



Ridley Park,
DELAWARE COUNTY,


PENNSYLVANIA.

PLAN

OF THE

TOWN

OF

 **idley Park,**

DELAWARE COUNTY,

PENNSYLVANIA.

WITH DESCRIPTION, VIEWS IN THE ENVIRONS,
MAPS, &c.

PHILADELPHIA:

WM. BUTT & CO.
TYPOGRAPHERS,

37 & 39 SOUTH THIRD STREET.

M.D.CCC.LXX.II.

OFFICERS
OF THE
Ridley Park Association,
For 1872.

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DIRECTORS,

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LINDLEY SMYTH, " "

JACOB TOME, Baltimore, Md.

ROBERT MORRIS COPELAND,

Sup't and Landscape Gardener.

ANDREW B. WELLS, Agent.

OFFICE:

No. 705 SANSOM STREET,
PHILADELPHIA.

RIDLEY PARK.

THE advantages of a home in a city are manifold and apparent. Cities have paved streets, good sidewalks, schools, water, gas, efficient police, churches and places of amusement; and therefore the man of moderate income, if he can secure a reasonable rent, prefers to live in the city, where he can get more for his money than in most country places. But there are drawbacks as well as advantages in a city life. If a man values his own and his family's health, the city is a poor place to live in; for a crowded population brings bad air, bad sewerage, contagious diseases, blinding heat in summer, want of freedom for children to play. The close proximity of vice in many forms renders the uniform of the policeman as constant a sight and as important a presence as the curb-stone or hydrant.

Philadelphia has a larger population within itself than most of the northern cities, and this for several reasons, and chiefly because of the low rents which are possible on account of her extensive area. In Philadelphia land can be obtained to build on at moderate prices, or easy ground-rents. When a man only hires the house he lives in, the weight of taxation, the cost of paving and improving streets, and the many burdens which the city lays upon owners of real estate are not so apparent.

It is true that the pavements and sidewalks in the city are tolerable, that water, gas and some kind of sewerage

are provided for houses; but all these conveniences are a direct tax on the dwellings which are benefited by them, and the moment a man becomes the owner of property he feels their weight, which is heavier than if he could make his own improvements, for he must submit all that he would do for himself to the judgment and control of other persons not directly interested.

But all these disadvantages have been easier to bear, because out of the city limits and off the bricks and pavements, for a large part of the year, the soft and rich unctuous soil of Pennsylvania makes muddy roads, equally intolerable to those who go abroad and to those who stay at home. Mud to walk in and mud brought into the house are great drawbacks to the pleasures of a country life, and make a home in the country all the year round a doubtful privilege. If one could have the fresh air, the lawns and meadows, trees and flowers, lakes to row and skate on and bathe in, good water, freedom from disease, and fresh fruits and vegetables of the country, with low rents, easy access to the city, good markets and good schools of the city, with freedom from heavy taxation, contagious diseases and vicious neighbors, the country would certainly be a more desirable place to live in than the city.

To secure all these comforts and advantages in the country, it is necessary to have a large population, or else such an investment of capital as but few men are willing to make; but it is obvious that none of these city advantages belong to the city any more than to the country, if people want them enough to provide them for themselves. But it is not easy for one man, or a few men, however well disposed or liberal they may be, to gather around themselves, at first, all the comforts and conveniences they

wish. Most men who want to live in the country are young, of moderate means, with small families, and such people have no spare capital to invest in public and permanent improvements, and therefore they must either live in the city or go into any town which partly satisfies their wants.

Understanding all these difficulties and drawbacks, and knowing that money must be paid out by somebody to secure to each individual all the advantages of a city in the country, a company of gentlemen have purchased six hundred acres of beautiful, high, well drained and well watered land between Philadelphia and Chester, where they are laying out a town which, from its first conception to its ultimate completion, is to be constructed according to a plan that has been made with careful thought as to what an ideal town should be. The plan for this town of Ridley Park is a part of this pamphlet, and, as will be seen when it is studied, it has been designed to satisfy in some measure every reasonable want. There are lots of various sizes, public grounds, large and small, ornamental water of very extended and beautiful character, wide and tree-planted streets, and positions allotted to the future town hall, churches, school-houses, cemetery, &c. The situations best for stores, coal and lumber yards, and all the machinery of a town have been set apart for these purposes. Small lots for those whose means permit only a small expenditure, are grouped in the vicinity of the public grounds, so that the largest number of persons can enjoy them; whilst larger lots and more distant from the centre can be bought by men who are disposed to create all the beauty around their homes which they may desire. Even a cursory examination of this plan will show that the rectilinear and right-angular system of town building

has been abandoned, first, because it is not well adapted to a rolling country like Ridley Park ; second, because gently curving lines are on the whole more agreeable to travel over, are shorter distances between important points, and will make the completed town more beautiful.

Every part of the town has been laid out for convenience and beauty. One-third of the land is given up to the public in avenues, greens, parks, commons and artificial water. To open this country and make it as convenient a place to live in as the city, the Park owners have made their roads wide, with wide sidewalks.

ROADS.

The roads and avenues, with very few exceptions, are forty feet wide between the sidewalks, the sidewalks eight feet, making a width of fifty-six feet between the fences. The line for the house fronts is set far enough back from the front line of the lots to insure a broad space between opposite houses, and give an air of spaciousness and even grandeur to the streets when the town has grown to maturity. Every road is first excavated from one foot to three feet deep, has two underdrains laid on the sides three and one-half feet below the surface ; the road bed is then filled with selected broken stone, and has paved gutters, consequently there can never be bad or muddy roads here any more than in the city, and the thorough drainage will effectually remove all surplus moisture, so that no malaria can exist in the soil. These streets are then planted with different kinds of trees, so selected as to secure the greatest variety, and when completed will cost above \$10,000 per mile. Whoever buys a lot here, therefore, will have no taxes to pay or assess-



CRUM LYNNE WATERFALL.
Ridley Park.

ments to submit to to make good roads in front of his house, or to connect him with his neighbors.

WATER.

Next to good streets no greater comfort or blessing can be had than good water. The Ridley Park land is well supplied with springs, so that wells can be easily dug into a gravelly bed which gives the purest and best water. In addition to the local supplies, a Water Company is contemplated to furnish from Crum Lynne and Ridley Lake waters of the purest and best quality, delivered by pipes to the houses along the lines of streets. Crum Lynne—a large lake—is already made, with Water Works partly completed. It is half a mile long, winding amongst the hills; its greatest depth is twenty-two feet, and nowhere will it be less than three or four feet deep, excepting on some parts of the shelving shores. This lake gives large water power, to be wholly devoted to supplying the town with water.

Ridley Lake—to be made in the valley of Stone Creek—will be as large as Crum Lynne, and will furnish water to the north part of the town in the same manner that Crum Lynne does to the south. Both these lakes are supplied by large and unfailing streams of the purest water, coming from a gravelly region, without a suspicion of lime in them. The shores and banks of the lakes will be decorated with trees and shrubs, and they are each of them large enough for boating or for a thousand persons to skate on at the same time.

PUBLIC GROUNDS.

