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Abstract

On the morning of 1 July 1863, lead elements of Confederate General Robert E. Lee's Army of Northern Virginia advanced on the town of Gettysburg situated in the lush farm lands of south-central Pennsylvania just eight miles east of the South Mountain in Adams county. The Southern reconnaissance in force made early that summer morning was destined not only to change the history of the struggling Confederacy, but also to set the infant United States republic, indeed the world, on courses towards more democratic forms of government.

Although many historians have dwelled on those three fateful days in 1863, few emphasize the role the major roads played in the drama that unfolded at Gettysburg. However, events that transpired over a 116- year period prior to the great battle actually created the highway system that was to draw the opposing forces to town-a hub of ten major roads.

This essay will briefly explore the development of state- and county ordained roads to and through the site of Gettysburg from 1747 until the year of the battle. After a brief history of the colonial development in the greater Adams county area, emphasis will be placed on the evolution of the ten major roads that join at Gettysburg and how the development of the town affected their positioning and that of some ancillary roads within the borough limits. [*excerpt*]

Keywords

Adams County Historical Society, ACHS, Adams County, Pennsylvania History, Battle of Gettysburg, Civil War, Army of Northern Virginia, Army of the Potomac, Gettysburg, Troop Movement, Battlefield

Building A Battle Site: Roads To and Through Gettysburg 1747-1863¹

by Elwood W. Christ

On the morning of 1 July 1863, lead elements of Confederate General Robert E. Lee's Army of Northern Virginia advanced on the town of Gettysburg situated in the lush farm lands of south-central Pennsylvania just eight miles east of the South Mountain in Adams county. The Southern reconnaissance in force made early that summer morning was destined not only to change the history of the struggling Confederacy, but also to set the infant United States republic, indeed the world, on courses towards more democratic forms of government.

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The Native Americans

A history of the road system to and through Gettysburg would not be complete without a brief mention of the native populations, for they, too, left their mark in Adams county. Verbal tradition implies that the Gettysburg area may have served as seasonal hunting grounds and that a site near the southwest slope of Big Round Top may have been the location of a large encampment or battle ground. Indeed, archaeological evidence suggests that the Marsh, Rock and Conewago creek watersheds

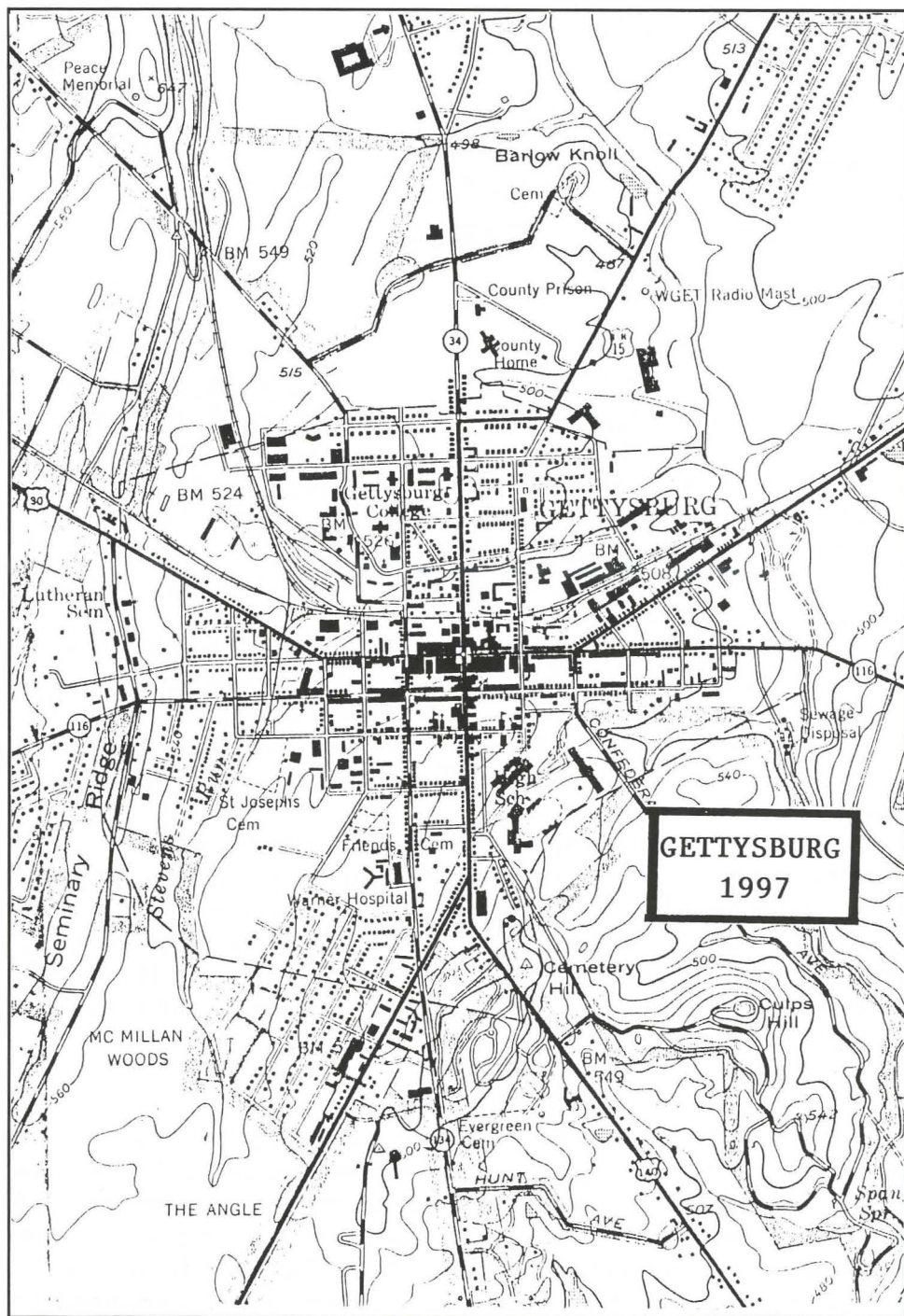


Fig. 1

around Gettysburg were visited by Native Americans, and sixty-four pre-historic sites have been found in Adams county (Archaic and Early Woodland occupations), five in Cumberland township which nearly encompasses Gettysburg.²

The Native Americans in the vicinity undoubtedly developed a system of trails to link at least some of their seasonal campsites with major traces, such as the Monocacy Trail that cut through what later became the southeast portion of Adams county.³ In 1920 George P. Donahoo wrote in *A Short Sketch of the Indian Trails of Pennsylvania*:

The . . . gaps in the South Mountain, . . . Trent's Gap south of Carlisle; and Lindsey's, or Black's Gap, southeast of Chambersburg . . . through [the future site of] York to Lancaster, and to the Indian villages on the lower Susquehanna. . . . These trails . . . have become the lines followed by the [modern] highways leading east and west. . . .⁴

However, with the arrival of European traders, missionaries and settlers, the indigenous cultures deteriorated and eventually many of the Native Americans were forced into subsistence farming or into migrations westward.

"Best Poor Man's Country" **The Colonial Period, Circa 1736-1783**

Though Captain John Smith of the Virginia colony had made contact with a party of Susquehannock Indians near the mouth of the Susquehanna River in 1608 and allegedly visited an Indian town in present Lancaster County, the area of present York and Adams counties did not see European immigrants until William Penn and George Calvert, the first Lord Baltimore, established their colonies along the Delaware River and the Chesapeake Bay, respectively, during the second half of the seventeenth-century. By 1700 settlements in the colony of Pennsylvania had reached the east banks of the Susquehanna and that year the area to the west was transferred to the Penns by the Susquehannock Indians. However, the question of who was the official grantor that year was not settled until the fall of 1736 when the Penns signed a new agreement, re-purchasing the lands from the Iroquois, the conquerors of the Susquehannocks. The area west of the Susquehanna, which included present Franklin, Cumberland, Adams and York counties, then became part of Lancaster County.

Nonetheless, trading posts had been established along the banks of

the Susquehanna shortly after 1700 from the future site of Harris's Ferry (Harrisburg) south towards modern Washington borough in Lancaster County. "As early as 1721 the settlers east of the Susquehanna cast longing glances across the river, desiring to have the first opportunity to take up the lands in the rich valleys."⁵ and a year later Keith's Mine or Newberry Tract and the original Springettsberry Manor (later re-surveyed; included within it was the present site of York) were laid out along the west bank of the river near the present site of Wrightsville. In future Adams county, John Hanson Steelman (or Hans Tilgman) had been operating his trading post in the vicinity of the present site of Zora in Liberty township, possibly as early as 1718.⁶

However, extension of the Penns' sovereignty to the west initiated a border dispute between the Penns and the proprietors of Maryland. Although a temporary province line was established in 1739, conflicts continued until the Mason-Dixon line was laid out between 1762 and 1767.

