house used to be.[9] Mrs. Mary Jane Brooks (born 1845-46, died 1900), a widow, was the gatekeeper in 1880.[10] She retained the position until 1894 and purchased the gatekeeper's house and lot for $250 that year.[11] While she was the gatekeeper and afterward she did sewing work for a clothing company. She went to the factory to obtain materials and she and her daughters worked on them on their sewing machines at home.[12]

An old resident has recalled going through the tollgate as a child. There was a five-cent charge for people riding bicycles, so he and others carried theirs through to avoid paying the toll.

The two-story frame gatekeeper's house was lived in for a while after Mrs. Brooks died and was later destroyed by fire during a period when it was unoccupied.[13]

The third tollgate was in the Little Gunpowder community, just west of the Little Gunpowder Falls. The gatekeeper in 1860 was William Hart, who was born 1804-07.[14] Susanna Reed (Mrs. William Reed, probably a widow) was the gatekeeper in 1870. She was born 1815-16.[15] A directory of 1871 listed both Mrs. Reed and Mrs. Mary Henry as gatekeepers. By 1880, John O. McCubbin, born 1849-50, had obtained the position. The 1880 census showed that he was disabled with rheumatism.[16] The tollgate must have ceased to operate in 1886 because the company sold the gatekeeper's house then. It was, like the other two, a two-story frame structure.[17] It was torn down sometime before the fire destroyed the old gatekeeper's house at the second tollgate.[18]

Only one milestone has been located. It is the eight-mile stone, 8919 Philadelphia Road, across from Lamb of God Lutheran Church. Its inscription is now unreadable.

During the first few years of its existence, the turnpike company was moderately successful. The stockholders received a small return, but they never recouped the amount of the capital they had invested. After a short initial period of prosperity, the fortunes of the turnpike declined. First, the Philadelphia, Wilmington, and Baltimore Railroad was built parallel to the turnpike (to the south of it) and took much of the turnpike's business. Then, other roads were built which took away further business, and later the Baltimore and Ohio Railroad was extended to Philadelphia parallel to the turnpike (to the north of it). The tolls steadily diminished. Revenues were not sufficient to pay the expenses of keeping the road in order, and it was not possible to pay any dividends to the stockholders after July 1883.

Portions of the turnpike were ceded to the city of Baltimore as the city expanded to the east. In 1888 the section of the turnpike in Harford County was turned over to that county. The portion remaining in Baltimore County was about 12 miles long.

In 1894 a representative of the turnpike company stated that people who lived along the road were hostile to it and did not pay any tolls that they could avoid. Probably the hostility was due to the poor condition of the road. Some residents had asked the governor to have the company's charter revoked, and appropriate court action was begun in Baltimore. In addition, indictments were pending against the company charging that the turnpike was in a state of nuisance. The company's representative believed that these proceedings would result in unfavorable decisions

The eight-mile stone.

for the company, and he asked the Baltimore County Court to appoint a receiver so that the corporation could be dissolved and its remaining assets be distributed to the stockholders before all of its resources were depleted.

William S. G. Williams was appointed receiver, and the gatekeepers' houses and their lots were sold at auction in 1894. Later in the same year the corporation was formally dissolved, but it was many years later before the final distribution of assets was made. The records of the turnpike company were kept in Mr. Williams' office in the National Marine Bank Building, Baltimore, and were destroyed in the great fire of 1904.

George Hawkins Williams was the president of the turnpike company in the 1880's until his death in 1889. The secretary in 1894 was William H. Greenway.[19]

BACK RIVER NECK TURNPIKE

The Back River Neck Turnpike extended along Eastern Avenue for about three miles from Middle River to Back River and down Old Back River Road about five miles. The turnpike company was incorporated in 1885 for the purpose of establishing a turnpike, not to exceed 12 miles, on existing roads in the county's Twelfth Election District. The incorporators were John N. Foss, Henry Homberg, Philip Johnson, Joshua A. Bevans, and Rudolph Vollmer. Capital stock was to be $10,000, and this was fully subscribed by the end of 1886.

The first officers were ten directors: John N. Foss, Rudolph Vollmer, Joshua A. Bevans, Philip Johnson, Henry Homberg, Richard Vincent, Milliken Gillispie, S. Edwards, George R. Willis, and N. M. Brian. By 1886, John N. Foss had become the president and the directors were Robert Hodges, George S. Brown, J. Swan Frick, Richard Cromwell, E. Calvin Williams, W. S. G. Williams, Conrad Ruhl, Moses Fox, and Joshua A. Bevans.[1]

There was some public complaint about the county's turning over the operation of the roads to the company. It was argued that residents had previously given the land and paid assessments to have the thoroughfares constructed as public roads and they would now have to pay toll to use these roads or purchase stock in the turnpike company (apparently stockholders could use the turnpike without paying toll). By early 1886 the company had paved about 2½ miles of the turnpike with oyster shells and erected a tollgate, but tolls were not collected because the incorporators believed that their rights were questionable. To resolve the matter, they tried to have the General Assembly charter their company as the Lower Neck Turn-Pike Company. A Baltimore County member of the House of Delegates reported that he had received a bill to this effect which the company wanted him to introduce, but he was not sympathetic and kept it locked in his desk.[2] The company was not chartered by the state and proceeded with the operation of the turnpike under the authority granted by the county.

The tollgate was located on Eastern Avenue just east of the Back River Bridge. One of the gatekeepers was William Henry Hill, who had been the gatekeeper at the tollgate on the Fifth Avenue Extended Shell Road. He later retired and he and his wife moved to South Baltimore. After his wife died, he lived with the family of his daughter and son-in-law, Mr. and Mrs. James Fisher, at their farm where Dundalk is now located.[3]

In 1900 several residents of the area served by the turnpike—William H. Walters, James T. Milling, James Brian, Joshua Wilkinson, Daniel Weber, George Helldorfer, and Frank Foulke—called a meeting at Walters' store, located at Eastern Avenue and Back River Neck Road, to discuss asking the county commissioners to abolish the tollgate.[4] They decided to engage an attorney, and Joshua Wilkinson and Alexander Hughes were appointed to solicit contributions from the farmers of the area to help pay the expenses. The local people were confident of success because, according to their belief, about 15 years earlier the county commissioners had granted a company composed of Baltimoreans permission to collect tolls in return for repairing the road, which was then in very bad condition. The tollgate was to have remained until the company had recouped the costs of repairing and maintaining the road. The local farmers wanted to know how much more in tolls had to be collected before the road could be given back to the county.[5] Their belief that the collection of tolls was to have been temporary was erroneous since the turnpike company's record of incorporation contained no such limitation.

The turnpike was not to exist much longer, however. In 1902 it was described as uncomfortable and dangerous, full of holes, and practically unfit for use and travel by the public. Some residents brought the matter to the Baltimore County Circuit Court and an inquisition was held. The inquisition confirmed the turnpike's poor condition and the court suspended the company's right to collect tolls until the road was repaired. The company appealed the decision to the Maryland Court of Appeals and lost.[6]

The Court of Appeals' decision was in January 1903, and by the following month an organization known as the Citizens Committee had put up large posters in the area to notify people that the turnpike company no longer had the authority to collect tolls.[7] At the company's annual meeing in November of that year, the stockholders unanimously voted to sell the turnpike to the county. The company's president, Henry Ruhl, deeded the turnpike to the county in March 1904 for $2,000.[8]

FIFTH AVENUE EXTENDED SHELL ROAD

The Fifth Avenue Extended Shell Road followed the present Holabird Avenue from near Ponca Street to just east of the present city limits. There the road forked, with one branch—the Trap Road—going east to the North Point Road and the other going southeast to Sollers Point. The turnpike's trustees also seem to have taken some responsibility for the maintenance of these two roads. Canton's east-west streets were numbered avenues, and the turnpike was an extension of Fifth Avenue. Thus, it was called Fifth Avenue Extended or—because of the substance of which it was paved—the Shell Road.