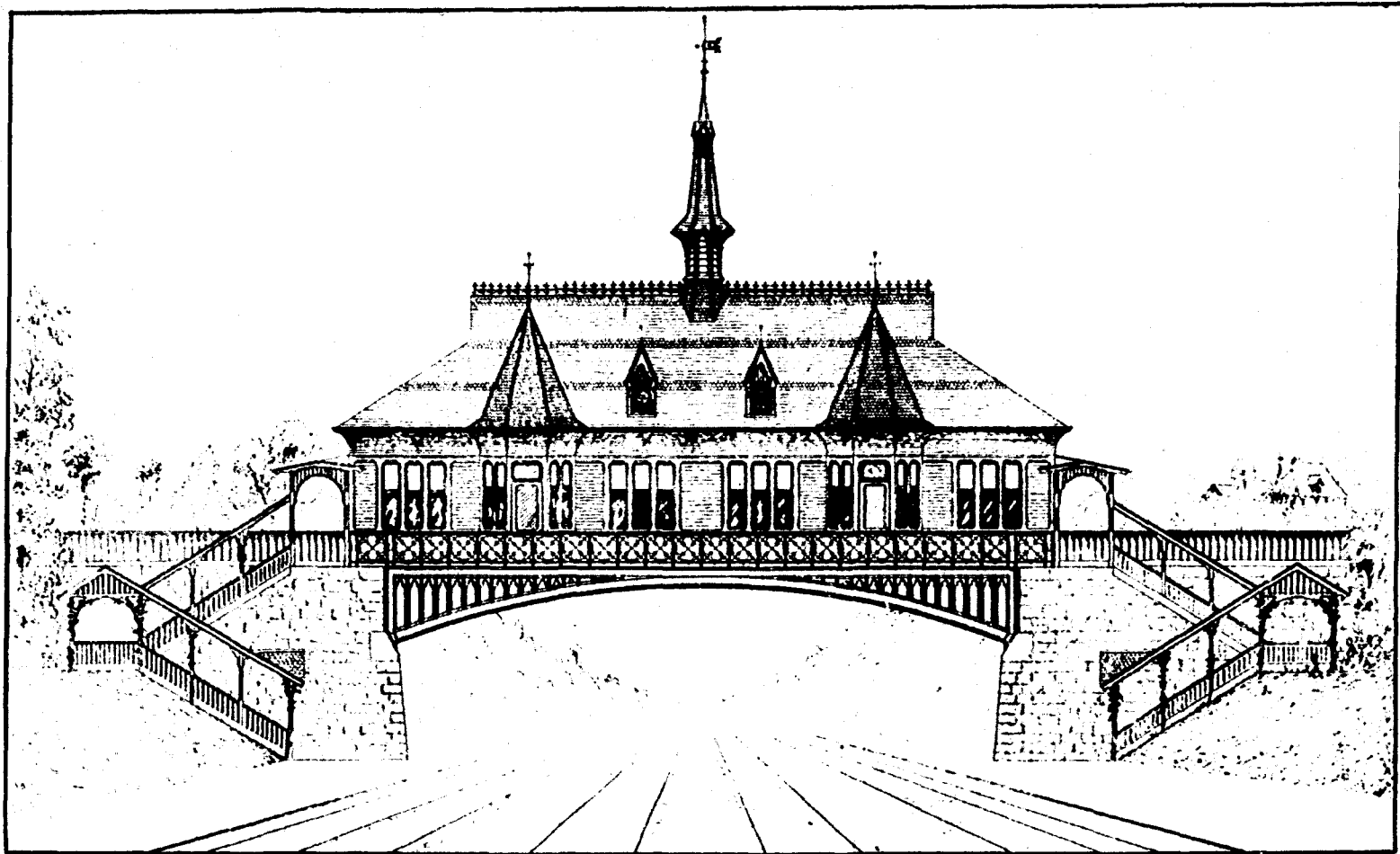
The plan shows large spaces, besides the water, for public grounds. These areas have been made of such

form, and in such places, as will enable the greatest number of persons to get a benefit from them, and when surrounded by dwellings will be beautiful resorts. Some land has been left for this purpose in every part of the town, and no part has been in the least neglected.

Not only have the proprietors made these provisions for the pleasure of their customers, but to insure the perpetuity of the improvements a certain percentage will be taken from every sale and invested as a permanent fund, to keep the public grounds in good order forever.

RAILROAD FACILITIES.

Lying, as it does, on both sides of the only direct railroad between New York and Washington, for more than a mile, all parts are near to stations, of which there are to be two or more in the Park. From either station the cars will run to the P. W. & B. station, corner of Broad street and Washington Avenue, in from twenty to twenty-five minutes, passing under or over twenty-seven streets, so that there need be no delay, and can be no accidents at road crossings. Twenty or twenty-five minutes to the station, and fifteen minutes by the Ninth street line of horse cars, will take a gentleman from his home to the lower part of Chestnut street, and by the other lines of horse cars to other parts of the city, making Ridley Park actually nearer the business part of the city than much of West Philadelphia, Germantown, and other suburbs, which are reached by long lines of horse cars. Twenty trains a day will stop at Ridley, and more, as the demand for them increases, and the railroad fare will be as low as, or lower than, by any other road.



— STATION AT MARKET PARK — PHILADELPHIA, WILMINGTON & BALTIMORE R.R. —

To make it easy to build at Ridley Park, the P. W. & B. R. R. Co. offer for five years to carry all materials used in construction at half their usual freight rates, and will give a free ticket for a year between Philadelphia and Ridley Park for each thousand dollars, up to ten thousand per house, a man spends in erecting dwelling-houses on the Park. Thus any man who settles at Ridley will get all the great conveniences which belong to city life. Schools, churches, and social and domestic comforts can only come with population; but in a very short time there will be a sufficiently large population to warrant the people, aided by the proprietors, to create all that is now wanting.

The proprietors have established a green-house and nursery and market garden, to insure a bountiful supply of flowers, plants and vegetables at a lower price than they can be bought for in the city, and every market convenience will be furnished by market-men, fishmongers and storekeepers at the Park.

To enable the proprietors and the inhabitants to perpetuate good institutions, and to control their own public and private domain, a Charter has been granted by the Legislature, and is hereto appended, the provisions of which, carefully framed, are such as to warrant the belief that a society can grow up at Ridley Park possessed of unusual local advantages.

With all these favorable conditions, structural, social and economical, it is plain that taxes must be light, and a family's expenses much less than in the city or in most suburban towns. Add to this a most beautiful landscape and a healthy country, and we may safely ask what city, or suburb of a city, can offer greater attractions than Ridley Park.

Owing to the original location of the railroad being over the marsh between Philadelphia and Chester, all of this section of the country has been believed to be unhealthy ; but the contrary is true on the high lands of the new location, where our gravelly soil and pure water save us from malaria and bilious complaints. We are one hundred feet above the river, and by the new line of the P. W. & B. R. R. we go into the city all the way through the uplands.