Between the late 1720s and 1760s, some conflicting claims were settled peaceably, notably "Carroll's Delight" and "Carrollsbury" laid out and patented by the Maryland proprietors in 1732 near the present site of Fairfield, eight miles southwest of Gettysburg. But some disputes broke down into heated clashes. One example was the settlement of "Digges' Choice" (later known as McAllisterstown), the site of Hanover located fifteen miles southeast of Gettysburg. The controversy over which colony had jurisdiction of the area spanned fifteen years and peaked with the murder of Dudley Digges in 1752.⁷

Nonetheless, other settlers, mostly Scots-Irish, continued their migration west of the Susquehanna. Some settled along the banks of the Great Conewago Creek in present eastern Adams county, while other Scots-Irish settled in the Marsh and Rock creek watersheds, the area of present Gettysburg. This latter habitation, referred to as the Marsh Creek Settlement, extended nine miles southwest of the Great Conewago Settlement towards Carroll's Delight. Though the number of original Marsh Creek settlers is not known, the general consensus of Gettysburg historians suggests that by 1741 as many as 170 Scots-Irish families had established homesteads about the future site of Gettysburg, and eight years later with the influx of settlers west of the Susquehanna, the inhabitants petitioned the authorities, and thus in 1749 York county was formed.⁸

However, in 1740 the Penns established on paper their Manor of Maske, eventually seventy-two square miles of territory extending twelve miles in length north of the disputed province line and stretching six miles wide. The Manor included much of the Marsh Creek Settlement. Its in-

habitants then were considered squatters, and when the Penns attempted to lay out their manor in 1741, their surveyors met local resistance.⁹

Nevertheless, the manor controversy was settled peaceably; those residents who could show that their lands had been improved prior to the establishment of the Manor received official title from the Penns. One of them was Samuel Gettys. On 16 April 1765 John Penn signed a warrant at the Lands Office at Philadelphia granting Gettys some 250 acres in Cumberland township, York county, just west of Rock Creek. After the surveyor completed his duties that June, Gettys' farmstead encompassed 381.5 acres.¹⁰

With settlement west of the Susquehanna River, thoroughfares were needed to link the hinterlands with population centers, especially the seat of county governments. As early as 1736 a road was laid out that linked the Susquehanna River at Harris's Ferry with the Potomac River.¹¹ Today that old road trace approximates Rt. 11 from the west shore of the Susquehanna opposite Harrisburg down the Cumberland Valley to the Potomac at Williamsport, Maryland.

Another byway, the old Monocacy Road paralleling the old Native American trail, was laid out sometime prior to 1739 linking the site of Wright's Ferry on the Susquehanna with the Potomac near the mouth of the Monocacy.¹² Today this trace approximates old Rt. 30 (Rt. 462) from Wrightsville, York county to York, and then parallels Rt. 116 tracking southwest from York through the town of Hanover. From there the Monocacy Road approximates present Rt. 194 southwesterly through Taneytown, Maryland towards Frederick.

Likewise, with the establishment of the Marsh Creek and Great Conewago settlements, Carrollsburg and Carroll's Delight, some thoroughfare was needed to link that backcountry near the province line with Maryland to the county seat and market center at Lancaster.

Between 3 February and 25 April 1747 the first public road through present Adams county was laid out, joining the area about the present site of Chambersburg and the headwaters of the "Conogochege Creek" in present Franklin county with Lancaster. When laid out, this path, dubbed the Black's Gap Road, passed through "Chamber's or Black's Gap," exited the east side of the South Mountains by "Witherspoon's Round Top," and passed by or through the future sites of Hilltown, Mummasburg, Hunterstown (site of the Great Conewago Presbyterian Church five miles northeast of Gettysburg), New Oxford and Abbottstown.¹³

Today the trace of the Black's Gap Road approximates the following path: Rt. 30 west from York to a point about 2.5 miles west of New Ox-

ford. There, the road coursed towards the northwest approximating Swift Run Road and Rt. 394 past Hunterstown to its junction with the Goldenville Road. Then it approximated the latter trace through to Mummasburg where the old roadway today is designated the Hilltown Road. Passing through Hilltown, the old trace joins the old Lincoln Highway just east of Bingaman Road in Black's Gap, today known as the Cashtown Pass. From that point the route paralleled old Rt. 30 westerly past Mt. Newman.

In November 1747 a second road was laid out, linking the headwaters of the "Andretum [Antietam] Creek" in present southeastern Franklin county with Lancaster. Later referred to as the York-Nichols' Gap Road, it extended from the "temporary [province] line," traversed the mountains at Willoughby's or Nichols' Gap, crossed Marsh and Rock Creeks and joined the Black's Gap Road where it angled to the north east. Thus Carroll's Delight and the Marsh Creek Settlement were linked to Lancaster. This second thoroughfare crossed the plantation that later, as part of Cumberland township, York county, was claimed by Samuel Gettys in 1765.¹⁴

Today, the trace of this second colonial period highway passes through Monterey Pass (Nichols' Gap) and by the present site of Fairfield. Continuing northeasterly, the old road approximated present Rt. 116 to Gettysburg. Crossing Rock Creek some 200 yards north of the present Rt. 116 bridge, the old path then followed a northeasterly route along the high ground south of present Rt. 30. Eventually, the old road approximated the path of Rt. 30 East from the vicinity of the present Rt. 30-15 interchange to the its juncture with Swift Run (Black's Gap) Road 2.5 miles west of New Oxford.

The continued growth of the Marsh Creek Settlement increased the need for roads to link residents with the established agricultural markets, and geography and economics spurred commercial ties with Maryland. James T. Lemon in his pioneering work, *The Best Poor Man's Country*, wrote that York had been established in the eastern part of York County to help direct commerce towards distant Philadelphia, but the mile-wide Susquehanna River flowing towards the Chesapeake Bay created a costly and time-consuming barrier to east-west trade. To York county businessmen, trade with Maryland merchants was more profitable than with those in Lancaster and Philadelphia. "Immediately after York was laid out in 1741 its citizens participated in the construction of a road to the Chesapeake at Joppa, and Baltimore's rapid rise after 1750 was partly a consequence of the development of trans-Susquehanna, Pennsylvania."¹⁵

Indeed, the emergence of the Chesapeake Bay as an outlet for farmers' crops encouraged development of north-south highways in future Adams county. A preliminary accounting of roads laid out by the Lancaster and York county governments between 1747 and 1800 suggests that although some twenty-two east-west or northeast-southwest oriented roads—or ancillary paths connecting with those east-west roads—had been established, some thirty-eight additional highways had a north-south orientation. In essence, by a ratio of nearly 3 to 2 the inhabitants of the west bank of the Susquehanna favored Baltimore rather than Lancaster as a destination.¹⁶

One of the first north-south oriented highways in future Adams county was requested on 28 April 1752 when residents of Menallen township submitted a petition to the York county government. This road, beginning at "Captain Trent's Gap," extended to the south-southeast towards the province line "leading to the Patapsco [River]."¹⁷ This road approximated present Rt. 94 from Mt. Holly Springs in Cumberland county south through Hanover.

Thirteen years later, in July 1765, residents of Mount Joy and Cumberland townships petitioned for a road that was laid out in 1769. Beginning at a point on the Black's Gap Road near the home of Sarah Black (Black's Tavern as early as 1759) at the present site of Mummasburg, "three and a half miles" east of "Witherspoon's Round Top," the road extended southeasterly to the providence line "near Adam Boose's." This highway crossed the York-Nichols' Gap Road by "Samuel Gattys" and passed "Samuel Gatty's [McAllister's] mill" on Rock Creek. This trace became a section of the Shippensburg-Baltimore Road.¹⁸

Hence, the first road to be laid out that intersected at Gettysburg during the battle in 1863, was the Mummasburg Road, for its courses and distances from Mummasburg to Gettysburg nearly match those of a four-mile stretch of the 1769 highway—from Sarah Black's House towards the York-Nichols' Gap Road.

After crossing the York-Nichols' Gap Road by Gettys' home, the 1769 road bed angled just west of south, descending to a point in the hollow, which later became the southern end of Gettysburg. The path then approximated present Wainwright Avenue on the eastern slopes of Cemetery Hill and eventually crossed Rock Creek adjacent to the present Rt. 97 bridge. From that point, the old road approximated Rt. 97 through Littlestown to the Mason-Dixon line.

The York-Nichols' Gap and Shippensburg-Baltimore roads, then, linked the Marsh Creek Settlement with the Maryland markets insuring commercial growth in the area. Moreover, the increased traffic on the two

major roadways, especially the Baltimore-Shippensburg Road (the eighteenth-century equivalent of a modern interstate highway), made their intersection by Samuel Gettys' tavern a potential center for town development and real estate speculation.

The exact traces and location of the intersection of the York-Nichols' and the Shippensburg-Baltimore roads within the current borough limits of Gettysburg has been debated for at least four decades. Unfortunately, physical evidence probably has been obliterated by urban development. Nevertheless, by noting some intriguing early lot sub-divisions on the north side of the first block of York Street, utilizing the courses and distances in the 1747 and 1769 road papers, and reasonably placing the location of the last course change of the Shippensburg-Baltimore Road before reaching the York-Nichols' Gap Road, the old traces and their intersection can be better approximated.¹⁹

After its last course change before reaching the York-Nichols' Gap Road (near the present juncture of the Mummasburg Road, College Avenue, and Broadway), the Shippensburg-Baltimore Road angled southeasterly traversing the present Gettysburg College Campus linking up with Mummasburg Street. Following the course of that street, the road intersected the York-Nichols' Gap Road at a point located about 300 feet east of Carlisle Street and about 100 feet south of East Race Horse Alley. Thus, the old intersection was situated in what was until recently Wogen's Drug Store (28 York Street), approximately at the location of the pharmaceutical counter. From that point, the Shippensburg-Baltimore Road coursed "South seven and one half degrees west" to a point near the east side of present Baltimore Street and located just north of present Pfeffer Alley, an east-west passageway situated just north of Lefever Street. From that point, the old road angled off to the southeast linking up with and approximating present Wainwright Avenue.

According to its Lancaster Road docket book entry, the York-Nichols' Gap Road traversed Gettys' farm tract due east-west. Crossing Rock Creek some 200 yards upstream from the present Rt. 116 bridge, this road actually paralleled the north side of present York and Chambersburg Streets and the south side of Race Horse Alley. Near the intersection of present Chambersburg and West Streets with Springs and Buford Avenues, the road angled off to the west-southwest and crossed Seminary Ridge near the present intersection of West Confederate Avenue and Rt. 116.