The turnpike was the only one in our area that was not incorporated by either the state or county. It was organized in 1873 through a deed between three trustees—Gottlieb Stengel, Charles E. Lynch, and George Boyd Graves—and the owners of the property through which the road was to pass.[1] The owners (one of whom was Mr. Graves, the trustee) conveyed the land for the turnpike to the trustees, who agreed to construct the road, regulate travel, establish a tollgate, and appoint a gatekeeper. Under the agreement, revenues from tolls were to be spent according to the following order of priorities: (1) paying the gatekeeper's salary, (2) paying the expenses the trustees incurred in connection with the turnpike, including $2 daily compensation to each of them when they spent their time on turnpike business, and (3) making repairs to the Trap and Sollers Point Roads which would be the most beneficial to the Fifth Avenue Extended Shell Road.

The agreement also provided for annual meetings to be held at noon on the first of January of each year at the tollgate. At these meetings the trustees were responsible for reporting to the property owners on the previous year's receipts and expenditures. If there was any money remaining from the operation of the turnpike, the property owners and the trustees were to decide what to do with it.

Each of the trustees was to have a specified position—president, secretary, or treasurer, but no record has been found of which trustee occupied which office. When a vacancy occurred, it was to be filled by someone chosen by the two remaining trustees.[2] Mr. Stengel remained a trustee until 1913 or later. The other trustees were Charles E. Lynch and J. A. Merritt in 1894;[3] George S. Stansbury and William P. Lynch in 1913;[4] and, at another time, a Mr. Lambert.[5]

As already mentioned, the turnpike was paved with shells. Farmers taking produce to Baltimore were permitted to use the road without paying if they brought back a load of oyster shells on their return and deposited them on the pile for the road. Many farmers participated, thus making the first shell road in the area. The traffic pulverized the shells, leaving a white road. The road was considered a model and many people went to see it.[6]

The turnpike was described in glowing terms by the North Point correspondent to a county newspaper in 1894. He said that it was the best and cheapest in the state and users need not fear getting stuck in the mud while travelling it. The road was a model, he said, and the people in the area were justly proud of it.[7]

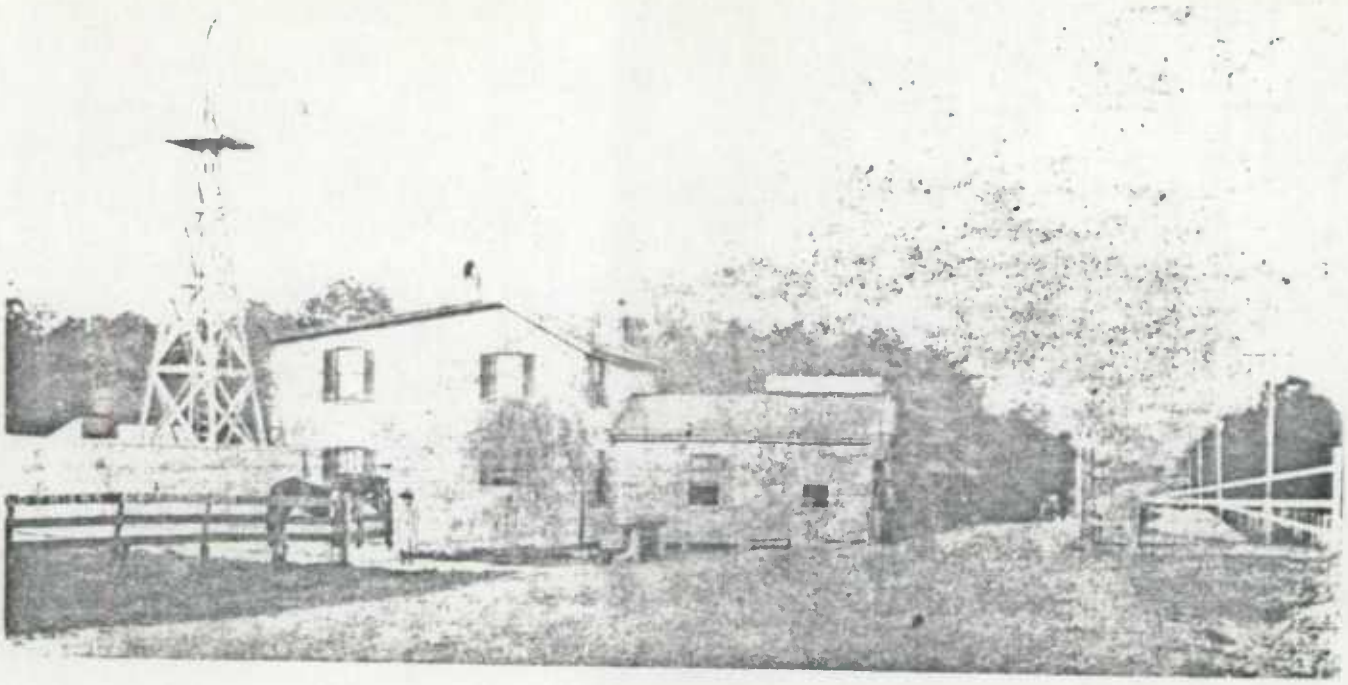
In addition to farmers bringing produce to Baltimore, the road was used by people in Canton and Highlandtown to get to shores on Patapsco Neck.[8]

People who didn't want to pay individual tolls could use the road for an annual toll payment of $2.[9]

The tollgate was located near the present intersection of Broening Highway with Holabird Avenue. It was on the farm of Edward and William H. Kimberly, who provided the land only after the trustees agreed that they and their heirs could use the road free of charge.[10] The gatekeeper's house was described as a small, wooden one-story building with an enclosed front porch which was used as an office for the gatekeeper.[11] A 1918 assessment record showed that it measured 22 by 20 feet in one wing and 12 by 12 feet in the other; the latter part was probably the office.[12] The trustees deeded the house and one-acre lot to John T. Murphy and Charles Smith in 1912, but the deed excluded turnpike privileges[13] and the house continued for a while to be used for the collection of tolls. After the turnpike became a public road, the gatekeeper's house was used as a private residence until it was demolished in the 1920's when Holabird Avenue was widened.[14]

One of the gatekeepers was William Henry Hill, who had left Sheffield, England, at the age of 17 to become a seaman. Later, he came to the United States and served in the Mexican War before settling in Maryland. He held various jobs prior to becoming the gatekeeper.

Mr. Hill stayed up late to collect the tolls. However, some people objected to paying and tried to race through the gate. Some of them succeeded. He solved the problem



— Pratt Library

Tollgate near the present intersection of Holabird Avenue and Broening Highway.

by inventing a device he could thrust through his window and seize the offenders' hats. Usually they stopped on their return and paid the tolls in order to redeem their hats; the hats were worth more than the tolls. Mr. Hill, while conscientious in doing his duty, was very friendly. Soon the men with whom he had at fitst had difficulty became his friends and he was able to collect their tolls without snatching hats.