A new Hotel has been erected at Ridley, which will accommodate fifty or sixty persons, and as the town grows, the building will be increased. Nothing that the proprietors can do to make Ridley a perfectly satisfactory home, will be spared, and every one wishing a cheap and good home in a particularly good location, should come to Ridley and examine the lands, before settling anywhere else.

Terms of payment will be made easy, and prices low, when all advantages are considered.

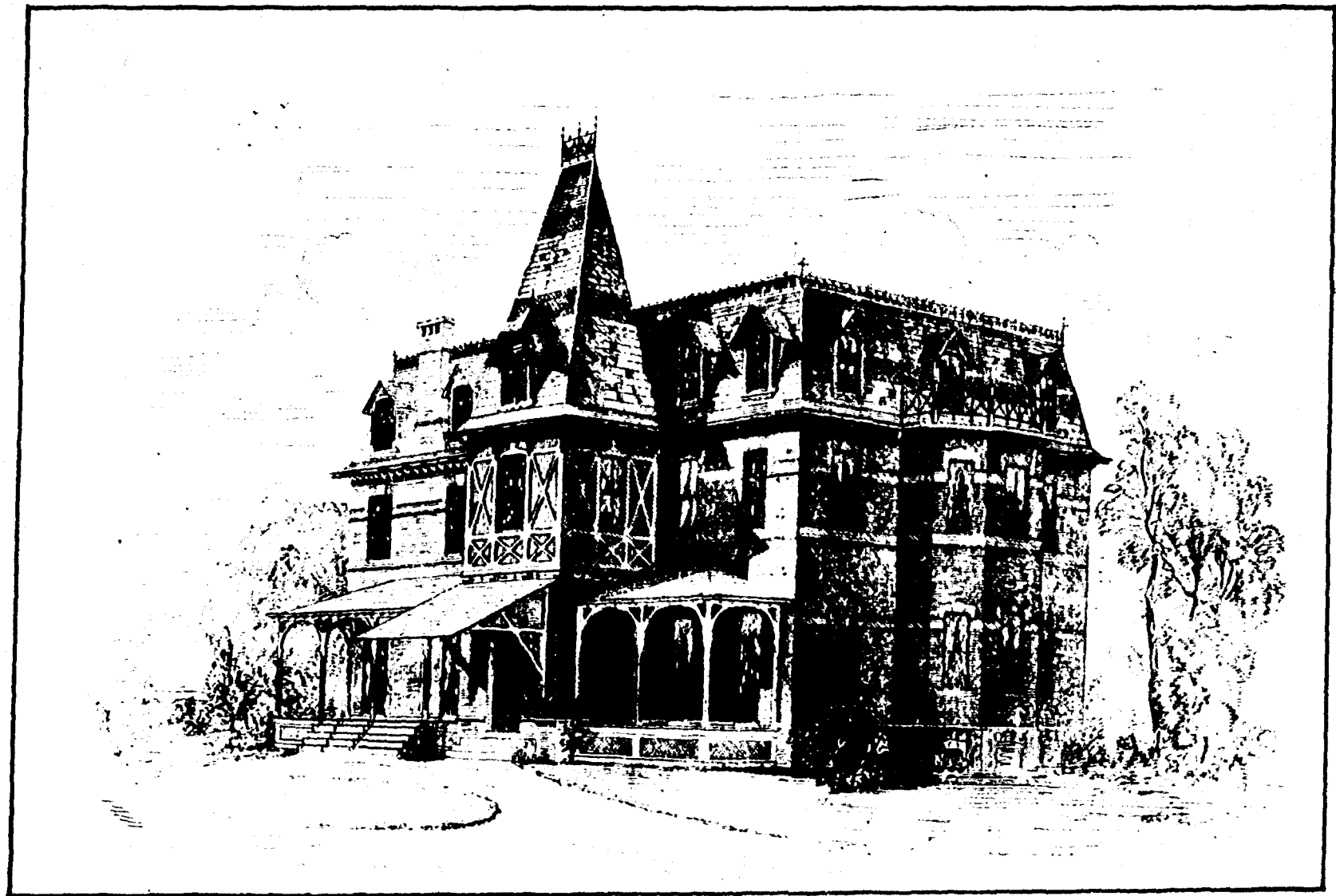
SAMUEL M. FELTON,

President.

ROBERT MORRIS COPELAND,

Superintendent and Landscape Gardener.

OFFICE, Ridley Park Building, No. 705 Sansom street,
Philadelphia.



HOTEL AT RIDLEY PARK.

CHARTER AND SUPPLEMENT
OF THE
RIDLEY PARK ASSOCIATION.
AN ACT
*To Incorporate the "Ridley Park Association," in
the County of Delaware.*

SECTION 1. *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, and it is hereby enacted by the authority of the same, That* LINDLEY SMYTH, SAMUEL M. FELTON, ISAAC HINCKLEY and WILLIAM SELLERS, or a majority of them, and such other persons as shall be associated with them, and their successors, be, and the same are hereby enacted into a body politic and corporate, by the name, style and title of the "RIDLEY PARK ASSOCIATION," and by that name shall sue and be sued, plead and be impleaded, make and use a common seal, and the same to alter or renew at pleasure; and shall generally possess the powers and privileges of a corporation, with power to purchase, hold, sell, mortgage, transfer or lease real estate in their corporate capacity—not exceeding six hundred acres—in any part of Delaware County; and the same to improve by laying out and constructing macadamized or other roads, artificial lakes or reservoirs, planting trees, erecting buildings, &c.

SECTION 2. The capital stock of said Association shall be two hundred and fifty thousand dollars, with power to in-

crease the same to five hundred thousand dollars, divided into shares of one hundred dollars each.

SECTION 3. For the organization of this Association, the corporators named in the first section shall call a meeting of the subscribers to its stock within one month from the passage of this Act, at which meeting an election shall be held for five Directors to serve one year and until their successors are elected; and thereafter an election for five Directors shall be held annually, at such time and place as shall be prescribed by the By-Laws.

SECTION 4. That at all meetings or elections held by the Association each share of stock shall have one vote.

SECTION 5. The Board of Directors, at its first meeting after the annual election, shall elect one of its members as President of the corporation, who shall hold his office until his successor is chosen.

SECTION 6. The Board of Directors shall manage and control the affairs of the Association, and possess authority to appoint a Treasurer, a Secretary and such other officers and agents as it may from time to time deem necessary; fix their compensation, prescribe their duties and dismiss them at pleasure; it shall also have authority to adopt such By-Laws for the government of the Association as it may deem expedient, and alter the same in conformity therewith: *Provided*, They be not inconsistent with this Act, and the Constitution and Laws of the United States or of this State.