During the Battle at Gettysburg, a small section of this 1747 highway still existed. As seen in a Matthew Brady photograph taken in August 1863 from a point about fifty yards north of the intersection of present

Fairfield Road with West Confederate Avenue, this section can be clearly seen running west-southwest from the intersection of Chambersburg Street, the Chambersburg Pike, and an unnamed side street (today's West Street) to a point near the intersection of the Fairfield Road (Rt. 116) and West Confederate Avenue. This last vestige of the York-Nichols' Gap Road within the borough limits was obliterated when Springs Avenue was laid out and the area developed ca. 1892.²⁰

Federal Period: 1783-1835

The American Revolution and the national fiscal policy adopted under the Articles of Confederation created a monetary calamity. The effects of the national depression, rapid inflation of and speculation in paper Continental money were causes behind the decline of Samuel Gettys' fortunes. Gettys owed more than 10,000 Pounds. Many of the debts were satisfied by proceeds generated by sheriff sales. The case that resulted in the sale of Samuel Gettys' farmstead was first heard before the York county court during the January Term 1784. Allegedly Gettys owed 6,000 Pounds in *Peter Light (for the use of Henry Weaver) v. Samuel Gettys*, where the judge ruled in favor of the plaintiff. A writ of *fieri facias* was issued (the sheriff authorized to sell Gettys' property to recoup the debt) and the case was continued to the July Term 1784.²¹

However, buyers for the Gettys' property were non-existent, for one year later the court issued a writ of *vendoni exponas*, requiring a sale to be made by the sheriff at any price. Case record indicated the suit was continued eight more times with seven additional writs being issued until the April Term 1787.²²

Nonetheless, one buyer did come forth after the April Term 1785—James Gettys, Samuel's middle son, for John Forsythe surveyed a 116-acre parcel containing "the quantity of land sold to James Gettys as the estate of Sam'l Gettys on the [19th] day of April, 1785 by virtue of sundry Writs of *ven. exponas*" and executed by the sheriff on 9 October 1785. However, the sale was not confirmed by the York County Court of Common Pleas until the October Term 1786.²³

Between 19 April 1785 and 10 January 1786,²⁴ John Forsythe laid out James Gettys' 116 acres into 210 numbered lots, and thus "Gettysburgh" was born. We suspect that Forsythe first laid out the center square or diamond by measuring its full width along the south berm of the York-Nicholas' Gap Road starting at a point some 100 yards west of Gettys' house. With the north side of the diamond delineated, Forsythe probably laid out two perpendicular lines that formed the diamond's east

and west sides, and then shot two forty-five-degree bearings to ensure he had laid out a perfect square. With the Diamond established, it probably was a simple process of laying out a grid pattern of streets.

When Forsythe was done, the town was a simple block plan. Four sixty-foot wide main streets radiated from the square in the four major directions of the compass. These main streets were interconnected with five fifty-foot wide side streets and numerous twelve-foot wide alleys. The north-south thoroughfare through the square was named North Baltimore (now Carlisle) and South Baltimore streets, and the east-west path was labeled East York and West York (now Chambersburg) streets. One block east of the square and paralleling North and South Baltimore streets, was East (now Stratton) Street. One block west of the square was West (now Washington) Street. The three remaining fifty-foot wide streets paralleled East and West York streets. North (now Railroad) Street was laid out one block north of the square. To the south, Middle street was laid out one block away, with High Street laid out one block further south.²⁵

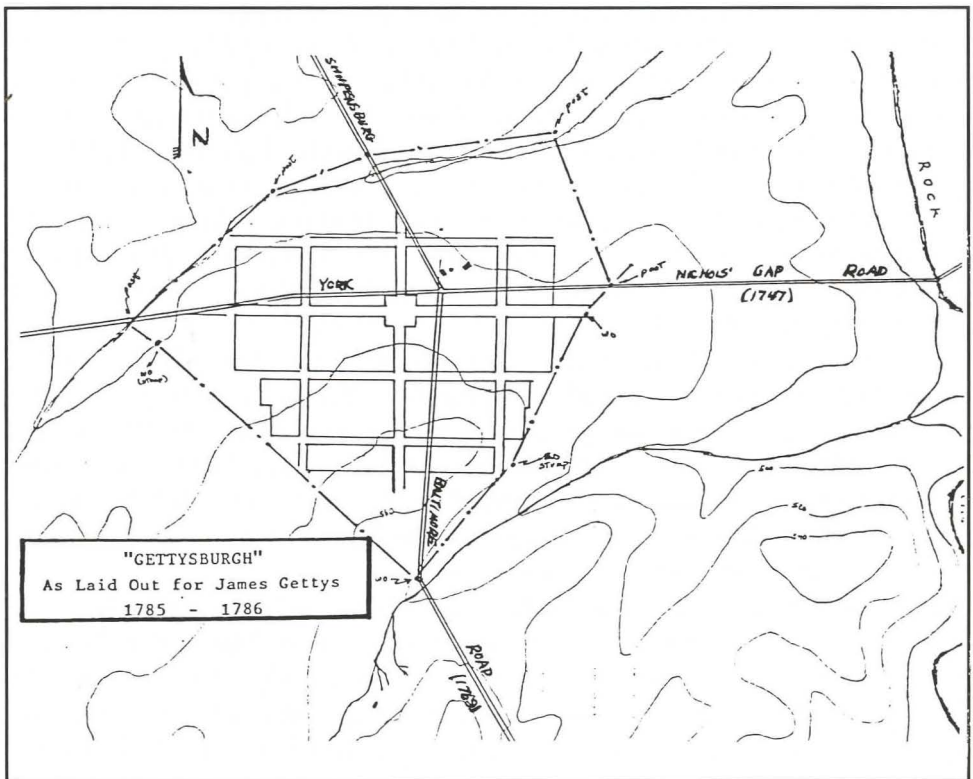


Fig. 2

After the town was surveyed, North Baltimore Street intersected with the Mummasburg Road at the present site of Carlisle Street and Delap Alley,²⁶ and West York joined the York-Nichols' Gap Road near the present west end of Chambersburg Street.

However, the ends of East York and South Baltimore streets did not intersect with the old road beds. We suspect that East York Street terminated at a point approximately eighty feet south of the York-Nichols' Gap Road, while South Baltimore Street ended at a point some 160 feet west of the Shippensburg-Baltimore Road just south of present Wall Alley.

Although no road papers have been found to date, we suspect that within a short time new traces were established that linked East York and South Baltimore streets with the old roads.

Based on evidence on the 1850 map of Gettysburg and the course and distances noted in the road documents establishing the Hanover Road, East York Street probably was linked with the York-Nichols' Gap Road by a connector that angled east-northeasterly a short distance, probably no farther than 200 yards until it joined the old roadbed.

The link between South Baltimore Street and the Shippensburg-Baltimore Road is more problematic. No maps, road papers, or written accounts describe the joining of those two roads. On the basis of present physical evidence, we suspect that at the very top of the hill south of present Wall Alley, a short trace angled off to the east and linked Gettys' new street with the old roadway. This possibly could explain the current existence of Wade Avenue, a fifty-foot-wide street that is today only 142 feet long.

As Gettys' town grew, demographic changes taking place in western York county led to the formation of Adams county and the selection of Gettysburg as the new county's seat.

A preliminary analysis of Pennsylvania Septennial Census figures from 1786 to 1800, suggests that consistently two thirds of the taxable inhabitants in twelve townships (which later composed most of Adams county) were counted in townships east of Marsh Creek with the remaining majority being counted in the vicinity of Fairfield and Carroll's Tract (Hamiltonban township). During the fourteen-year period, the overall number of taxables counted increased by 16.5% (from 2,115 to 2,464), with the largest increases occurring in the townships about the triangle formed by Abbottstown, Gettysburg and Hanover. However, nearly two-thirds of the overall increase in taxables counted in the townships took place during the first seven-year period. By 1793 the total number counted had risen by 10.5%, but Cumberland township had seen a 54% increase

(150 to 231). Moreover, though Cumberland township contained only 10% of the total taxables counted in the twelve townships that year, Cumberland's increase accounted for 37% of the total increase of taxables counted in those twelve townships. By 1800 the number enumerated in Cumberland township increased another 11%—a total of 71% in fourteen years and 30% of the total number of taxables counted in the twelve townships.²⁷ The population increase produced several consequences that improved travel and communications in western York county and further crystallized the movement for a new county.