After a number of years at the tollgate, Mr. Hill decided that the work had become too much for him and that a younger man was needed. He resigned and became the gatekeeper of the tollgate on Eastern Avenue, which must have been a less arduous job.[15]

Mr. Hill's successor, from 1896 until his death in 1913, was Louis B. Tarbert, who had come from Glencoe, Baltimore County. Like his predecessor, Mr. Tarbert was friendly with the farmers and teamsters of Patapsco Neck. If they had the change they paid the toll, but if they didn't have it he permitted them to pay when convenient. A county newspaper stated:

> The old gatekeeper trusted them; they knew it and never betrayed his trust. There was no need to keep account books. The accounts were kept in their heads and each was adjusted as promptly as [if] it had been "put down in black and white."

After their father's death and maybe while he was still living, Nellie and Sophronia Tarbert served as gatekeepers. They moved to another house on Holabird Avenue when the tollgate ceased to operate.[16]

The tollgate was removed in January 1914, and it was expected then that the turnpike would soon be deeded to the county.[17]

THE PRESENT

What now remains of these turnpikes? Of course, many of our present roads follow their routes. The careful searcher will also find a total of 39 milestones—as close to Baltimore as the three-mile stone, on Frederick Road between Fredhilton Avenue and McCurley Street, and as far away as the 30-mile stone, on York Road in the community of Maryland Line. There are ten gatekeepers' houses still standing—most of them in use as private residences. Finally, we have the names—the Westminster Pike, the Hanover Pike, the Jarrettsville Pike, and the Long Green Pike; and the Tollgate community at Owings Mills, where every street has a name ending in -gate.

NOTES

Introduction

1. St. George Leakin Sioussat, "Highway Legislation in Maryland and its Influence on the Economic Development of the State," *Maryland Geological Survey* (Baltimore: Johns Hopkins Press, 1899), III, 162.
2. "The Highways of Maryland: Turnpikes," Baltimore *Sun*, April 29, 1952.
3. Sioussat, pp. 175-78; Joseph Austin Durrenberger, *Turnpikes: A Study of the Toll Road Movement in the Middle Atlantic States and Maryland* (1931), pp. 69-70.
4. *Baltimore County Advocate*, Towson, July 11, 1857.

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1. Laws of Maryland, 1787, Chapter 23.
2. St. George Leakin Sioussat, "Highway Legislation in Maryland and its Influence on the Economic Development of the State," *Maryland Geological Survey* (Baltimore: Johns Hopkins Press, 1899), III, 154-55.
3. *Warner & Hanna's Plan of the City and Environs of Baltimore*, 1801; Baltimore *American*, August 23, 1800.
4. Sioussat, p. 164.
5. Laws of Maryland, 1801, Chapter 77.
6. John W. McGrain, "Industrial Archaeological Survey of the Northwest Transportation Corridor, Baltimore County, Maryland," manuscript prepared under contract to the Division of Archaeology, Maryland Geological Survey, 1975.
7. Laws of Maryland, 1801, Chapter 77.
8. McGrain, cited above.
9. Laws of Maryland, 1804, Chapter 51. Some sources give 1804 as the date the three turnpike companies were chartered, but this is incorrect. Although the companies were chartered through legislation in the session of November 1804, the act was actually passed early in 1805.
10. Records of the Baltimore and Frederick Turnpike Company, M.S. 46, Maryland Historical Society.
11. Records of the Baltimore and York Turnpike Company, M.S. 52, Maryland Historical Society.

The Turnpike Companies

1. "Laws of Maryland Relating to Highways," *Maryland Geological Survey* (Baltimore: Johns Hopkins Press, 1899), III, appendix p. 13.
2. John Gowan, *Address to the free and independent citizens of Maryland; and particularly the citizens of the county and city of Baltimore, being a statement of facts, and a brief exposition of chartered monopoly, usurpation and outrage, under the sanction of law* (Baltimore, 1820), pp. 41-43.
3. Records of the Baltimore and Harford Turnpike Company, M.S. 47, Maryland Historical Society.
4. Webster Bosley, May 16, 1975.
5. *Maryland Journal*, Towson, October 28, 1871.
6. Same, January 6, 1872.

Construction

1. Brian Bracegirdle, *The Archaeology of the Industrial Revolution* (Cranbury, New Jersey: Farleigh Dickinson University Press, 1973), pp. 65-72.
2. Records of the Baltimore and Frederick Turnpike Company, M.S. 46, Maryland Historical Society.
3. John H. B. Latrobe, *Picture of Baltimore* (Baltimore: Fielding Lucas, Jr., 1832), p. 215.
4. "Laws of Maryland Relating to Highways," *Maryland Geological Survey* (Baltimore: Johns Hopkins Press, 1899), III, appendix p. 12.

Tolls

1. Laws of Maryland, 1804, Chapter 51.
2. Records of the Baltimore and Frederick Turnpike Company, M.S. 46; and Records of the Baltimore and York Turnpike Company, M.S. 52, Maryland Historical Society.
3. Same; *Journal of Proceedings of the House of Delegates, 1867*, pp. 67, 83, 307, 428, and 655.
4. Records of the Baltimore and York Turnpike Company.
5. Laws of Maryland, 1858, Chapter 216; and 1854, Chapter 204.
6. "Laws of Maryland Relating to Highways," *Maryland Geological Survey* (Baltimore: Johns Hopkins Press, 1899), III, appendix p. 13.
7. Charles E. Slade, "I Remember . . . Tollgates and 30 Cent Meals," Baltimore *Sun*, February 15, 1976.
8. Robert W. Heacock, January 1976.
9. *Laws, Documents and Judicial Decisions Relating to the Baltimore and Fredericktown, York and Reisterstown, Cumberland and Boonsborough Turnpike Road Companies* (Baltimore: John D. Toy, 1841), pp. 52-54.
10. Same, p. 56.
11. *Baltimore County Union*, Towson, June 3, 1899.
12. Same, November 4, 1899.
13. *Sun*, February 8, 1900.
14. *Baltimore County Union*, July 13, 1895.
15. Same, August 3, 1895.
16. Same, July 20, 1895.
17. Records of the Baltimore and Frederick Turnpike Company.
18. *Baltimore County Union*, April 14, 1900.
19. Same, May 6, 1900.
20. Duane E. Tressler, January 16, 1976.
21. Records of the Baltimore and Frederick Turnpike Company.

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1. Records of the Baltimore and Frederick Turnpike Company, M.S. 46, Maryland Historical Society.
2. Bertha L. Hall, February 20, 1977.
3. Baltimore *Sun*, September 12, 1866.
4. Records of the Baltimore and Harford Turnpike Company, M.S. 47, Maryland Historical Society; Baltimore *American*, February 11, 1888.

The United Railways and Electric Company and the Turnpikes

1. Baltimore *Sun*, July 29 and 31 and August 22, 1906; Baltimore County Deeds, 292:100.
2. *Sun*, August 22, 1906.
3. Elmer R. Haile, Jr., January 1, 1976.
4. *Sun*, August 2, 1906.
5. Same, August 24, 1906.

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1. Laws of Maryland, 1804, Chapter 51.
2. "Laws of Maryland Relating to Highways," *Maryland Geological Survey* (Baltimore: Johns Hopkins Press, 1899), III, appendix pp. 14-15.

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2. Same, pp. 44-45.
3. Same, pp. 46-47.

4. *First, Second, Third, and Fourth Annual Reports of the State Roads Commission for the Years 1908, 1909, 1910, and 1911, to the General Assembly of Maryland* (Baltimore, 1912), p. 8.
5. *A History of Road Building in Maryland*, p. 51.
6. Same, p. 41.
7. Same, p. 48
8. *Reports of the State Roads Commission* . . . , cited above, pp. 9-10.
9. Same, p. 13.
10. Same, pp. 14 and 17.