SECTION 7. The Directors shall have power to enforce the following rules and regulations, viz.:—

No person or persons shall turn cattle, goats, swine, horses, or other animals, loose upon the roads or lands of the Association, or discharge firearms, or throw stones or other missiles upon the same, nor cut, break, or in anywise

injure or deface the trees, shrubs, plants, turf, or any of the buildings, fences, structures or statuary, or foul any fountains or springs, or drive or ride upon any other than the avenues and roads, or bathe or fish or disturb the water-fowl in any of the streams, artificial lakes or reservoirs upon the lands of the Association, or take ice from any of the said streams, lakes or reservoirs without the previous consent of said Directors, and no wagon or vehicle of burden shall pass over said lands except upon such road or avenue as may be designated by the said Directors for that purpose, nor with less width of tire than may be prescribed by the By-Laws to be adopted by the Directors; and any person who shall violate any of the said rules and regulations shall be guilty of a misdemeanor, and shall pay such fine (not exceeding five dollars) as may be prescribed by the said Directors, to be recovered before any justice of the peace of said county, as debts of that amount are now recoverable, and shall be further liable to the full extent of any damage by him or her committed, in trespass or other action.

SECTION 8. The Directors shall have power to appoint a suitable person, or persons, who shall have all the powers of a constable in said county, for the purpose of preserving order upon the lands of the Association, and arresting any offenders thereon, and taking said offender or offenders to the nearest justice of the peace for a hearing: *Provided*, That all expense of such appointee or appointees shall be paid by the said Association.

JAMES H. WEBB,
Speaker of the House of Representatives.

WILLIAM A. WALLACE,
Speaker of the Senate.

Approved the 26th day of May, Anno Domini one thousand eight hundred and seventy-one.

JOHN W. GEARY.

A SUPPLEMENT

To an Act entitled "An Act to incorporate the RIDLEY PARK ASSOCIATION," approved twenty-sixth day of May, one thousand eight hundred and seventy-one.

SECTION 1. *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, and it is hereby enacted by the authority of the same,* That the Act entitled "An Act to incorporate the RIDLEY PARK ASSOCIATION," approved twenty-sixth day of May, Anno Domini one thousand eight hundred and seventy-one, be, and the same is hereby amended, as follows: In the first section, by inserting the word "seven" in lieu of "six," thereby making the number of acres seven hundred, instead of six hundred; in the third section, by adding after the word "corporators" the words "or a majority of them;" and further to amend the same section, by inserting the word "year" in lieu of the word "month."

W. ELLIOT,

Speaker of the House of Representatives.

JAMES RUTAN,

Speaker of the Senate.

Approved the fifteenth day of February, Anno Domini one thousand eight hundred and seventy-two.

JOHN W. GEARY.

OFFICE OF THE SECRETARY OF THE COMMONWEALTH,

Harrisburgh, March 5, A. D. 1872.

Pennsylvania ss.

I do hereby certify that the foregoing and annexed is a full, true and correct copy of the original Acts of the General Assembly, entitled as follows, viz.: "An Act to incorporate the RIDLEY PARK ASSOCIATION, in the County of Delaware," and "A Supplement to an Act," entitled "An Act to incorporate the RIDLEY PARK ASSOCIATION," approved twenty-sixth day of May, one thousand eight hundred and seventy-one, as the same remain on file in this office.

In testimony whereof I have hereunto set my hand and caused the seal of the Secretary's Office to be affixed, the day and year above written.

A. C. REINOHL,

Deputy Secretary of the Commonwealth.

Opinions of the Press.

On the 19th of October, 1872, a large number of gentlemen connected with the Press of Philadelphia, and with the leading business interests of the City, visited RIDLEY. Their opinion of the undertaking may be found in the following newspaper and magazine extracts:

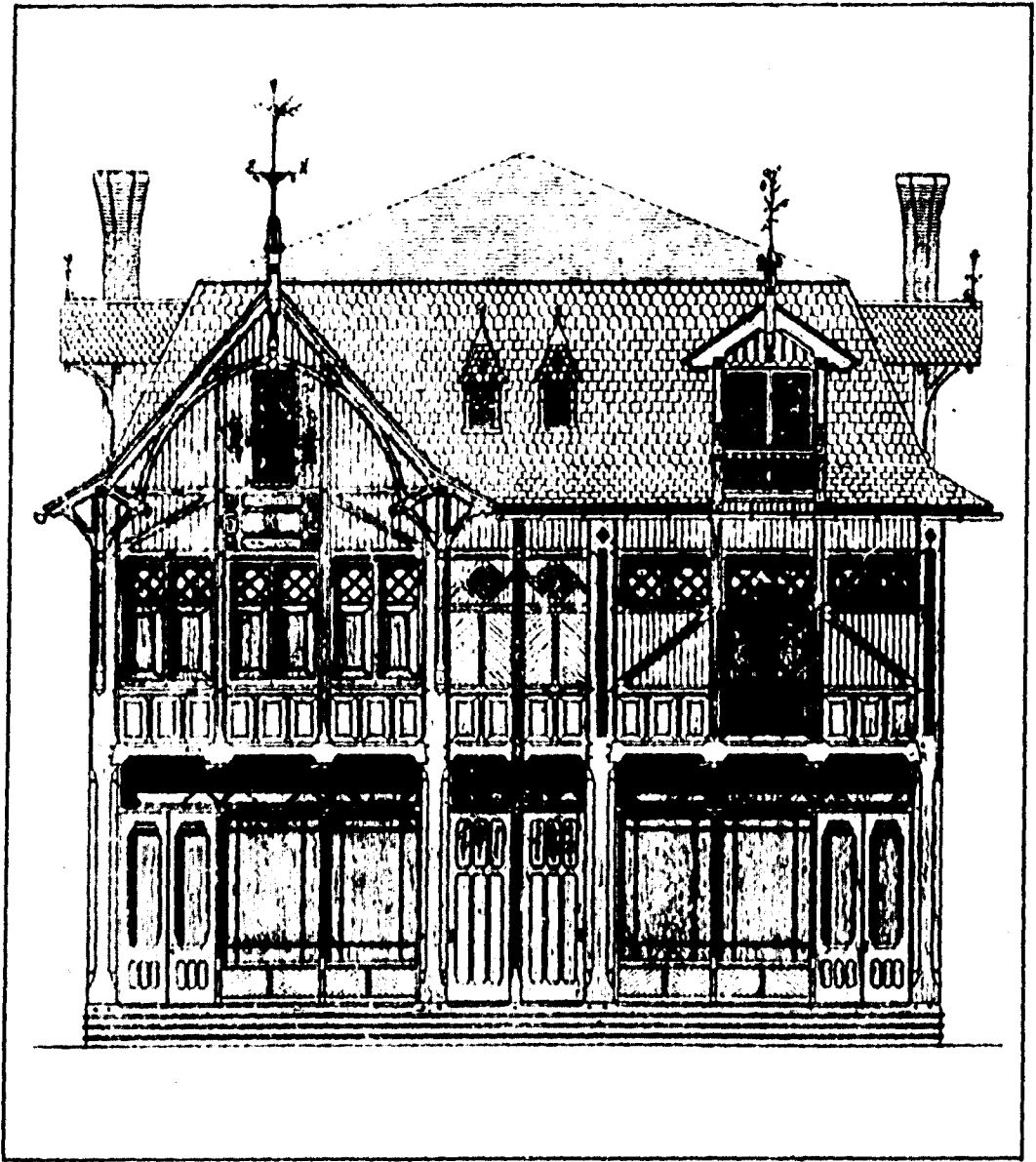
Lippincott's Magazine.

Within two miles of Chester we reached that most audacious of modernisms, the Park town of Ridley.