Though the subject was raised in 1790, and several petitions for and against the formation of a new county were submitted to the legislature at Philadelphia, a decade passed before Adams county was formed. The *1886 History of Cumberland and Adams County* suggested that the Scots-Irish majority, in favor of forming a new county, was opposed by the Dutch and Pennsylvania German minority who feared Scots-Irish dominance of the county government, but by 1798 opposition had abated. However, historian Charles H. Glatfelter has suggested that the new county movement may have stemmed from regional pride and political motivation. For example, five former York county judges, including Robert McPherson, Samuel Edie and John McConaughy; two York county sheriffs, William McClellan and Nicholas Gelwicks; and two county commissioners, William McClellan and Robert McPherson, all resided in the "western end" of York County.²⁸

Before the county's establishment, however, a site for the governmental seat had to be found, and a list of potential sites was compiled. Eventually, the competition was narrowed to two sites: Hunterstown in Straban township, situated towards the population center of the proposed county, and Gettysburg, located five miles southwest of Hunterstown and thus nearer to the geographical center. Moreover, a justification for locating the seat at Gettysburg was that the town and Cumberland township were located about an intersection of two main highways (the York-Nichols' Gap and the Shippensburg-Baltimore roads) and were undergoing an accelerated growth at this time. Straban township's growth, on the other hand, was sluggish at best, and Hunterstown was not situated at any major crossroads. Nonetheless, to help persuade officials to select Gettysburg, Gettys deeded all his town lot quitrents to Alexander Dobbin and David Moore, Sr., and at least two lots on 24 January 1799 "in trust for, and to the only proper use of the [new] county," which included a parcel reserved for the county jail. Furthermore, prominent Gettysburg residents including Henry Hoke, William McClellan, William McPherson and Alexander Russell signed a bond

for \$7,000 for the construction of a court house and jail.²⁹

Thus, on 22 January 1800, Adams county was formed, named after President John Adams, with Gettysburg being selected as the county seat. A year later on 23 February 1801 Dobbin and Moore transferred Gettys' property and quitrents to the Adams county commissioners. On 10 March 1806, the Pennsylvania legislature voted to establish Gettysburg as a borough. According to Joseph Scott in *A Geographic Description of Pennsylvania*, published that same year, Gettysburg consisted of some 180 dwellings.³⁰

Meanwhile, during the 1780s and 1790s, the influx of settlers produced increased traffic on an aging road system, especially taxing the Black's Gap and York-Nichols' Gap roads which were nearly half a century old and in need of repair. In 1795, by an act of Congress, a post road was to be established between the postal offices at York, Pennsylvania, and Hagerstown, Maryland, and that December a petition was filed with the York County Court of Quarter Sessions requesting a new thoroughfare to be built from York to "Gettysburgh," which was laid out by June 1796. Today, the Gettysburg post road nearly follows the present trace of Rt. 30 from York to Gettysburg.³¹

With the Gettysburg-York Post Road surveyed, post office records listed new offices at Fairfield, Gettysburg, Abbottstown, Littlestown and Hanover, serving the populated areas. The following year a "public road from Gettysburg to the Franklin county line in Nicholson's [Nichols'] Gap" was laid out, completing another section of the post road.³² This Gettysburg-Hagerstown road followed a section of the old 1747 path, from the west end of present Chambersburg Street to the intersection of West Confederate Avenue and Rt. 116. From that point on Seminary Ridge, the new post road followed the present trace of Rt. 116 through Fairfield and into the South Mountain.

Thus, the York and the Hagerstown or Fairfield roads became the second and third highways, respectively, to be laid out that formed the 1863 road hub at Gettysburg.

Two years after the Hagerstown Road was established, a fourth highway was laid out in June 1799, possibly in anticipation of Gettysburg's becoming the new county seat. The new road linked Gettysburg with Carlisle, the Cumberland county seat some thirty-five miles to the north. This highway started at the county line near Trent's Gap and followed a nearly southerly path.³³

Today this old road approximates Rt. 34 from the county line through Idaville to a point south of Bermudian Creek. The path then continued south along present Old Carlisle Road through Center Mills, crossing

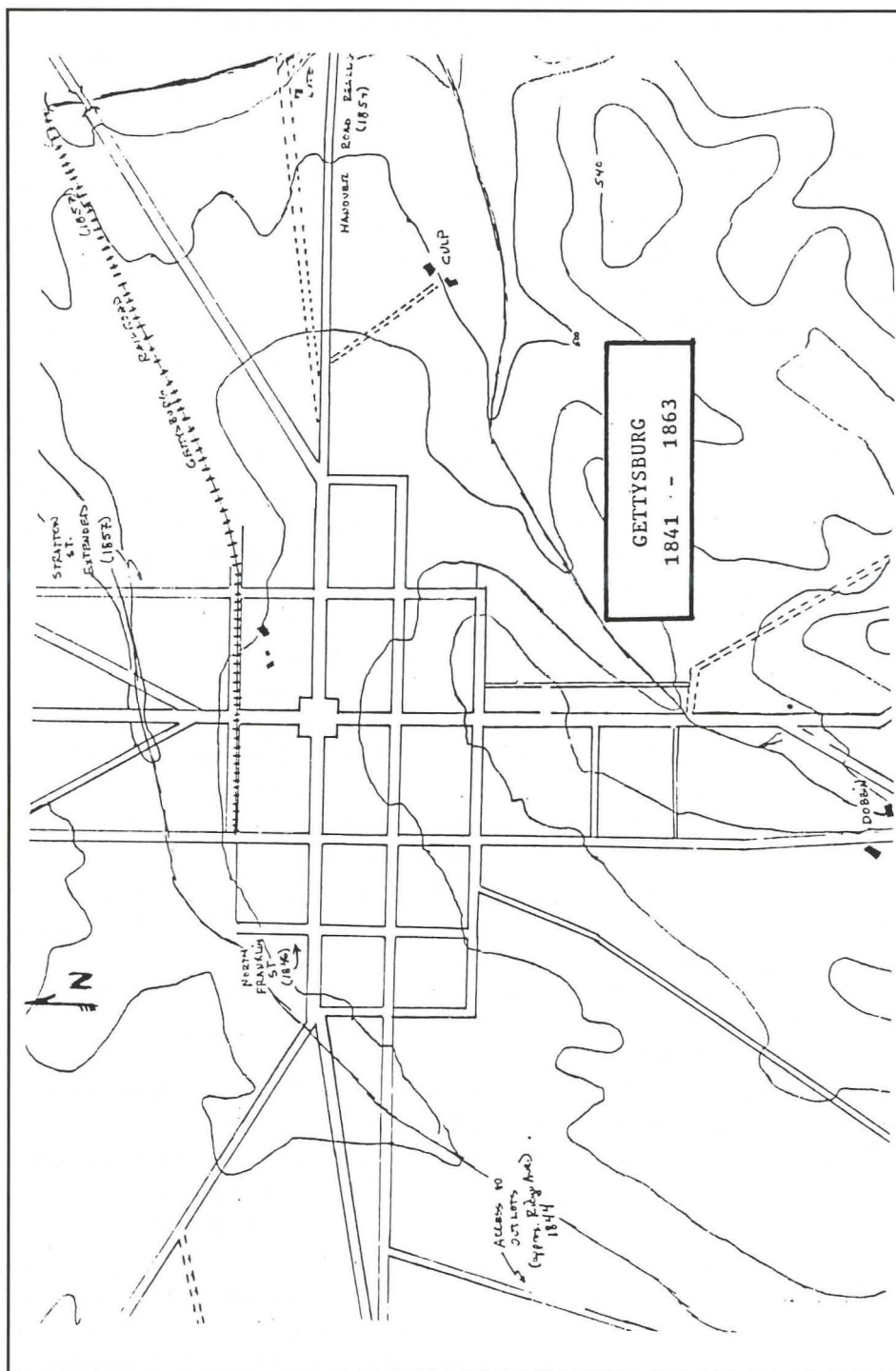


Fig. 3

Rt. 234 some two miles northeast of Biglerville, and continued towards Table Rock. Crossing Conewago Creek, the old road followed Rt. 394 through Table Rock to the Table Rock Road. Following Table Rock Road, the old trace crossed present Rt. 34 about 1.1 miles north of Gettysburg's square. Continuing in a south-southwesterly course, the old Carlisle Road passed through the present rear section of the Adams County Motors property and linked up with a center section of Howard Avenue on the Gettysburg Battlefield. The newly-constructed portion of the Carlisle Road then terminated on the Mummasburg Road at a point about 100 yards north of the present intersection of College Avenue and Broadway. However, in the road paper, the courses and distances continued the Carlisle Road down the Mummasburg Road to North Baltimore Street, and hence south down that thoroughfare to Gettysburg's center square.³⁴

No sooner had Gettysburg been considered as the county seat, than joiners to Gettys' town tract speculated that land adjoining the town might be sold at a premium. Between 1798 and ca. 1808, John Troxell, Sr., acquired a northwest portion of Dobbin's lands and a western parcel of Gettys' town tract which Troxell laid out into lots. That development became known as Troxell's Addition. Alexander Cobean also laid out parcels of his lands located adjacent to Dobbin's and Gettys' western boundaries. To the east of Gettysburg, Henry Weaver laid out "Greenfields" from a point near the present "Y" formed by the York and Hanover roads to the west bank of Rock Creek. Greenfields then straddled the York post road and extended south at least to the old York-Nichols' Gap trace.³⁵

Sometime between 1786 and ca. 1808, Alexander Dobbin laid out thirty-seven outlots bordering the southwest boundary of Gettys' town tract and the southeast boundary of lands owned by Alexander Cobean. Twenty of these parcels, called "spring lots" were laid out along "Water Street," Dobbin's extension of Gettys' South Baltimore Street.³⁶ This path extended Gettys' South Baltimore Street southward to a point just short of the present juncture of Baltimore Street and Steinwehr Avenue.