Maryland Turnpike Association

1. Baltimore *Sun*, December 17, 1909.
2. Same, December 16, 1911.
3. Same, December 19, 1913.
4. Same, December 29, 1905, December 17, 1909, and December 19, 1913.

Washington and Baltimore Turnpike

1. St. George Leakin Sioussat, "Highway Legislation in Maryland and its Influence on the Economic Development of the State," *Maryland Geological Survey* (Baltimore: Johns Hopkins Press, 1899), III, 166.
2. Laws of Maryland, 1812, Chapter 78. The people identified as the organizers of each of the turnpike companies in this history are those named in the respective acts of incorporation to sell the stock to the public.
3. John H. B. Latrobe, *Picture of Baltimore* (Baltimore: Fielding Lucas, Jr., 1832), p. 202.
4. Washington and Baltimore Turnpike Road v. Baltimore and Ohio Railroad Company, 10 Gill and Johnson 392 (Maryland Court of Appeals).
5. Reference to documents in the Scharf Collection, catalogue in Manuscripts Division, Maryland Historical Society.
6. Latrobe, p. 214.
7. Records of the Baltimore and Frederick Turnpike Company, M.S. 46, Maryland Historical Society.
8. Baltimore *Sun*, September 12, 1866.
9. Baltimore City Deeds, T. K. 322:357.
10. Washington and Baltimore Turnpike Company v. State of Maryland, 70 U.S. 180.
11. Washington and Baltimore Turnpike Road v. State of Maryland, 19 Maryland 239.
12. 70 U.S. 180.
13. 19 Maryland 239.
14. Laws of Maryland, 1860, Chapter 326.
15. *Baltimore County Advocate*, Towson, February 28, 1863.
16. Same, January 31, 1863.
17. Same, February 28, 1863.
18. Same, August 1, 1863.
19. Same, August 29, 1863.
20. Same, October 31, 1863.
21. *Maryland Journal*, Towson, December 2, 1865; Baltimore *American*, December 11, 1865.
22. *American*, December 11, 1865.
23. 70 U.S. 180.
24. *Sun*, September 12, 1866.

Baltimore and Frederick Turnpike

1. Records of the Baltimore and Frederick Turnpike Company, M.S. 46, Maryland Historical Society.
2. Laws of Maryland, 1804, Chapter 51.
3. Company records.
4. Same; Baltimore County Deeds, 4:160.
5. J. H. Hollander, *Guide to the City of Baltimore* (Baltimore: John Murphy and Company, 1893), p. 185.
6. Baltimore County Deeds, 132:138.
7. Company records.
8. *Baltimore County Union*, Towson, October 31, 1896.
9. Baltimore directories.
10. Company records.
11. Same; 1850 Census.
12. Company records.
13. *Baltimore County Advocate*, Towson, April 4, 1863.
14. Company records; Maryland directory of 1880.
15. Company records.
16. Baltimore *Sun*, February 1, 1887.
17. Company records; Baltimore directories.
18. Company records.
19. *Maryland Journal*, Towson, March 6, 1875.
20. Company records.
21. *Sun*, February 26, 1919.
22. Maryland directories of 1880 and 1882.
23. *The Argus*, Catonsville, April 18, 1885.
24. *Sun*, February 26, 1919.
25. L. Blanche Lutz, February 5, 1976.
26. *Baltimore County Union*, December 2, 1899.
27. Same, March 17, 1900.
28. L. Blanche Lutz, August 24-25, 1976.
29. Blanche L. Mummert, August 26, 1976.
30. Baltimore County Deeds, 384:591.
31. Blanche L. Mummert and L. Blanche Lutz.
32. Company records.
33. Jean Walsh, February 10, 1976.
34. Grace Blackburn, December 21, 1976.
35. *Some Words About Preservation* (Maryland Historical Trust), May 1975.
36. Company records.
37. John H. B. Latrobe, *Picture of Baltimore* (Baltimore: Fielding Lucas, Jr., 1832), p. 206.
38. Company records.
39. *Baltimore County Union*, November 4, 1899.
40. *Sun*, February 8, 1900.
41. Company records.
42. *Sun*, September 11, 1909.
43. Same, May 5 and 25, 1910.
44. Company records.
45. *The Argus*, December 24, 1910.
46. Company records.

Calverton Turnpike

1. Laws of Maryland, 1815, Chapter 98.
2. 1850 and 1860 Censuses.
3. Maryland directory of 1871.
4. *Baltimore County Union*, Towson, May 29, 1880.
5. Baltimore City Deeds, A.M. 343:447; Baltimore County Deeds, 76:372, 117:410.
6. Baltimore City Deeds, A.M. 343:447.
7. Laws of Maryland, 1880, Chapter 346.
8. Baltimore County Deeds, 117:410.

Franklin Turnpike

1. Laws of Maryland, 1827, Chapter 186.
2. Lewis Brantz to Eliza C. Mayer, July 29, 1831, letter, Maryland Historical Society.
3. John H. B. Latrobe, *Picture of Baltimore* (Baltimore: Fielding Lucas, Jr., 1832), pp. 214-15.
4. Baltimore directories.
5. *Baltimore County Union*, Towson, July 29, 1905.
6. Catherine Hupfl, February 12, 1976.
7. Baltimore *Sun*, April 30, 1909.
8. 1870 Census; Baltimore directories.
9. Baltimore directories.
10. *Baltimore County Union*, June 19, 1886.
11. Baltimore directories.
12. Same.
13. Baltimore County Inquisitions No. 1, p. 144.
14. *Baltimore County Union*, March 20, 1880.
15. Baltimore County Inquisitions No. 1, p. 144.
16. *Baltimore County Union*, May 6, 1905.
17. *Sun*, August 2, 1908.

18. Same, August 15, 1909.
19. Same, August 2, 1908, and April 30, 1909.
20. *Baltimore County Union*, May 6, 1905; *Sun*, August 4, 1908.

Bloomingdale Turnpike

1. Laws of Maryland, 1852, Chapter 237.
2. *Baltimore County Advocate*, Towson, August 11, 1855.
3. Laws of Maryland, 1852, Chapter 237.
4. Baltimore County Deeds, 50:204.

Baltimore and Liberty Turnpike

1. Baltimore *Sun*, September 4, 1910.
2. Laws of Maryland, 1860, Chapter 274.
3. Wilson Herrera, June 12, 1975.
4. Baltimore County Deeds, 50:204.
5. Laws of Maryland, 1860, Chapter 274.
6. *Baltimore County Advocate*, Towson, September 22, 1860.
7. *Sun*, September 4, 1910.
8. *Maryland Journal*, Towson, August 11, 1866.
9. Baltimore County Deeds, 44:282.
10. Same, 210:40.
11. Same, 41:496.
12. Maryland directories of 1880 and 1882.
13. Records of Appointments of Postmasters, National Archives.
14. Wilson Herrera, June 12, 1975.
15. Baltimore County Deeds, 36:399.
16. Maryland directories of 1880 and 1882.
17. Elizabeth Wenzel Buderer, "I Remember . . . The Tollgate at Randallstown," *Sun*, April 24, 1949.
18. Edward A. Buderer, November 1976.
19. Elizabeth Wenzel Buderer, cited above.
20. Wilson Herrera, April 23, 1975.
21. Edward Spealman, December 27, 1976.
22. *Sun*, July 19 and 24, 1873; Baltimore *American*, July 19 and 24, 1873; *Maryland Journal*, July 19 and August 2, 1873.
23. *Sun*, July 30, 1873.
24. Baltimore County Deeds, 210:40.
25. Same, 342:244.
26. Same, 262:4, 309:483, 320:525, and 362:481.
27. *Baltimore County Advocate*, March 21, 1863; *Maryland Journal*, August 11, 1863; Baltimore County Deeds, 50:204, 262:4, and 362:481; Baltimore County Mortgages, 197:488, 221:187, and 297:205; *Sun*, July 30, 1910.
28. *Sun*, February 3, 1909.
29. Baltimore County Deeds, 362:481.
30. *Sun*, July 30, 1910.
31. Same, September 4, 1910.