We defy any thinking man, even the most determined antiquarian, to refuse his interest to that most fascinating of nineteenth-century conceptions, the planting of a landscape garden that shall likewise be a city.

The finest of old cities are the accretions of accident, and only now and then do they include happy effects—an Edinburgh with colonnaded terraces, a Genoa rising in a theatre from the sea. Usually, after the capital becomes wealthy, a Haussmann of one kind or another has to be sent for to rearrange the ill-judged furniture and re-upholster the confused ornaments. But suppose the upholsterer is sent for in the first instance, and allowed to arrange the town, as Shenstone planted the Leasowes? Why, he is a Turner, painting with real forests and real waterfalls! He takes from his palette a lake and sits it on the foreground, where yonder dank

meadow and stagnant stream are lying: the lovely villas dip their reflections into it in a crescent. Behind their turrets and gables rise the dark velvet groves. Threaded avenues of plane trees and hemlock are seen stealing away around the hills to more secluded homes and more musical waters. Here, in the centre, he sets the city square, the town-hall of dazzling marble: all the winding lanes and descending terraces somehow arrive at this public and splendid nucleus. Aloft, on the highest knoll, among the tenderest foliage, against the deepest sky, he paints the spire with its chime of evening bells. This is no fantastic dream, but is the deliberate plan of Ridley Park. The same of the experiment has already spread to other localities, and the Park has been thus described by the *Boston Advertiser*: "When the line of the road was selected, five hundred acres of land were chosen between the village of Darby and the town of Chester for a new ornamental town. No land near Philadelphia



STORES AT RIDLEY PARK, DELAWARE COUNTY PENNSYLVANIA.

*Designed by J. Chandler Jr.
Architect*

could offer a more attractive place. It is high, giving pleasant views of the Delaware River and the lower country, is diversified with hill and dale, and has several large and permanent brooks traversing valleys. The plans provide for converting these brooks and valleys into ponds with very beautiful outlines, and large areas near them are given to the public as commons and parks; a park of twenty acres and a cemetery of fifteen acres are laid out in a tasteful manner; the roads, avenues and sidewalks are wide, and will be made in most thorough manner and planted with a variety of trees. The land is then divided into lots of different sizes. The Association will not only lay out the land in this liberal way, giving about one-half of their original purchase in roads and public grounds, planting trees and shrubbery, supplying artificial water, the best of roads, etc., but they propose to lay aside a proper percentage from the sales of lots to create a permanent fund for preserving and adding to the public beauties of the place. This fund can never be used for the introduction of water and gas or to reduce taxes, but must ever remain as a guarantee, the property of the landholders, to ensure the preservation and maintenance of the public property as first planned and laid out. It needs but little imagination for our readers to see

that such a village or town must secure a most desirable class of population, and become every year more agreeable as a home. Nothing in this plan is to be left to chance. The centre of the town is settled, and sites selected for the town-hall, churches, hotel, school-houses, stores, lumber and coal yards, and every business want; and all these points are connected with each other and the station by roads which take the nearest lines, some straight, some curved, all adapted to the shape of the ground, and all following the natural and easiest lines of travel."

The plan of Ridley Park has been confided to one of the ablest landscape-gardeners in the country—Mr. Robert Morris Copeland, a Harvard graduate and citizen of Boston, but now for a long time resident on the spot he is improving.

A little judicious rustic-work has transformed the farmhouse assigned for the Superintendent's residence into a beautiful vine-clad chalet, and he has surrounded it with spacious and rare flower-beds, which look like cathedral windows lying on the ground. The railway-station, even, at Ridley Park is a novel and interesting piece of architecture, bridging the whole breadth of the road, provided with elevators for the baggage, and fancifully sheeted with slate.

Age.

A select company of gentlemen, representing the mercantile, manufacturing and railroad interest of Philadelphia, accompanied by proprietors and representatives of the press, assisted on Saturday in the opening of the Darby

improvements of the Philadelphia, Wilmington and Baltimore Railroad, and the inauguration of the Ridley Park Association on the line of the new road. The Railroad Company have had, for some time past, in contemplation the

occupation of the high grounds that border the Delaware, by a new and more direct track from Gray's Ferry to Chester, that would, aside from the saving of distance, give them a local traffic which is now so largely sought after by our great lines. To encourage this movement, land associations have been organized along the line of the route, which cannot fail to secure the promised benefits. Two of these enterprises were visited by the party of inspection—Sharon Hill and Ridley Park. To the latter we desire in this place to direct special attention, for it was in their interest, and under their auspices, that the excursion was organized. Within twenty minutes' ride of Broad and Prime, on a new road, constructed on a solid superstructure, of good natural base, and with double track of steel rails, the facilities of movement to and fro will be, when the road is opened to the public, unexcelled, if equalled.

Occupying the the ridge of land bordering the Delaware, one mile from its banks, and one hundred feet above tide-water, and enclosing six hundred acres, the Ridley Park presents everything that conduces to the comfort and pleasure of residents. At a heavy expenditure of means, aided by the genius and executive ability of R. M. Copeland, Esq., the well-known engineer and architect, they have constructed broad, winding and solid avenues, beautiful lakes and waterfalls; have planted parterres of flowers, erected rustic and solid bridges over water-courses and chasms; planted the mulberry, maple, locust, chestnut, and the varied classes of arboreæ that go to make cool shade, and in all seasons diverse and exquisite colors. The views from different points are beyond measure beautiful. With a

scope of river view from below Chester, four miles down the river past Tinicum, around the head, and up to the Horse Shoe, we have at one glance the pleasing picture of the vessels gliding in the distance, their white sails glistening in the sunlight, whilst in the foreground, laying at our feet, is a valley green with foliage, and at this season interspersed with the brilliant, gorgeous colors of Autumn leaves. Our pen cannot portray a moiety of the delight we experienced in roaming over this beautiful spot, nor could we express the imaginative thoughts that crowded upon us when we attempted to consider the future of a location when art, directed by genius, lent her aid to the adornments of nature. The improvements already in course of construction are substantial and beautiful, and are directed according to the plans of the Association by the ruling intellect of the master spirit of the project, Mr. Copeland, ably assisted by the youthful architect who is rising into fame, Theophilus P. Chandler, Esq. Mr. Kenney, Superintendent Philadelphia, Wilmington and Baltimore Road, Mr. Sellers, Mr. Fuller, and other members of the Association are having erected residences, that in their outer and inner constructions are models of elegance and comfort, and are but a foretaste of what will be produced upon this spot. Passing from the western portion of the Park, the visitors proceeded to the eastern side, crossing the railroad by a bridge to the residence of Mr. C., and from thence to the new hotel, just completed. After an inspection of the completeness and the attendant comforts which future guests will enjoy, and that, no doubt, will be gladly availed of by visitors from our metropolis

during the summer season, a repast was spread in the dining-room that savored of the liberality of our hosts, and was but another instance of the pleasurable enjoyment of our visit.