Sometime between 1786 and 1808 Gettys also further improved his town tract by laying out at least forty-three additional building lots, some of them extending beyond the end of his South Baltimore Street at present Wall Alley. We suspect that about that time, the new county commissioners received the petition to realign the Shippensburg-Baltimore Road—the connector from Gettys' South Baltimore Street to the old road bed. This re-alignment was laid out by 24 January 1801. Starting at Gettysburg's square, the road extended down South Baltimore Street some 1,353 feet, or approximately a quarter mile, and then angled

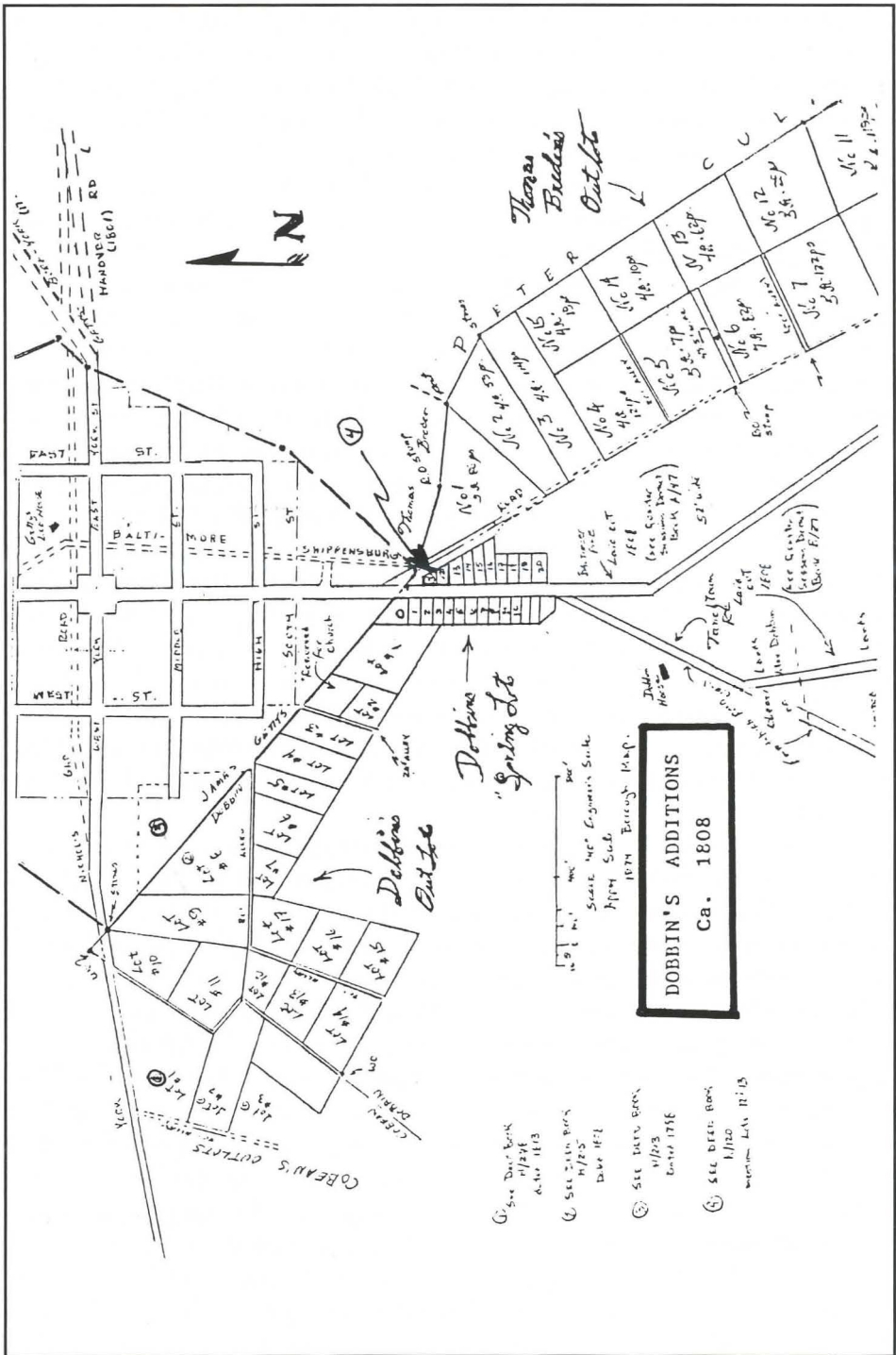


Fig. 4

off to the southeast.³⁷ In essence, then, South Baltimore Street was officially extended about one block further south (to the present site of 312 Baltimore Street) and then an in-line connector was laid out to the Shippensburg-Baltimore Road. Possibly at this time, the old connector nearer the top of the hill south of present Wall Alley became the "fifty-foot wide street" presently called Wade Avenue.

Another consequence of the establishment of Gettysburg as the county seat in 1800 was the push to connect it with the outside world. Within a twelve-year period some five additional roads ran to and through Gettysburg not only to link the remote parts of the county with its seat, but also to connect Gettysburg with more distant economical/political centers. In 1801 two such roads were established. East of town, a road was laid out and officially confirmed on 2 April which linked the village of "Bouaughtown" with Gettysburg. With very few derivations, today this trace follows the current path of the Hanover Road (Rt. 116) from Bonneauville to the east bank of Rock Creek. At that point, however, the road crossed the stream at a site adjacent to the north side of the present Rt. 116 bridge and then followed the creek's west bank about 100 yards northward where it joined the old York-Nichols' Gap Road bed. From that juncture, the new highway approximated the old York-Nichols' Gap Road bed into town.³⁸

In essence, then, what had been that portion of the old road from Gettysburg to York, between the end of East York Street and Rock Creek, became a portion of a new road from the Adams county seat to Bonaughtown. Twenty-seven years later another road was laid out that linked Bonaughtown with McSherrytown, thus completing the road from Gettysburg to Hanover.³⁹

The second 1801 road, officially confirmed on 18 November, extended Gettys' Baltimore Street another 905 feet to the south where it then coursed south-southwesterly to "the mouth of Caldwell's lane" near the Mason-Dixon line.⁴⁰ This highway, the forerunner of the Emmittsburg Road, nearly followed the present trace of Business Rt. 15 from a point just south of present Breckenridge Street on Baltimore Street to its present juncture with Steinwehr Avenue (thus incorporating Dobbin's Water Street) and then followed the path of the current avenue and Business Rt. 15 south-southwesterly to the state line.

During the January Session 1808 of the Adams County Court of Quarter Sessions, six men were appointed to lay out a sixth new road to Gettysburg. By 16 August the men had completed their mission. This new highway started at "a post on the south end of Baltimore Street and was laid out along Dobbin's "Water Street" to its juncture with the

Emmitsburg Road (present intersection of Baltimore Street and Steinwehr Avenue). From that point the new highway followed the Emmitsburg Road some 375 yards to the south-southwest where it coursed off in a southerly direction, extending to the east end of McKinney's lane on the road leading from Routzsong's Mill to Taneytown. Thus was the Taneytown Road born.⁴¹

As several Adams countians planned to lay out the Taneytown Road, others joined together and formed the Gettysburg and Petersburg Turnpike (GPT) Company which was officially incorporated by an act of the Pennsylvania legislature on 7 April 1807. The company was "to make an artificial Road from the Court House in Gettysburg [which stood in the center of the square], through Petersburg [Littlestown] to the Maryland Line at Biddler's Mill."⁴²

Today, the GPT turnpike's trace follows the present track of Baltimore Street and Rt. 97. Starting at the square, the new road ran due south some 2,800 feet to a point on Cemetery Hill. Angling off to the south-southeast, the turnpike passed through Two Taverns and Littlestown to the Mason-Dixon line. Thus, that section of the old Shippensburg-Baltimore Road, which ran from Baltimore Street along the eastern base of Cemetery Hill (approximately Wainwright Avenue) to Rock Creek, was abandoned.

On 4 April 1809, the state legislature passed another act permitting the GPT directors to extend their toll road northwest of Gettysburg to link up with the old Black's Gap Road at or near "Gallaher's [sic] Mill" in Black's Gap, and then to extend the turnpike to Chambersburg.⁴³

Today, this section of the GPT—the Chambersburg Pike—follows the trace of present day Rt. 30 from Gettysburg's square to a point just west of the village of Seven Stars where it follows Old Route 30 through McKnightstown and Cashtown to its juncture with the Hilltown Road near Bingaman Road.

Edward McPherson, in an article that appeared in the 14 May 1895 *Star and Sentinel*, noted that the new route created conflicts within the GPT company. As a result, several directors resigned and formed the Gettysburg and Black's Tavern Turnpike (GBTT) Company which was incorporated by the state legislature on 6 February 1811. The GBTT extended from Gettysburg's square to Black's Tavern via the Mummasburg Road. On 22 December 1812, the legislature extended the turnpike to include that section of the old Black's Gap Road from Mummasburg to its juncture with the GPT near Gallagher's saw mill. Four years later, during the Quarter Sessions court's January Sessions in 1815, the county vacated the Mummasburg Road between Gettysburg

and Mummasburg.⁴⁴

The establishment of the GPT and the GBTT companies sparked the formation of other turnpikes on established roadways. The day after it permitted the GBTT to be extended to Gallagher's saw mill, the state legislature incorporated the York-Millerstown (Fairfield) Turnpike Company on 31 March 1812. Three years later, the York-Gettysburg Turnpike Company was incorporated on 11 March 1815.⁴⁵

About eight months after the Chambersburg Pike was surveyed, a seventh new highway was officially confirmed on 6 August 1811 which incorporated the old road from Gettysburg heading towards Emmittsburg, Maryland. Beginning at a point near "Eichelberger's Tavern" near the York county line, the road coursed to the south-southwest and followed "main street of Petersburg [present York Springs]." Continuing to the south-southwest, the road crossed Rock Creek and coursed "South twenty eight and one half degrees West" approximately 4,818 yards. There is angled nearly due south and coursed some 1,062 feet through Gettysburg to Dobbin's spring lots. From that point, the new road appropriated the old Emmittsburg Road bed to the state line.⁴⁶

Today, the northern section of this path is the Old Harrisburg Road which approximately follows the path of Business Rt. 15. Starting on the York county line on County Line Road, the route passed through York Springs and Heidlersburg and crossed the old Black's Gap Road (Rt. 394) at Schirver's Corner. Continuing southwesterly, the road crossed Rock Creek just southeast of the Josiah Benner farmhouse and coursed in a straight line to a point some 800 feet north of Gettysburg's square—a point just north of the present site of 143 Carlisle Street. From there, the highway followed Carlisle and Baltimore streets to the south. At the foot of Cemetery Hill, the road then angled off to the south-southwest following the present trace of Steinwehr Avenue-Business Rt. 15, and crossed the Mason-Dixon line approximately 1.8 miles south of "Moritz's Tavern."