Baltimore and Reisterstown Turnpike

1. Laws of Maryland, 1804, Chapter 51.
2. Same, 1805, Chapter 15.
3. Isaac N. Dickson, *The Early Days of Reisterstown and Vicinity* (Kiwanis Club of Reisterstown, 1947). Although Dickson said the work began in 1808, apparently the correct date was 1806.
4. Thomas W. Kemp, "A Trip to Washington in 1811," *Maryland Historical Magazine*, Vol. 35, No. 4, December 1940.
5. Dickson, cited above.
6. *American State Papers, Class X, Miscellaneous* (Washington: Gales and Seaton, 1834), I, 901.
7. Baltimore *American*, May 21, 1915.
8. John W. McGrain, "Industrial Archaeological Survey of the Northwest Transportation Corridor, Baltimore County, Maryland," manuscript prepared under contract to the Division of Archaeology, Maryland Geological Survey, 1975.
9. Dickson, cited above.
10. Henry Fielding Reid, "The Advantages of Good Roads," *Maryland Geological Survey* (Baltimore: Johns Hopkins Press, 1899), III, 439.
11. Arthur Newhall Johnson, "The Present Condition of Maryland Highways," *Maryland Geological Survey*, III, 200.
12. E. Bennett Bowen.
13. Baltimore City Deeds, W. G. 93:700.
14. Same, W. G. 188:555.
15. Baltimore County Deeds, 64:32; plat of 1872 in *Maryland Journal*, Towson, April 30, 1887.
16. Baltimore County Deeds, 74:39 and 91:391.
17. John Gowan, *Address to the free and independent citizens of Maryland; and particularly the citizens of the county and city of Baltimore, being a statement of facts, and a brief exposition of chartered monopoly, usurpation and outrage, under the sanction of law* (Baltimore, 1820), p. 34.
18. 1870 Census; Maryland directory of 1871. The directory stated that he was the keeper of the second tollgate, but this was probably an error.
19. Baltimore *Sun*, November 16 and 17, 1876.
20. *Maryland Journal*, April 12, 1879.
21. Florence V. Corbin, April 19, 1976; Ruth Heise, August 1976; Baltimore *Evening Sun*, October 6, 1965; *Carroll County Times*, Westminster, April 20, 1967.
22. Ruth Heise.
23. John J. Carlin, "I Remember . . . Tollgate on Reisterstown Road," *Sun*, May 23, 1948.
24. F. M. Ruppert, letter to the editor of the *Sun Magazine*, September 1, 1957.
25. *Sun*, September 20, 1909.
26. *American*, October 28, 1911.
27. *Sun*, September 1, 1911.
28. *American*, October 28, 1911.
29. Baltimore County Deeds, 391:389.
30. *American*, October 28, 1911; *Sun*, October 28, 1911.
31. *Sun*, October 28, 1911.
32. Claire A. Richardson, April 1977.
33. 1860 and 1870 Censuses.
34. G. M. Hopkins, *Atlas of Baltimore County, Maryland* (Philadelphia: G. M. Hopkins, 1877), p. 42.
35. Theodore S. Stansbury, "Tollgate Days—and Nights," *Sun*, June 30, 1957.
36. *Baltimore County Union*, Towson, May 4, 1895.
37. *Sun*, June 11, 1896, and February 6, 1897; *Baltimore County Union*, December 19, 1896, and February 13, 1897; Dorothy G. Cox, December 3, 1976.
38. Mudge v. Baltimore and Reisterstown Turnpike Company, Baltimore County Equity Records, file 9357.
39. E. Bennett Bowen, 1976; Berenice Forsyth, December 7, 1976.
40. E. Bennett Bowen.
41. McGrain, cited above.
42. Baltimore City Deeds, W. G. 96:345.
43. Baltimore County Deeds, 43:438 and 10:237.
44. E. Bennett Bowen.
45. 1850 Census.
46. 1860 Census.
47. 1870 Census; Maryland directory of 1871.
48. *Sun*, August 14, 1876.
49. Maryland directory of 1871.
50. Hopkins, p. 43
51. Maryland directory of 1887.
52. 1880 Census; Maryland directory of 1887; *Directory of the Western Maryland Railroad and Branches*, 1888.
53. *Directory of the Western Maryland Railroad*, 1892; *Baltimore County Union*, October 20, 1894.
54. E. Bennett Bowen.
55. Baltimore County Deeds, 455:159.
56. E. Bennett Bowen.
57. Charles E. Slade, November 9, 1975.

58. Florence V. Corbin, April 19, 1976; Ruth Heise, August 1976.
59. Baltimore City Deeds, W. G. 122:576.
60. Baltimore County Deeds, 16:412.
61. Baltimore City Deeds, W. G. 113:626.
62. *Baltimore County Union*, August 13, 1898.
63. 1860 Census.
64. 1870 Census.
65. *Baltimore County Union*, January 23, 1892.
66. Same, January 13, 1894.
67. Charles E. Slade
68. *Baltimore County Union*, September 19, 1896.
69. Baltimore County Deeds, 224:203.
70. Same, 273:69 and 309:103.
71. Charles E. Slade.
72. *Baltimore County Union*, March 15 and April 5, 1902.
73. Louise Bland Goodwin and Emma Parker, January 1977.
74. Howard Schaeffer, January 1, 1977.
75. Louise Bland Goodwin and Emma Parker.
76. Daisy Chenoweth, November 6, 1975.
77. Charles E. Slade.
78. Baltimore County Deeds, 453:108.
79. *Sun*, July 6, 1941.
80. Same, December 17, 1950.
81. *Community News*, June 26, 1959, clipping in possession of Dorothy G. Cox.
82. Louise Bland Goodwin.
83. *Union News*, Towson, June 26, 1915.
84. Gowan, pp. 22 and 28; Baltimore City Deeds, W. G. 178:363 and A.W.B. 378:370; Baltimore County Deeds, 16:412.
85. J. Thomas Scharf, *History of Western Maryland* (originally published Philadelphia, 1882; reprinted Baltimore: Regional Publishing Company, 1968), pp. 953-54; *Baltimore County Union*, April 11, 1896.
86. Baltimore County Deeds, 224:327; Records of the Baltimore and Reisterstown Turnpike Company, M.S. 50, Maryland Historical Society.
87. *Bulletin of University of Maryland School of Medicine and College of Physicians and Surgeons*, Vol. 1, No. 7, February 1917, p. 187.
88. *American State Papers*, cited above, I, 901; *American*, February 17, 1825.
89. Company records.
90. *Maryland Journal*, October 14, 1876; *Baltimore County Union*, October 13, 1894.
91. *Sun*, November 16, 1876.
92. *Baltimore County Union*, October 27, 1900.
93. Baltimore City Deeds, W.G. 178:363 and A.W.B. 378:370.
94. Baltimore County Deeds, 391:389.
95. Same, 431:587; company records; *American*, May 21, 1915.
96. *Union News*, May 29, 1915; *American*, June 1, 1915; *Sun*, June 1, 1915.
97. Company records; *Union News*, May 22, 1915; Baltimore County Deeds, 449:177 and 506:589.