Mr. Copeland being called upon by the President, S. M. Felton, Esq., gave, in a fervid, graphic address, filled with pictures of the past, present and future, his views. It would be idle to attempt a sketch of a speech that glowed with facts, figures and imagery with an enthusiasm that was sustained by an array of unquestioned facts. He carved upon the mind of every hearer new thoughts of life and purpose that will bear a lasting impress.

Time flew swiftly in such delights, and we were called to home thoughts by the commands of Mr. Kenney. With many heartfelt, good wishes to Mr. Copeland, and the future prosperity of Ridley Park, we returned to the train. The parting was in consonance with the spirit of the trip. Three hearty cheers for Mr. Copeland was our farewell, and we trust their echoes will long linger in the memory of Mr. C., assuring him of an interest that was awakened in the hearts of his visitors, that will no doubt bear fruit in coming time.

Press.

Elsewhere we give an account of the visit of a number of gentlemen, on Saturday, to the new suburban town of Ridley Park, on the new improved line of the Philadelphia, Wilmington and Baltimore Railroad. Mr. Copeland, in his address on this occasion, though expressing the opinion that Philadelphia would support himself and the gentlemen he represents in their commendable enterprise, almost confessed, nevertheless, that precedent scarcely gave the right to indulge in such a hope. He instanced the suburban towns of the Eastern cities, and said that if Ridley Park was as near Boston—indeed, as near any other city—as it is to Philadelphia, there could be no doubt of its success. We believe, however, that the old-fogy spirit which has so long hung upon our city is dying out, and that the people are beginning to understand that unless we utterly throw it off we shall be distanced in the great race. The railroad company

offer superior advantages to Ridley Park and all the stations along the new route, and we feel satisfied that when the importance, indeed, the necessity, of such suburban towns as Ridley must be, is understood, the responses will be all that the directors desire. Ridley will give its residents all the comforts and none of the discomforts of the city. It will be the country home, with all the advantages of a city residence. It will welcome the poor man as well as the rich. Its flowers, its park, its lakes, its trees, its walks, and its waterfalls, will be the common property of all. Its aim is to be beautiful as well as comfortable. No man will be allowed to build an unsightly structure. Every plan must be submitted to the architect and landscape gardener. Hourly or half-hourly trains will connect it with us, and up to 1 o'clock A. M. there will be conveniences to reach it. Both by water and by land we shall be able to go to this delightful spot. Health is

assured by a complete system of drains, the water is excellent and plentiful, the climate is delightful, for, as Mr. Copeland said, "Summer lingers long

in the lap of autumn," the lots are cheap, and farmers abound in the vicinity.

Inquirer.

OPENING OF A NEW ROAD—A DELIGHTFUL RESORT, CONVENIENT OF ACCESS TO THE CITY.—A number of guests, through an invitation extended by the Ridley Park Association, embarked at noon last Saturday on a special train at the depot of the Philadelphia, Wilmington and Baltimore Railroad, the occasion being the opening of a new road to Ridley Park, which is to be to the Philadelphia, Wilmington and Baltimore Railroad Company what Bryn Mawr is to the Pennsylvania, and Germantown and Chestnut Hill is to the Reading Road.

Ridley Park consists of six hundred acres, which were selected two years ago, when the Philadelphia, Wilmington and Baltimore Railroad first decided to change its location, and only in July, 1871, was the first blow struck by pick or shovel, and the change that has taken place in that short space of time is truly remarkable. Small lots, for those whose means permit only a small expenditure, are grouped in the

vicinity of the public grounds, so that the largest number of persons can enjoy them. Every part of the town has been laid out for convenience and beauty. One-third of the land is given up to the public in avenues, greens, parks, commons and artificial water. Most of the roads and avenues are forty feet wide between the sidewalks.

The streets are planted with different kinds of trees, so selected as to secure the greatest variety, and when completed will cost \$10,000 per mile. The Ridley Park land is well supplied with springs. A new hotel has been erected, with ample accommodation, from which a splendid view can be had of the Delaware River.

The master spirit in laying out and planning this new and beautiful suburban resort is Mr. Robert Morris Copeland. He has devoted his time and genius to this enterprise, and those present on Saturday can attest the admirable taste and judgment displayed by him.

North American.

A LANDSCAPE TOWN.—Hardly any of many late urban designs has more to commend it than that which aims to blend the advantages of city and country life, and enhance the attractions while dropping the disadvantages

of both. The country has a sweet, pure air, great fields of greenery, the rustling of umbrageous trees, the tinkle of falling water, abundant verge and margin, space for ornament and relaxation. The city has streets, good walks, near

markets, libraries, houses provided with every modern convenience and society. As the latter misses the room, the air, the vegetation of the former, so the first is without the social intercourse, the ornament and luxury of the latter. The last essay of practical sociology is to infuse the one in the other; to blend all the advantages while eliminating all of the incongruities or inconveniences of either. The essay has been made, and is progressing in various ways at various points. That at Ridley Park is the most advanced near Philadelphia.

The first necessity in every undertaking of this description is that the town shall be all but a continuation of the city. It must be so near that while maintaining its country nature, it does not lose its city feature. Ridley Park is only nine miles from the Post Office, and but four from the limits of Philadelphia. It must have good air and drainage. Ridley Park is on a gravelly soil, one hundred feet above the river, and with no mountains to bar the breezes.

It must be susceptible of being moulded to one homogeneous and artistic design, with as many natural adjuvants and as few natural or artificial obstacles as possible. Ridley Park, comprising six hundred acres, was purchased *en block*, and so released from all of the latter drawbacks. It could be fashioned so as to utilize every advantage its site possessed, and has been. These natural advantages are the elevation, the proximity to the city, the ease and completeness of transportation, the strong, porous soil, the fine landscape, the abundance of water. Having these prime essentials to work with, Mr. Copeland, the artist, has

shown what knowledge and taste, aided by means, can do toward creating a perfect town.

Accepting the Darby improvement of the Philadelphia, Wilmington and Baltimore Railroad for the backbone of the Park, cutting it southwestwardly, the main portion lies on the west side, and is divided at right angles to the road by Swarthmore Avenue, that is also continued on the east of the railroad. Ridley Avenue substantially follows the west side of the railway as Hinckley Avenue does the east. Some fourteen streets and avenues are entered from Ridley, all having a general trend to the west. But while there is this general unity, it is the diversity lying under that makes one of the great charms of the place. Excepting near the intersection of Ridley and Swarthmore Avenues, and less at other points, the right angle has been sacrificed to the curve. And everywhere within the limits of the town artificial lakes and ponds have been created; great avenues constructed on the McAdam system; branch roads and paths led in a maze that is soon learned; the old trees retained; young plantations set and a fine sward prepared. From the second story windows of houses already erected the Delaware is visible, and its commerce can be clearly seen; while the view reaches far beyond, explores a remote horizon on every side, and includes the outskirts of Philadelphia. Quite one-third of the six hundred acres purchased two years ago and now arranged for sale, is surrendered to water, parks, commons, drives and rambles; and the roadsides are partially, and to be wholly, bordered with trees. There are no fences, because the charter forbids cattle running at large. A hand-

some hotel and several ornate residences have been built, and many more will go up the coming season.