As Gettysburg continued to grow, we suspect that some of the town citizens desired an alternative route from town to the Gettysburg-Black's Tavern Turnpike and the Carlisle Road. Intriguingly, though the path of the proposed extension was within Gettysburg's borough limits, the county Court of Quarter Sessions, not the borough council, ordained the roadway. Thus by 8 November 1817 a 330-yard northern extension of West (Washington) Street, was laid out. The new street extended from the north side of present West Railroad Street "to intersect with the Black's Tavern Turnpike [Mummasburg Road] at or near the partition . . . between the lots of William McClellan and Adam Swope,"⁴⁷ a point just

north of the present junction of North Washington and West Stevens Streets.

Three years later, during the fall of 1820, sundry persons petitioned the court for a road "leading from the [south] end of West street near McConaughy's [United Presbyterian] church . . . to the Emmitsburg road near the house of Matthew Dobbin."⁴⁸ This roadway is the present trace of Washington Street south from its old terminus at its intersection with West High. Running nearly 440 yards due south from that intersection, the road angled slightly to the east so that it would link up with that section of the Taneytown Road were it angled off to the south from the Emmitsburg Road.

After the extension of South Washington from West High to the junction of the Taneytown and Emmitsburg roads was laid out, an entrepreneur, Thomas J. Cooper, purchased some twelve acres of land at a sheriff's sale. By the end of 1828 he had divided the majority of the acreage into twelve buildings lots which became known as "Cooper's Addition" to the borough.⁴⁹

About the time Cooper's Addition was laid out, the state legislature, on 23 April 1829, approved a new state road that was to run

from the borough of Gettysburg, in the county of Adams, through Newville, in the county of Cumberland, . . . to a point at or near the summit of the Conococheague hill, in Perry county. . . .

The Adams county section of the "Newville" or "state" road, laid out in 1830-1831, ran southward from the Cumberland county line "thru the lands of Henry Brame," Bendersville, "Wrightsville [Floradale]," to the courthouse in Gettysburg's square. However, due to several conflicts, a section about 1.5 miles north of town was re-routed.⁵⁰

When completed, the Newville road approximated the following: tracking southeasterly from the Cumberland county line somewhere in the area of present Flick Hill (Forest) and Pine Grove Furnace Roads, the trace then approximated present Wenksville Road through Bendersville to the Bendersville Road's juncture with Rt. 34. From that point, the old road paralleled present Rt. 34 past its juncture with Quaker Valley Road (Wrightsville) through Biglerville to Carlisle Street in Gettysburg. Approximately two years later, on 3 February 1833, that 1,067-yard section of the old Carlisle Road from the gatehouse on the Black's Tavern Turnpike (northeast corner of Mummasburg Road and Broadway) to its intersection with the Newville Road at "Sloan's woods" (vicinity of Falloon's Car Wash) was vacated.⁵¹

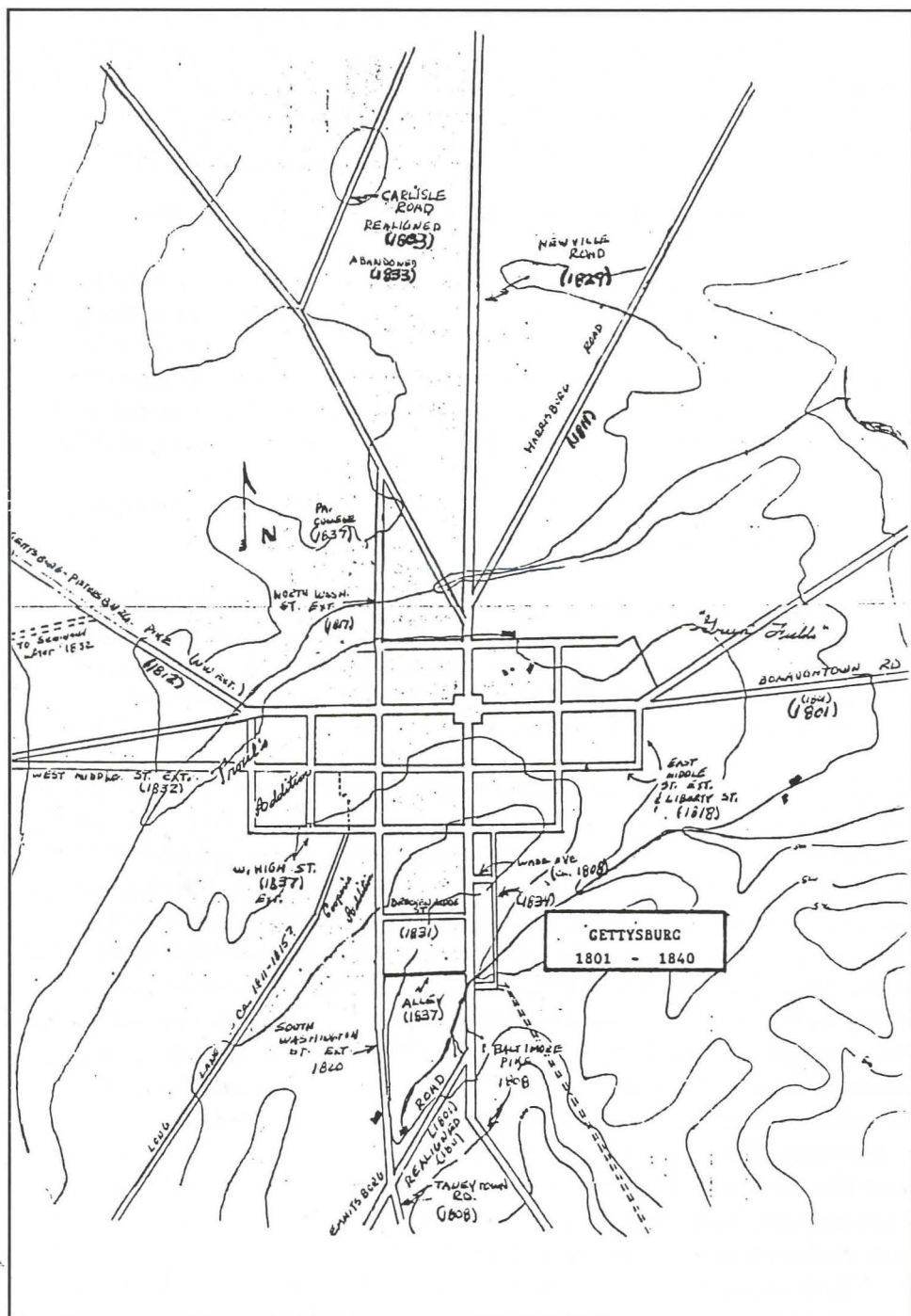


Fig. 5

As the Newville Road was being completed, several new streets and alleys were ordained within the borough limits which opened additional areas for development. They included the first block of Breckenridge Street (1831), and the extension of West Middle Street from its present intersection with Franklin Street to the crest of Seminary Ridge (1832).⁵²

Antebellum and Wartime Gettysburg, 1836-1863

Since Gettysburg's establishment as the county seat and borough, the town had experienced a period of phenomenal growth. Professional people and service-related industries flocked to town. According to U.S. Census figures, over a forty-year period commencing in 1810, Gettysburg tripled in size from 710 souls in 1810 to 2,180 in 1850. The largest percentage increase occurred between 1810 and 1820 when the number of inhabitants jumped from 710 people to 1,102—a 54.6% increase.

I. Daniel Rupp in his 1846 gazetteer of south-central Pennsylvania noted that Gettysburg

contains about 300 dwellings, which are generally neat and substantial, though not expensive. . . . The inhabitants are industrious and enterprising, many of whom are devoted to mechanical pursuits, and particularly to the manufacture of carriages of every description . . . principally [sold] in Maryland and Virginia.

Rupp also indicated that by the "1830 [1840?]" census there were at least nine stores, one foundry, two tanneries, one brewery, one pottery, four printing offices, three weekly newspapers, one college (established in 1832), one seminary (1826), and some seven schools.⁵³ A traveler who visited Gettysburg in 1846, and whose letter was reprinted in the 2 August issue of Gettysburg's *Adams Sentinel*, also observed that Gettysburg was a "good-looking, well built, and considerably sized place" whose residents were "honest, active and intelligent . . . and generally well to do." On average, the town was in "an excellent state of preservation" and contained some "five or six stores, along with a number of smaller ones as well as a number of smiths and various kinds of shops."

As Gettysburg thrived, additional streets and passages were laid out over the next decade. They included a western extension of High Street from present South Washington to West Street (1837); an alley that later was widened to form present South Street (1837); another alley that provided access to additional outlots and the McMillian Farm, today known as Ridge Avenue (1844); and the northern section of North Franklin Street (1846).⁵⁴

By the 1850's, we suspect that numerous inhabitants of southeast Adams and lower York counties desired an improved highway. This roadway was to extend from Gettysburg via Hanover and Shrewsbury in York county to the Buck Tavern in Lancaster county. On 31 July 1854, the Adams County Quarter Sessions Court officially confirmed that section of the highway within its jurisdiction. Although this thoroughfare only slightly altered the Hanover Road between that town and Gettysburg, a significant change was made between Rock Creek and the developed east end of Gettysburg. The Hanover Road followed its old trace down the western slopes of Benner's Hill and crossed Rock Creek adjacent to the north side of the present Rt. 116 bridge. However, from that point, a new road section coursed nearly due west to the intersection of York Street and the York Pike. Thus the last remaining section of the 1747 Black's Gap Road east of Gettysburg was abandoned.⁵⁵ With these alterations, the Hanover Road became the tenth and final major highway which completed the road hub of 1863.