Green Spring Avenue

1. Laws of Maryland, 1858, Chapter 216.
2. Same, 1864, Chapter 141.
3. Same, 1872, Chapter 80.
4. *Maryland Journal*, Towson, November 23, 1872.
5. Same, March 25 and April 15, 1876.
6. Baltimore City Deeds, R.O. 1652:321.
7. *Baltimore County Advocate*, Towson, March 29, 1862, January 31, 1863, and December 24, 1864; Baltimore City Deeds, R.O. 1652:321.

Falls Turnpike

1. Laws of Maryland, 1804, Chapter 91.
2. Same, 1805, Chapter 105.
3. Same, 1804, Chapter 91.
4. *American State Papers, Class X, Miscellaneous* (Washington: Gales and Seaton, 1834), I, 900-901.
5. John H. B. Latrobe, *Picture of Baltimore*, (Baltimore: Fielding Lucas, Jr., 1832), p. 214.
6. Records of the Falls Turnpike Road Company, Papers of the Johnson Family of Rockland on loan to the Maryland Historical Society.
7. Same; 1860 Census.
8. 1870 Census.
9. Baltimore directories.
10. *Maryland Journal*, Towson, May 22, 1886.
11. Company records; Baltimore directories.
12. E. Bennett Bowen, November 10, 1975; Goldie Smith, March 18, 1977.
13. Company records; *American State Papers*, cited above, I, 900; Baltimore County Deeds, 67:239; Baltimore City Deeds, J.B. 1353:507.
14. Company records.
15. Baltimore City Deeds, J.B. 1069:173 and J.B. 1353:507; and company records.
16. *Baltimore County Union*, Towson, March 5, 1898.
17. Company records.
18. *Baltimore County Union*, June 10, July 29, August 5, 1905; Baltimore *Sun*, August 3, 1905.

Charles Street Avenue

1. Samuel W. Bradford, "Charles Street Avenue in the Civil War Days," Baltimore *Sun*, July 19, 1931.
2. Laws of Maryland, 1854, Chapter 204.
3. Samuel Wyman v. The Charles Street Avenue Co. *et al.*, Baltimore County Equity Records, file 172.
4. Ulman v. Charles St. Ave. Co. *et al.*, 34 A. 367.
5. Arthur Newhall Johnson, "The Present Condition of Maryland Highways," *Maryland Geological Survey* (Baltimore: Johns Hopkins Press, 1899), III, 261.
6. Samuel Wyman v. The Charles Street Avenue Co. *et al.*
7. Bradford, cited above.
8. Baltimore County Deeds, 24:39.
9. *Maryland Journal*, Towson, March 8, 1873.
10. *Sun*, April 2, 1881.
11. Same, July 18, 1895.
12. Baltimore directories.
13. *Sun*, August 31 and September 1, 1906. Although the newspaper referred to the gatekeeper as "he," the city directories showed that the gatekeeper was Belle V. O'Brien.
14. *Baltimore County Union*, Towson, June 22, 1895.
15. Records of the Charles Street Avenue Company, M.S. 228, Maryland Historical Society.
16. Winfield S. Ditch, January 1976; Baltimore directories.
17. Company records.
18. *Sun*, May 26, 1893.
19. Same, July 11, 1893.
20. Same, May 26 and July 11, 1893.
21. Same, July 11, 1893.
22. Same, July 29 and August 22, 1906; Baltimore County Deeds, 292:100.
23. *Baltimore County Advocate*, Towson, August 22, 1856.
24. Company records.
25. Baltimore County Deeds, 384:585.
26. Company records.

Baltimore and York Turnpike

1. Laws of Maryland, 1804, Chapter 51.
2. Records of the Baltimore and York Turnpike Company, M.S. 52, Maryland Historical Society.
3. Baltimore *Sun*, July 28, 1907.
4. Same, February 7, 1900.
5. Same, July 28, 1907.
6. Company records.
7. *Sun*, July 28, 1907.

8. *Baltimore County Advocate*, Towson, August 22, 1857.
9. Same, February 11, 1860.
10. 1860 Census.
11. Anna Cole, *Methodism in Old Waverly and its Environment* (Baltimore: Day Printing Company, 1933), p. 11.
12. *Baltimore County Advocate*, March 2, 1861.
13. Company records.
14. Cole, p. 11; Records of Appointments of Postmasters, National Archives.
15. Company records.
16. 1880 Census.
17. *Baltimore County Advocate*, September 7, 1861; *Baltimore County Union*, Towson, October 22, 1892.
18. *Sun*, October 15, 1892; *Baltimore County Union*, October 22 and November 5, 1892.
19. Cole, p. 11.
20. Lizette Woodworth Reese, *A Victorian Village* (Farrar and Rinehart, 1929), pp. 22-23.
21. Company records.
22. *Baltimore County Union*, November 25, 1893.
23. Same, April 14, 1894.
24. Baltimore directories.
25. *Baltimore County Union*, January 21, 1899.
26. Same, July 30, 1910.
27. Company records; Baltimore *American*, July 12, 1810.
28. Company records.
29. *Baltimore County Advocate*, May 16, 1857.
30. Company records; *Baltimore County Advocate*, August 22, 1857.
31. *Baltimore County Advocate*, September 17, 1864.
32. *Baltimore County Union*, July 30, 1910.
33. Bertha L. Hall, February 20, 1977.
34. *Baltimore County Advocate*, September 17, 1864.
35. *The Union*, Towson, November 4, 1865; *Union News*, Towson, June 7, 1913.
36. *Union News*, January 4, 1913.
37. *The Union*, November 4, 1865, reprinted in the *Union News*, May 3, 1913; *Maryland Journal*, Towson, November 4, 1865.
38. Bertha L. Hall, February 20, 1977.
39. *Baltimore County Union*, February 12, 1898.
40. Same, November 14, 1885.
41. Same, June 23, 1900.
42. Same, December 25, 1897, and February 26, 1898.
43. Robert T. Parker, December 22, 1976.
44. *Baltimore County Union*, July 30, 1910.
45. *Baltimore County Advocate*, April 7, 1860.
46. *The Argus*, Catonsville, March 21, 1885.
47. *Baltimore County Union*, November 7 and 14, 1885.
48. Company records.
49. *Sun*, May 26, 1898.
50. William J. Chilcoat; Records of the Baltimore County Home, Baltimore County Historical Society.
51. Baltimore County Tax Records, 1911; Baltimore County Deeds, 375:513.
52. Company records.
53. Baltimore City Deeds, W.G. 123:383.
54. Company records.
55. *Baltimore County Advocate*, August 28, 1852.
56. 1860 Census.
57. Company records.
58. Baltimore County Deeds, 130:107.
59. Emory W. Benson, Sr., August 22, 1976.
60. George P. Mays, June 27, 1976.
61. Same; Edwin T. Mays, August 10, 1976.
62. *Baltimore County Union*, February 6 and 13, 1897.
63. George P. Mays and Emory W. Benson, Sr.
64. Company records.
65. Baltimore City Deeds, W.G. 117:462.
66. Company records.
67. *Baltimore County Advocate*, November 26, 1859.
68. George P. Mays.
69. *Baltimore County Union*, August 11, 1894.
70. Elmer H. Bull, December 14, 1976.
71. Baltimore County Deeds, 378:577.
72. Elmer H. Bull.
73. Company records.
74. Baltimore County Deeds, 392:305.
75. *Baltimore County Advocate*, November 26, 1859.
76. Clarence Spicer, December 26, 1975.
77. Company records; Maryland directory of 1882.
78. Clarence Spicer.
79. Emily Stiffler, June 18, 1976.
80. Baltimore County Deeds, 406:456.
81. Clarence Spicer.
82. Company records; Baltimore City Deeds, W.G. 117:464.
83. 1850 Census.
84. Company records.
85. Elsie Stewart, December 26, 1975; Baltimore County Deeds, 394:385.
86. Clarence Spicer.
87. Company records.
88. Same.
89. *American*, May 1, 1955.
90. Company records.
91. *Baltimore County Advocate*, May 16, 1857.
92. *Maryland Journal*, December 6, 1873.
93. Company records.
94. Baltimore County Deeds, 364:251.
95. *Baltimore County Union*, July 30, 1910.