The idea of the Park, as described by Mr. Copeland, the artist, is to enable men of small means to furnish themselves with homes having the luxuries that otherwise can be reached only by the wealthy. The finished roads and paths; the ponds and lakes and fountains; the groves and flower-beds; the stretching views and fine air—become the property in commonalty of every purchaser. The lots, varying in size, vary in price, but are within the reach of moderate incomes. There are accessible quarries, and all of the other material needed can be brought over the Philadelphia, Wilmington and Baltimore Railroad at one-half the usual freight, while a free ticket between the city and Park for one year is given for

every thousand dollars expended up to ten. The charter gives the inhabitants absolute control over their surroundings, and they will have a hundred thousand acres of attractive landscape contained in every deed.

These general facts of the new town convey what is most essential to be known, and should and undoubtedly will stimulate interest and attract population. The topography of the place; its accessibility and health; the advantages insured in economy, society and scenery; the certainty that much of the distance between Philadelphia and Chester will be similarly improved and made to compete with suburban progress in other directions—all struck the company who attended the formal opening Saturday, and, without dissent, commended the general design and details that were explained to them.

Evening Bulletin.

A NEW SUBURB.—The opening of the new track of the Philadelphia, Wilmington and Baltimore Road, over which the first passenger train passed on Saturday last, discloses to Philadelphia a new suburban town, destined to exercise a large influence, both directly and indirectly, upon the question of residence in this city.

Our radiating lines of railroad are beginning to develop the capacity of the surrounding country to supply many beautiful and convenient places of residence, within easy access to the city, and on nearly all of these, towns are to spring up which will in time surround Philadelphia, as Boston is now surrounded, with rural settlements, which will reach inward as the

great city reaches outward, until the one becomes the complete outer circumference of the solid centre of the other.

On the new line of road to Chester, and about nine miles from the Gray's Ferry bridge, some of the gentlemen interested in the road, following the example of the projectors of the rapidly growing settlement of Bryn Mawr, on the Pennsylvania Railroad, have planted a new town, which they have called Ridley Park. They have chosen a tract of about six hundred acres of beautifully diversified country, commanding a sweeping view of the Delaware, high and healthy in its location, situated on one of the best turnpike roads in the country, and bisected by

the new line of railroad. Here they have been at work for a year past, transforming plain Delaware County farms into the harmonious design of a superb Park. Fine roads, beautiful artificial lakes, groves and avenues of shade trees, parterres of flowers and shrubbery are among the attractions which are springing up under the master hand of Mr. Copeland, a gentleman whose cultivated tastes, and broad, far-reaching views and large experience in his profession are so many guarantees of the complete future success of an undertaking which has already assumed shape and form with almost magical rapidity.

Ridley Park is laid out in lots of various shapes and sizes, affording to rich and poor alike the opportunity of a residence where the important work of adornment and landscape gardening is already done by a most skillful hand; where quick, cheap and constant communication with the city, and a simple and economical system of self-government, will secure to every resident equal rights and the full enjoyment by the humblest resident of all the advantages obtained by the most wealthy. The millionaire may plant his villa, and the honest mechanic his pretty cottage, at Ridley Park, and both will breathe the same pure air, enjoy the same scenery, and derive the same political and domestic benefits, and have the same opportunity to rear their families in freedom and health.

Already a number of handsome residences are approaching completion at Ridley Park. The Association has built a fine hotel, and the Railroad Company is erecting a station that is to span the track, and to be one of the model structures of the country in the

way of railroad architecture. And as Philadelphia grows in numbers and wealth; as citizens of high and humble degree, alike prospering upon the industries of the great city, are turning their attention, more and more, to the question of extra mural residence, such enterprises as the Ridley Park Association will multiply in all directions. This particular enterprise presents a peculiar combination of advantages natural and artificial, and the energy and skilled sagacity that have been applied to its development have enabled its projectors to be so far beforehand with it, that the new tracks of the Philadelphia, Wilmington and Baltimore Road will open to the public, not the bare stage upon which the scenes of a new town are hereafter to be displayed, but a stage already set with its scenes, and ready for the living actors to enter and perform their parts.

The effect upon the social and political health of a large city, produced by the planting of such sub-communities around it as are contemplated at Ridley and other similar places, is most wholesome and purifying. Such communities are apt to exert a steadily recuperating force upon Republican institutions as they exist in our large cities. Men best learn what pure Republicanism, in its broad sense, is, when they see and take part in it among the simpler and purer influences of a rural or suburban life; and they bring those lessons back with them to impress them upon their city life. And as the country continually feeds the town with its material products, so the cultivated, progressive, enlightened rural community supplies the best social and political elements to renew and fortify the body politic, as it becomes enfeebled and depressed by

the burdens and temptations which are inseparable from all great cities. And therefore we wish abundant success to Ridley Park, and to all kindred enterprises; and therefore we invite rich and

poor alike, who desire to realize the idea of a country life with a city's advantages, to turn their attention in this direction.

Ledger.

The construction of the new line of the Philadelphia, Wilmington and Baltimore Railroad has opened up a new and beautiful country for suburban residences to people of moderate means. Several towns have already been laid out, and an inspection of the improvements on one of these—Ridley Park—was the occasion of the special train sent over the road on Saturday. Ridley Park is situated about ten miles from the Broad and Prime street depot. The new line of railway runs through it, the principal station being in about the centre of the town. This station is to be quite an ornamental structure, spanning the railway on a grand high bridge now in course of construction over the railroad. The plot of land contains about six hundred acres of undulating table land, breaking into knolls and gentle slopes, and all of it an average about a hundred feet above tide-water. It overlooks the Delaware for several miles, the river being in full view at a distance of about two miles. In addition to the railway line which passes through the centre of the plot, the old Chester pike, which is a continuation of the Darby road, skirts the town on the southeast, and the present line of the Baltimore road is a little further off to the south.

Ridley Park is mentioned above as a town, and it is a peculiarity of the place as a new settlement, that it is in one

most important sense a town, whilst it is yet only beginning to be populated. The Company which has projected the enterprise has been engaged for a year in doing what it is usual for towns only to begin to *think* of doing after they have got beyond the possibility of it. The plot of ground has been laid out with the view, first, of taking advantage of all the topographical features and natural facilities of the ground for ornamenting it with small parks, lakes, waterfalls, terraces, lawns, &c., which are to be the common property and for the general pleasure of all the inhabitants. Second, that all the roads, avenues and streets shall be first-class roads in the right places, conformable to the contour of the country, to secure easy grades and ample drainage. Third, that the whole plan of the town being thus thought out and worked out beforehand; and the roads, parks, lakes and general improvements being first constructed conformably to this plan, the whole effect, when hundreds of tasteful buildings shall be erected, with their flower-gardens and groves, must be picturesque and beautiful.