During the antebellum period, the northern side of town was not immune from development. At a sheriff's sale held in the summer of 1825, Thaddeus Stevens purchased the remaining 160 acres of the old Samuel Gettys' farmstead. This acreage included lands that today are approximately bounded on the south by Railroad Street, Stevens Run, and the Chambersburg Pike; on the west by Oak Ridge; on the north by the Mummasburg Road and Lincoln Avenue; and on the east by North 4th Street. When the founding fathers of Pennsylvania (now Gettysburg) College looked for a permanent site for their institution, Stevens sold them lands adjacent to the north extension of North Washington Street west of its juncture with the Mummasburg Road. With the completion of the college's Old Dorm, this, in turn, spurred land speculation and residential development north of Stevens Run.⁵⁶

The decade of the 1850s also heralded the establishment of the Gettysburg Railroad. As the tracks were extended towards town, the North Street corridor between Carlisle and North Stratton Streets had been selected as the railroad right-of-way.

Thus, the impending arrival of the rail line spurred commercial development in the neighborhood. Entrepreneurs probably desired a street to run from the northern terminus of Stratton Street to the Harrisburg Road to siphon off commercial traffic coming down that road to the rail head. On 8 August 1857, three months before the rail line construction reached Gettysburg, the Quarter Sessions Court ordained North Stratton Street extended. Within a three-year period not only were warehouses and a new hotel readied on the three corners of the intersection of Carlisle

and North streets adjacent to the site of the railroad passenger station, but also at the intersection of North and Stratton streets, a gas works and lime kilns were built near the site of the proposed freight station and engine house. Further north along the North Stratton Street extended new construction including structures built for Henry Barbehenn, a gas worker, and those of John Kuhn who established his brickyard just north of Stevens Run.⁵⁷ The extension of North Stratton Street was the last substantial road to be laid out in town prior to the battle in 1863.

Although Gettysburg was well on its way to becoming a regional commercial center, the destiny of the town took a radical turn during the summer of 1863. The road system that connected Gettysburg with greater south-central Pennsylvania and western Maryland then served as a magnet for 160,000 troops. Once General Robert E. Lee decided to concentrate his army in the vicinity of Cashtown, nestled near the eastern slopes of Witherspoon's Round Top and Hog Mountain at Blacks' Gap, and Major General George G. Meade contemplated a potential position near Taneytown, Maryland, Gettysburg took on major tactical significance to both sides. The army that controlled Gettysburg would also control the traffic flow in a considerable section of south-central Pennsylvania, and the road hub would serve as an ideal spot to draw together elements of a dispersed army.

Through the morning mist along the banks of Marsh Creek on 1 July 1863, Lieutenant Marcellus Jones of Company E, 8th Illinois Cavalry, picketed with his company on Belmont Ridge straddling the Chambersburg Turnpike, fired at Southern infantry approaching the Marsh Creek bridge. Over the next five days tens of thousands of troops traveled along the Chambersburg Pike. One wonders how much toll money might have been collected if they had been paying customers.

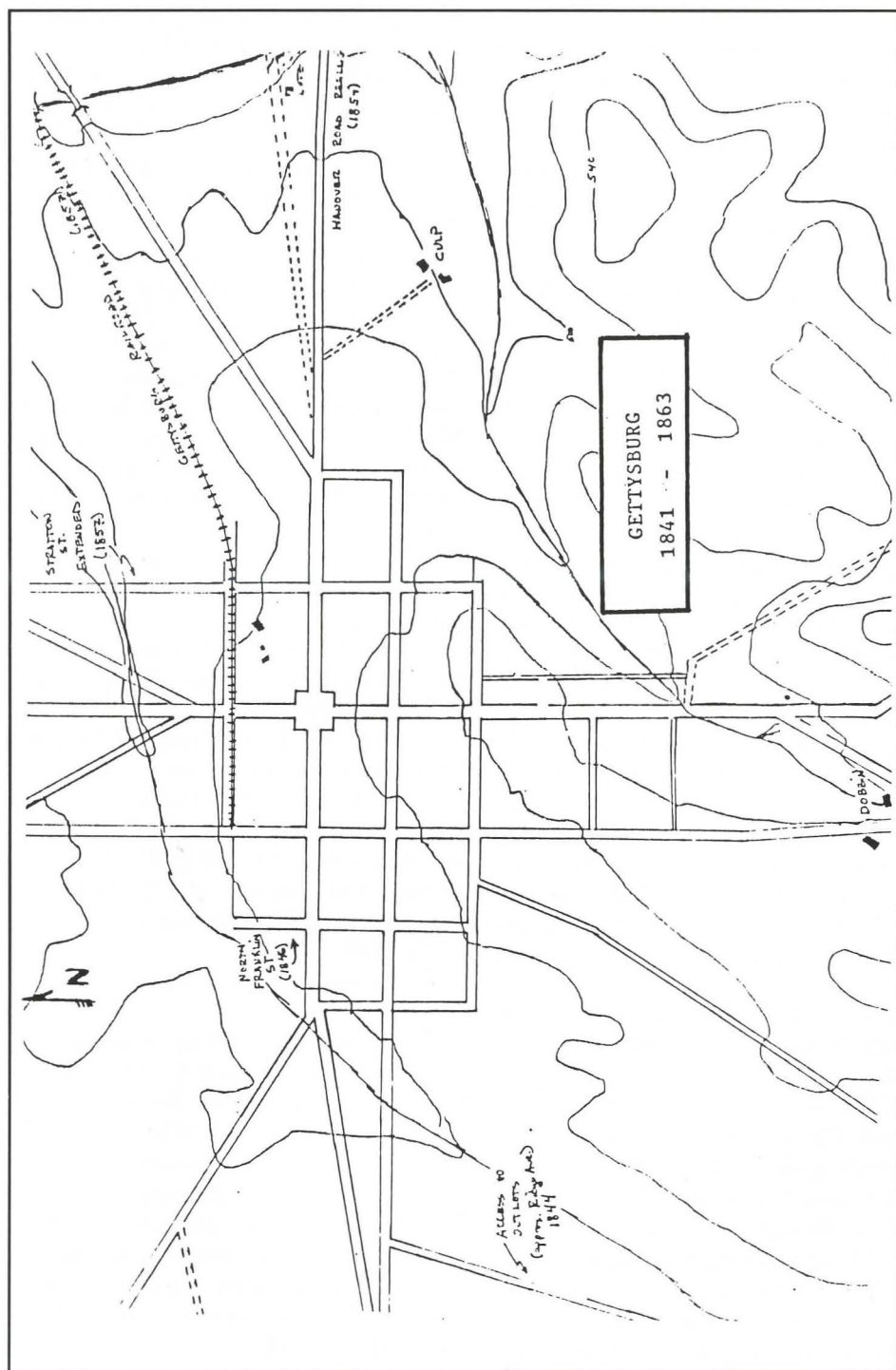


Fig. 6

Notes

1. The time needed to compile this article would have been tripled if not for the timeless efforts of Arthur Weaner and the late J. William Long. The information they have amassed over the years on the roads to and through Adams county is on file at the society.

2. *History of Adams County, Pennsylvania* (Chicago, 1886), 237; Jerry D. Fairchild, Archaeological Assessment Gettysburg National Military Park: December, 1985, "Corrected" Draft Copy, dated 27 December 1985, 30-35 (in the possession of Mr. Fairchild) referencing W. F. Kinsey, "Determination of Need for the Gettysburg 201 Plan," Gettysburg National Military Park/Eisenhower National Historic Site (GETT/EISE), Unpublished Paper, Department of the Interior, National Park Service, dated 1979 (on file at GETT/EISE Library).

3. Paul A. W. Wallace, *Indians in Pennsylvania* (Harrisburg, PA, 1961), 42.

4. George P. Donehoo, "A Short Sketch of the Indian Trails of Pennsylvania," *Proceedings and Collections of the Wyoming Historical and Geological Society, Wilkes-Barre, PA*, 17 (1920), 23.

5. George R. Prowell, *History of York County, Pennsylvania*, 2 vols. (Chicago, 1907), 1:17.

6. Robert L. Bloom, *A History of Adams County, Pennsylvania, 1700-1990* (Gettysburg, PA, 1992), 7.

7. Prowell, *History York County*, I:70-73. Though John Digges had received a land warrant from Maryland in 1727, a Penn agent land warrant also was issued to Digges for some of the same lands in 1738. Despite the

laying out of a temporary boundary line in 1739, the question of which proprietorship had jurisdiction over Digges' Choice continued and climaxed with Dudley's murder—a Pennsylvania sheriff arrested a suspect, but a sheriff from Maryland disputed the other's authority.

8. Charles H. Glatfelter and Arthur Weaner, *The Manor of Maske: Its History and Individual Properties* (Gettysburg, 1992), 50-55. "A List of Names of Such Persons as Settled and made Improvements in the Manor of Maske Before the 18th day of June 1741 ..." signed by James Agnew and Robert McPherson and dated April 6, 1765.

9. *Pennsylvania Archives*, 1st Series, 1:625 & 635. Samuel Gettys' name was not listed.

10. Cumberland Township Land Drafts, Samuel Gettys (D-84-144 & 145; on file ACHS).

11. Charles H. Glatfelter, Extracts from the Road and Quarter Sessions Dockets, Lancaster and York Counties, Pennsylvania, dated 1974, unpublished manuscript on file ACHS, referencing Lancaster County General Quarter Sessions Dockets, 1 (1729-1742), 140.

12. Bloom, *History of Adams County*, 30.

13. Lancaster County, Pennsylvania, Lancaster County Court House, Clerk of Courts Office, Road Docket, 2:58, a road from the "Conogochege" through the Gap to Lancaster.

14. *Ibid.*, 2:56. A road through Marsh Creek and Conewago settlements into another road leading from Conogochege to York. "Another road from the Conogochege to York" is the Black's Gap Road.