Western Run Turnpike

1. Webster Bosley, May 16, 1975.
2. Baltimore County Wills, 1:352; *Baltimore County Advocate*, Towson, September 22, 1860.
3. Laws of Maryland, 1867, Chapter 396.
4. Baltimore County Deeds, 66:335.
5. Same, 67:53.
6. *Maryland Journal*, Towson, March 13, 1886.
7. *Baltimore County Union*, Towson, November 3, 1900.
8. Webster Bosley, May 16, 1975.
9. Same; *Baltimore County Union*, March 12, 1898.
10. *Baltimore County Union*, March 12, 1898.
11. Webster Bosley, May 9, 1976.
12. Records of Appointments of Postmasters, National Archives.
13. Webster Bosley, May 16, 1975.
14. Baltimore County Deeds, 419:273 and 504:344.
15. Webster Bosley, May 16, 1975.
16. Baltimore *Sun*, March 26, 1918.
17. Baltimore County Deeds, 504:344.
18. *Sun*, September 21, 1918.

Dulaney's Valley and Towsontown Turnpike

1. Laws of Maryland, 1856, Chapter 24.
2. *Union News*, Towson, March 24, 1917.
3. *Baltimore County Advocate*, Towson, September 18, November 6, and December 4, 1858.
4. Same, November 6, 1858.
5. Baltimore *Sun*, December 9, 1916.
6. *Baltimore County Advocate*, September 17, 1864.
7. *The Argus, Catonsville*, March 8, 1884.
8. *The Jeffersonian*, Towson, July 18, 1931.
9. Baltimore County Deeds, 101:489 and 141:522.
10. *The Jeffersonian*, July 18, 1931; Robert W. Heacock, January 1976.
11. Bertha L. Hall, February 1977.
12. *Baltimore County Union*, Towson, February 25 and March 11, 1893.
13. Bertha L. Hall.
14. *Baltimore County Union*, April 15, 1893.
15. Bertha L. Hall.
16. Robert W. Heacock; *Sun*, March 6, 1906.
17. The information about the murder and the escape, re-

capture, and execution of Winder was obtained from various issues of the *Sun* from December 23, 1905, to March 31, 1906. The entire episode was summarized in an article by Alexander Gifford in the Baltimore *News-Post*, April 27, 1936, and a column in the issue of April 30, 1936.

18. *The Jeffersonian*, July 18, 1931.
19. Robert W. Heacock.
20. *Baltimore County Advocate*, January 9, 1858, January 8, 1859, January 12, 1861, January 11, 1862, and January 10 and February 7, 1863; *Maryland Journal*, Towson, January 8, 1870, January 7, 1871, January 6, 1872, January 11, 1873, January 9, 1875, January 8, 1876, January 11, 1879, January 8, 1887; *Baltimore County Union*, January 9, 1892, January 7, 1893, January 6, 1894, January 12, 1895, January 11, 1896, January 13, 1900, January 11, 1902, January 10, 1903, January 9, 1904; Baltimore County Deeds, 442:558 and 499:68; and Ex Parte, In the Matter of the Dissolution of the Dulaney's Valley and Towsontown Turnpike Company, Baltimore County Equity Records, file 14,719.
21. *Baltimore County Advocate*, January 12, 1861.
22. *Baltimore County Union*, March 11, 1893.
23. *Maryland Journal*, January 8, 1887.
24. *Baltimore County Union*, January 6, 1894, January 11, 1896, January 13, 1900, and January 9, 1904.
25. Baltimore County Deeds, 442:558.
26. Same, 499:68; Ex Parte, In the Matter of the Dissolution of the Dulaney's Valley and Towsontown Turnpike Company.

Meredith's Ford and Jarrettsville Turnpike

1. Elizabeth Hope, "I Remember . . . Jarrettsville Pike in the Early 1920's," Baltimore *Sun*, February 11, 1973.
2. Laws of Maryland, 1864, Chapter 173.
3. *Maryland Journal*, Towson, August 5, 1865.
4. Baltimore County Mortgages, 31:380.
5. Baltimore County Judicial Record, 53:142.
6. *Maryland Journal*, October 28, 1871.
7. Baltimore County Incorporation Records, 1:160.
8. Baltimore County Mortgages, 76:145.
9. Baltimore County Deeds, 45:512.
10. *Baltimore County Union*, Towson, May 8, 1897.
11. Same, November 12, 1898.
12. Robert W. Heacock, January 1976.
13. Same.
14. *Baltimore County Union*, February 3, 1900.
15. Robert W. Heacock; Baltimore County Deeds, 448:186.
16. *Maryland Journal*, October 28, 1871.
17. Same, February 1, 1879.
18. *Baltimore County Union*, April 27 and June 8, 1895.
19. Same, April 27, 1895.
20. James W. Jones, January 20, 1976.
21. L. Ralph Hilgartner and McKinley King, September 1976.
22. Information from a daughter of Mrs. Lins, September 22, 1976.
23. Same, and L. Ralph Hilgartner and McKinley King.
24. Robert W. Heacock.
25. *Baltimore County Union*, May 28, June 4 and 18, July 23 and 30, and August 13 and 20, 1892.
26. Baltimore County Mortgages, 31:380 and 76:145; Baltimore County Deeds, 448:186 and 508:82; Baltimore County Incorporation Records, 1:160; *Baltimore County Advocate*, Towson, March 26 and May 14, 1864; *Maryland Journal*, November 4, 1865, January 30, 1875, and January 18, 1879; J. Thomas Scharf, *History of Baltimore City and County* (originally published 1881; reprinted Baltimore: Regional Publishing Company, 1971), II, 914.
27. Baltimore County Deeds, 448:186.
28. Same, 508:82.

Dulaney's Valley and Sweet Air Turnpike

1. Arthur Newhall Johnson, "The Present Condition of Maryland Highways," *Maryland Geological Survey* (Baltimore: Johns Hopkins Press, 1899), III, 261.
2. Laws of Maryland, 1864, Chapter 185.
3. Records of the Dulaney's Valley and Sweet Air Turnpike Company, M.S. 318, Maryland Historical Society.
4. The *Union*, Towson, December 23, 1865, reprinted in the *Union News*, Towson, May 10, 1913.
5. *Maryland Journal*, Towson, February 20, 1875.
6. Company records.
7. Baltimore County Deeds, 87:381.
8. Company records.
9. *Maryland Journal*, March 13, 1869.
10. Baltimore County Incorporation Records, 1:20.
11. *Maryland Journal*, February 20, 1875.
12. *Baltimore County Union*, Towson, October 5 and December 28, 1895.
13. Company records.
14. *Baltimore County Union*, October 5 and December 28, 1895.
15. Robert W. Heacock, January 1976.
16. Company records.
17. Robert W. Heacock.
18. Company records.
19. Same.
20. Baltimore County Deeds, 228:21 and 435:357.
21. Company records.
22. Robert W. Heacock.
23. Ex Parte, In the Matter of the Dissolution of the Dulaney's Valley and Sweet Air Turnpike Company, Baltimore County Equity Records, file 13,137.

Baltimore and Harford Turnpike

1. Laws of Maryland, 1815, Chapter 48.
2. Records of the Baltimore and Harford Turnpike Company, M.S. 47, Maryland Historical Society.
3. Laws of Maryland, 1815, Chapter 48.
4. Company records.
5. Same; 1850 Census; *American Farmer*, March 17, 1826.
6. 1860 Census.
7. 1864 Baltimore directory.
8. 1870 Census; *Maryland Journal*, Towson, April 5, 1879.
9. Baltimore directories; Baltimore *Sun*, August 31, 1874; *Baltimore County Union*, Towson, August 18, 1892, and September 15, 1894.
10. Company records.
11. Baltimore *American*, January 28, 1891.
12. Company records.
13. Baltimore County Deeds, 301:270; Company records.
14. 1860 and 1870 Censuses.
15. *Baltimore County Union*, December 30, 1899.
16. *Maryland Journal*, March 15 and 22, 1879.
17. *Baltimore County Union*, May 2, 1903.
18. Company records; 1860 Census.
19. Company records; 1860, 1870, and 1880 Censuses; tombstone, Waugh Chapel Cemetery.
20. Records of Appointments of Postmasters, National Archives.
21. *Baltimore County Union*, December 3, 1898.
22. *Baltimore County Advocate*, Towson, December 8, 1860.
23. Baltimore County Deeds, 277:203.
24. 1860, 1870, and 1880 Censuses; Maryland directory of 1882.
25. J. Vernon Hall, January 19, 1977.
26. Same; also William F. Class, Jr., January 19, 1977.
27. Company records.
28. Baltimore County Deeds, 282:560 and 283:395.
29. Same, 301:270.
30. Same, 318:71.
31. Company records.
32. Same.

33. William H. Jenkins, "Some Reminiscences of the Harford Road and Clifton Park," *Baltimore County Union*, April 13, 1895.
34. Howard L. Harker, "I Remember . . . The Old Hall Spring Hotel," *Sun*, May 10, 1959.
35. Company records.
36. *Sun*, September 12, 13, and 27, 1864.
37. *Maryland Journal*, October 28, 1865.
38. *American*, August 30, 1891.
39. *Sun*, September 4, 1891; *American*, September 4, 1891.
40. *American*, August 30, 1891.
41. *Sun*, December 11, 1891; *Baltimore County Union*, December 12, 1891.
42. *Baltimore County Union*, December 30, 1899.
43. *Sun*, August 15, 1906.
44. Same, November 3, 1906; notes of Elmer R. Haile in possession of Elmer R. Haile, Jr.
45. Company records.
46. Baltimore City Deeds, G.E.S. 201:149.
47. Baltimore County Deeds, 364:256; Baltimore City Deeds, S.C.L. 2602:420.
48. Company records.
49. *Genealogy and Biography of Leading Families of the City of Baltimore and Baltimore County, Maryland* (New York: Chapman Publishing Company, 1897), p. 271.
50. Company records.

Baltimore and Jerusalem Turnpike

1. Laws of Maryland, 1867, Chapter 143.
2. Libertini v. Schroeder, 132 A. 65.
3. Lee McCardell, "When Going to Jerusalem was a Baltimore Custom," Baltimore *Evening Sun*, January 15, 1941.
4. 1870 Census.
5. Records of the Baltimore and Jerusalem Turnpike Company, M.S. 48, Maryland Historical Society.
6. C. Howard Amoss, letter to the editor of the *Evening Sun*, January 31, 1941.
7. Company records.
8. Baltimore directories.
9. John P. Foote, "I Remember . . . Colorful, Bustling 'San Domingo,' Baltimore *Sun*, April 30, 1961.
10. Company records.
11. Foote, cited above.
12. Baltimore *American*, September 30, 1956.
13. Company records.
14. Anna Hoffmeister, March 1976.
15. Same; Baltimore County Deeds, 334:512.
16. Company records.
17. *Sun*, August 16, 1900.
18. Company records; Baltimore County Deeds, 209:286, 292:95, and 334:512; *Baltimore County Union*, Towson, March 18, 1893, March 17 and December 22, 1894, and March 14, 1896.
19. Company records.
20. *Sun*, February 27 and March 2, 1906.
21. *Democrat and Journal*, Towson, December 21, 1907.
22. *Sun*, January 25, 1911.
23. Baltimore County Deeds, 375:402.

Baltimore and Havre de Grace Turnpike

1. Laws of Maryland, 1813, Chapter 166.
2. 1860 Census.
3. *Baltimore County Advocate*, Towson, October 9, 1858.
4. *Baltimore County Union*, Towson, February 28, 1880.
5. Charlotte Diekmann, February 18, 1976.
6. Baltimore *Sun*, June 13, 1895.
7. Baltimore County Judicial Record, L.M.B. 148:173.
8. Same.
9. Emma M. Foley, February 22, 1977.
10. 1880 Census.
11. Judicial Record cited above.
12. Emma M. Foley.
13. L. Holtzner, February 21, 1977.
14. 1860 Census.
15. 1870 Census.
16. 1880 Census.
17. Judicial Record cited above.
18. L. Holtzner.
19. Judicial Record cited above.

Back River Neck Turnpike

1. Baltimore County Incorporation Records, 2:47 and 104.
2. *Baltimore County Union*, Towson, March 27, 1886.
3. Katherine M. Nicholson, "The Story of Grandfather Hill," *History Trails*, Vol. 10, No. 3, Spring 1976.
4. *Baltimore County Union*, February 3, 1900.
5. Same, March 3, 1900.
6. Back River Neck Turnpike Co. of Baltimore County v. Homberg *et al.*, 54 A. 82.
7. *Baltimore County Union*, February 28, 1903.
8. Baltimore County Deeds, 244:472.

Fifth Avenue Extended Shell Road

1. Baltimore County Deeds. 84:250. The book *Real Stories from Baltimore County History* (edited by Isobel Davidson, 1917; p. 200) stated that residents agreed to build the turnpike in 1868; however, this may not have been correct.
2. Baltimore County Deeds, 84:250 and 91:375.
3. *Baltimore County Union*, Towson, February 10, 1894.
4. Baltimore County Deeds, 410:102.
5. Bayard Williams, October 29, 1975.
6. Katherine M. Nicholson, "The Story of Grandfather Hill," *History Trails*, Vol. 10, No. 3, Spring 1976.
7. *Baltimore County Union*, February 10 and March 3, 1894.
8. Nicholson, cited above.
9. *Baltimore County Union*, March 3, 1894; Ethel Dowrett and Abby Merritt, October 1975.
10. Baltimore County Deeds, 84:257.
11. Ethel Dowrett and Abby Merritt.
12. Baltimore County Tax Ledger, 1918, District 12.
13. Baltimore County Deeds, 392:420.
14. Bayard Williams.
15. Nicholson, cited above.
16. Bayard Williams; Baltimore directories; *Union News*, Towson, November 15, 1913.
17. Baltimore *Sun*, January 5, 1914.


TURNPIKE ROAD COMPANY
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