15. James T. Lemon, *The Best Poor Man's Country: A Geographical Study of Early Southeastern Pennsylvania* (New York, 1976), 133-34.

16. This raw analysis was compiled by using the pertinent information gleaned from Glatfelter, Extracts.

17. Glatfelter, Extracts, York Quarter Sessions Dockets, 9:52. For a road from "Captain Trent's Gap" by a mill on Possum Creek to the southern boundary of the county & "leading to the Patapsco."

18. *Ibid.*, York Quarter Sessions Dockets, 8:16; 9:21, 85, 95, & 117; and York County Court House Archives (YCCHA), County Road Papers, 1769, "Return of the Road From Black's Gap to Adam Booce's."

19. Notes by author regarding lot subdivisions on north side of the first block of York Street, see J. William Long, History of Gettysburg Town Lots, unpublished manuscript, 2 vols. See Lots 83-87.

20. Adams County, Pennsylvania, Adams County Court House, Register/Recorders Office, Deeds, 64/490.

21. Charles H. Glatfelter, compiler, Notes made from York County Court of Common Pleas Dockets dated 1781 to 1791, YCCHA, referencing Book 1781-1783: 71, 94, 97, 109, 113, 122, 240, 336, 370, 375, 392, 393, & 397; Docket 1783-1785: 4, 21, 27, 103, 109, 155, 230, 259, 305, 345, and 415; and Docket 1785-88: 294 & 307.

The author examined the majority of these docket entries (which are now on microfilm at the ACHS). Possibly there were additional law suits against the Gettys family, for there are some pages missing from the docket books. Moreover, caution should be used in assessing the amount of debt: appar-

ently some were assessed in pounds, sterling, and others in paper Continental money which had dropped drastically in value. See also York County Common Pleas Docket 1783-1785: 109. In this report, the notation "Cessit [sic?] six weeks" appears. According to Black's Law Dictionary, "Cessavit per biennoin" is a writ, also called a "cessavit" which enables "a landlord to recover land from his tenant after two years of failure to pay rent or render the prescribed services." In our case, possibly Gettys was six weeks delinquent in repaying some debt to Peter Light, and Light filed the suit, to benefit Henry Weaver. Though the nature of the debt is not known, it may have been assessed in "Continental money," for in the report of another suit that term, *John Jack and Benjamin Reed v. Samuel Gettys and Reynold Ramsey* (Dockets, 1783-1785:103), a notation, "Continental money," appears next to the "Sum. debt" of 1,812 Pounds. Furthermore, the Peter Light case may have been the basis of a land dispute between James Gettys, Samuel's son, and Weaver in 1798 which was not resolved until 1812.

22. *Ibid.*

23. Cumberland Township Land Drafts, 116 acres to James Gettys, surveyed 4 August 1785 by John Forsythe, D. S., ACHS; York County Common Pleas Dockets, 1785-1788:191; York County Records Office, Deeds: 2M:505; and Adams County Deeds: E:253.

24. Unrecorded Deed, James Gettys to Michael Hoke, dated 30 November 1787, for Lot #87, in the possession of Angela Eckert, R.D. #8, Gettysburg. This indenture included the statement that quitrents were to date from 10

January 1786. Logically, the town must have been laid out between that date and the date of the sheriff's sale in April 1785.

25. See tracing of John Forsythe's Plan for the Town of Gettysburg, n. d. (but probably ca. 1785), traced by S. Miley Miller, 11 February 1920 (copy on file at ACHS). Also see *1886 History of Adams County*, 182. According to the writer, "An old plot of the town, on parchment," had been found "in Harrisburg," allegedly traced out by John Forsythe, deputy surveyor, the gentleman who surveyed Gettys' town tract in August, 1785. Recently, the ACHS acquired either the above-referenced parchment town plan or an original copy thereof.

26. See Gettysburg Historic Building Survey Committee, Historic Resource Survey Form GETT/HBSC-143-88 (on file ACHS), specifically Adams County Deeds, WW/230.

27. Pennsylvania Septennial Census, York County 1786 & 1793, and Adams County, 1800 (on microfilm at ACHS). Additional research and statistical analysis is required, however, to decipher whether any of the taxable inhabitants were counted in more than one township, migrated between townships, were youths reaching adulthood, or new settlers entering the area. Also see J. William Long, Taxable Inhabitants of Cumberland Township, Adams County, Pennsylvania, unpublished manuscript, dated 1975 (on file at ACHS).

28. *1886 History of Adams County*, 36-37; Prowell, *History of York County*, 478 & 574; and author's conversation with Glatfelter at ACHS, December 1989.

29. *1886 History of Adams County*,

37 & 41; Adams County Deeds, A:66.

30. Adams County Deeds, A:255; James T. Mitchell, J. Willis Martin & Hamilton L. Carson, compilers, *Statutes at Large of Pennsylvania, 1806-1809*, 125; and Bloom; *History of Adams County*, 70.

31. Glatfelter, Extracts, York County Quarter Sessions Dockets, 16:98 & 99. Indeed, road construction appeared to be a priority after the formation of Adams county. For example, for a three-month period in 1800, ten road petitions were filed. See Quarter Sessions Docket (the June and August terms), at the ACCH, Clerk of Courts Office.

32. *Ibid.*, York County Quarter Sessions Dockets, 16:138-140.

33. *Ibid.* York County Quarter Sessions Dockets, 16:179.

34. Adams County, Clerk of Courts Office, Quarter Sessions Dockets, A:184.

35. See Adams County Deeds, H:213 & 215. To date, no land draft has been found in the records of the Adams County Courthouse which precisely defines the bounds of Troxell's Addition. However, based on existing deed records, the tract had been laid out into lots, and it abutted Gettys' town lots west and immediately south of the northeast corner of the intersection of present South Franklin and West Middle Streets. Moreover, road petitions in Quarter Session Dockets imply that Troxell laid out at least two streets in his addition, one of them being present West Street. Also see Arthur Weaner, Monograph and Land Draft of Greenfields, Gettysburg, PA, in Gettysburg 105: "Greenfields" file, ACHS.

36. See Charles H. Glatfelter and

Arthur Weaner, *The Manor of Maske Monographs*, unpublished data on file ACHS; see MM-73. See photocopies of land drafts found in the Adams County Prothonotary's Office.

37. Long, Town Lot Histories, Lots 211 through 216, and 242-243 and Deed WW:230 (the highest numbered Gettys lot seems to have been located at the southwest corner of the Mummasburg Road and Carlisle Street, which, in 1860, was referred to as Lot #252) and Adams County Court House, Clerk of Courts Office, Quarter Sessions, Common Pleas, and Orphans Court Dockets (June 1800), Petition to Re-align the Baltimore Road; and Quarter Sessions Dockets, A:47, Confirmation.

38. Quarter Sessions Dockets, A:63; and Adams County Land Drafts: Gettysburg-Office Use Only, see "Land Draft of the Area about the Crossing on Rock Creek of the Hanover Road." The diagram illustrates the location of the old road bed, its crossing, and the Hanover Road's present trace.

39. Quarter Sessions Dockets, D:214.

40. Quarter Sessions Dockets, A:106-107.

41. Quarter Sessions Dockets, B:26.

42. *Statutes at Large of Pennsylvania (1806-1809)*, 525.

43. *Ibid.*, 1137.

44. *Laws of Pennsylvania (1810-11)*, 21-22 & 68; *Laws of Pennsylvania, (1812-13)*, 185; and Quarter Sessions Dockets, C:21.

45. *Laws of Pennsylvania (1811-12)*, 232-235; *Laws of Pennsylvania (1814-1815)*, 120-122.

46. Quarter Sessions Dockets, B:171.

47. Quarter Sessions Dockets,

C:116.

48. *Ibid.*, 288.

49. Land Drafts: Gettysburg, Thomas J. Cooper, survey dated December 1828; and Historic Resource Survey Forms, GETT/HBSC-127-89; -171-89; -180-89; -205-89; -206-89; and -207-89 for pertinent South Washington Street properties located in Cooper's Addition.

50. For authorization for the Newville Road, see *Laws of the General Assembly of the State of Pennsylvania (1828-1829)*, 326-327. For courses and distances, see Road and Bridge Papers: Diagram of [Newville] Road Filed April Court 1830 (ACHS).

51. Quarter Sessions Dockets, D:8.

52. *Ibid.*, 229 & 316.

53. I. Daniel Rupp, *The History and Topography of Dauphin, Cumberland, Franklin, Bedford, Adams and Perry Counties* (Lancaster, PA, 1846), 527.

54. Quarter Sessions Dockets, E:165 & 178, F:139 & 191; Gettysburg Compiler 5/01/1894; Adams County Land Drafts: Cumberland township (See Alexander Dobbin's outlots draft, n.d., photographic copy on file ACHS); and GETT/HBSC-131-88; and Quarter Sessions Docket Book, F:191.

55. Adams County Court House, Clerk of Courts Office, Adams County Road Dockets, A:70.

56. See pertinent Historic Resource Survey Forms: GETT/HBSC-101-87, -121-89, -122-89, -123-89, -133-88; -140-88, -177-89, -178-89, -179-89, -183-89, -191-89, -192-89, -193-89, -194-89, -195-89, -196-89, -197-89, -198-89, -199-89, -219-89, -221-89, and -233-89; and Charles H. Glatfelter, *A Salutary Influence: Gettysburg College 1832-1985* (Gettysburg, PA, 1987), I-58-59.

57. See "Improvement" columns in the following issues of the Gettysburg

Compiler: 11/16/1857, 12/7/1857, 3/29/1858, 5/17/1858, 5/16/1859, and 8/29/1859; Road Dockets, A:130; and GETT/HBSC-122-89 & -123-89.