A vast amount of this work has already been done. More than three miles of substantial macadamized streets and roads are already completed. A beautiful lake, nearly half a mile in length, and with twenty feet depth of water, has been made by throwing a

narrow dam across the outlet to a ravine between two slopes, the water issuing from the outlet making a picturesque waterfall. A spacious, substantial and handsome hotel has been completed, with fine large airy rooms, having a splendid outlook across a lovely country. Quite a number of ornate dwellings are in course of construction, all of them promising to be elegant, but none of them beyond the reach of persons of moderate means. Even in the midst of the engineering work, of road and bridge building, &c., flower-beds have been laid out, and, on Saturday, were in luxuriant bloom with the beauties of the fall season. This is the work of the Superintendent of the Park—a gentleman who appears to be in love

with his profession as a landscape gardener and constructing engineer of new towns of elegant descriptions—Mr. Robert Morris Copeland.

Thus it will be seen that Ridley Park begins—as has been said—with what most towns neglect until it is too late, viz.: Constructing the public improvements which are to ensure comfort, convenience, health and elegance, giving the occupants of a modest dwelling all the pleasures of those beautiful surroundings which are usually only at the command of those with large means. The enterprise is a novelty in our part of the country, and as such, and because of its genuine merit, it has been described at some length.

Record.

THE ENVIRONS OF PHILADELPHIA—RIDLEY PARK.—Few of our citizens appreciate the beauty of the scenery in the environs of Philadelphia. All the adjacent parts of Pennsylvania abound in magnificent landscapes, and it is a matter of astonishment that they are not more frequented by the mass of our teeming population.

It has, however, heretofore been the dream of the successful merchant or the rich banker, rather than the hope of the man of moderate means, to enjoy the charms of sylvan solitude without surrendering the business opportunities and the pleasures of city life; and it is only one of the latest triumphs of modern progress, achieved mainly by the aid of steam railways, that can place these double advantages within the grasp of modest incomes.

One of the most important movements

in the direction described originated in preparations for the removal of the track of the main line of the Philadelphia, Wilmington and Baltimore Railroad, after it crosses the bridge at Gray's Ferry, to a line some distance further west than the one heretofore occupied, this deflection from the old route continuing from the Gray's Ferry bridge to a point near Chester. The line is thus shifted from the lowlands near the river to a healthy and commanding serpentine ridge, from one to two miles distant from the Delaware, abounding in elegant sites for country residences and rural towns; and the railway company will soon run over this part of the line twenty trains a day.

On Saturday a party, composed chiefly of journalists from this city and Delaware county, and of the gentlemen who have organized the new towns,

made an excursion trip over the new railway line to Ridley Park. The novelty, liberality and skill displayed in the management of this enterprise cannot fail to make a pleasing and favorable impression. About six hundred acres of land, possessing an extraordinary combination of natural advantages, was purchased one year ago; and since that time so much genius and industry have been displayed in a series of improvements, such as the creation of artificial lakes, the construction of miles of substantial winding roads, and the planting of forest trees, flowers and shrubbery, that Ridley Park is now a fair counterpart of the best portions of our own West Park, in natural diversities of hill and dale, wooded knolls

and gentle undulations—the Delaware being within view, in the distance, at Ridley, instead of the Schuylkill. The idea of the projectors of this enterprise is to permanently reserve a large portion of their original purchase for park purposes, and to sell off the remainder as sites for the residences of Philadelphians, who earn modest incomes in this city, but who desire to spend them and bring up their families amid the healthful and refining influences of beautiful scenery. Other features of the plan are worthy of commendation, and Ridley Park promises to prove not only a success, but a model for imitation in other portions of the magnificent environs of Philadelphia.

Star.

This new town comprises about six hundred acres of land in a locality as beautiful as any in the State. It is simply superb, and if the Association who owns its site, contrive to improve it as they have in the last year, Ridley Park will be one of the most beautiful suburban towns in the country. None in Pennsylvania can surpass it.

The intention is to reserve the larger portion of land for park purposes, and to sell the remainder as building sites for residences of Philadelphians who earn moderate incomes, that they may have all the advantages of a country home within forty minutes' ride of their place of business. It is a worthy enterprise, and is bound to succeed.

Delaware County Democrat.

THE DARBY EXTENSION OF THE PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD—OPENED TO TRAVEL ON SATURDAY LAST.—An excursion was made on the new railroad route from Philadelphia to Chester, the occasion being the opening of the road to passenger travel.

At Ridley Park our train stopped,

and the passengers took a stroll through the romantic ravines, along the beautiful lakes, through the golden-tinted groves, over the rolling fields, along the paved streets, and viewed with delight the handsome villas, the flowery lawns, the river Delaware and the city of Chester in the short distance, and a most beautiful and varied landscape as

far as nature would allow the vision to extend. This delightful Park consists of six hundred acres of land, located, as is well known, in Ridley township, from which it takes its name, and is about two miles from Chester. The property was purchased about two years ago by Samuel M. Felton, Wm. Sellers, John Sellers, Lindley Smyth, Wm. Smith, Wm. Helm, R. H. Sanborn and W. W. Nevin, of Philadelphia; John Harlan, of Wilmington; Mr. Tome and Postmaster-General Creswell, of Maryland; Nathaniel Thayer and H. S. Russell, of Boston.

Already two miles of macadamized roads, underdrained, are finished and cost \$16,000 per mile.

A lake has been made from the waters of Little Crum—called Crum Lynne—a half mile long and twenty-one feet deep. Another lake is about to be made, which will be one mile long and twenty-one feet deep. The Railroad Station is being erected directly over the track. It will, when finished, be a handsome building. We have not space at present to do justice to Ridley Park, but will at a future writing describe it more fully.

The Gardener's Monthly.

Philadelphia has been fortunate, of late years, in having, on the management of her three leading railroad lines—the Pennsylvania, the Reading, and the Philadelphia, Wilmington and Baltimore—men of high scientific and refined artistic tastes, conjoined with eminent business capacity. These men understand as it seems never to have been understood before, how much can be done in landscape gardening for this large and increasing class in the community; and are laying out, in various directions about the city, beautiful tracts in the highest style of art, and selling the lots in connection with these beauty spots in such a discriminating way that even the man with an income of but a thousand dollars a year, may have not only a home in the country, but such a home surrounded by the treasures of nature and art, which, but a very few years ago, it would have been presumptuous for any one, but who might be on the millionaire's path, to aspire to.

Among the movers in these enterprises, the Philadelphia, Wilmington and Baltimore Company is occupying a front rank. The original idea of a railroad was to connect two separate communities, and this line especially acted so strictly under this construction, that the road led through the cheapest ground, without regard to any other consideration. Beautiful sites were, of course, ignored; and the road was run through a level, marshy tract, which, if it were not for an occasional glimpse of the beautiful Delaware, might serve to discipline a sinner who rode over it as thoroughly as a hair shirt would have done an ancient anchorite.

To remedy this the present board have changed the whole track, taking it through the high ridge which runs parallel with the Delaware a mile or two from its bank from Philadelphia to Chester; and laid off, at convenient distances, park towns along its line. The road being just finished, an opening trip was recently afforded to the

editors of the leading Philadelphia papers, and a stoppage of some time at the chief park, Ridley, gave us an opportunity of noting some of its leading features. The plot occupies six hundred acres, and is diversified by a continuous succession of hill and dale, through which numerous creeks and water-courses meandered to the Delaware, which was, at this point, about three miles away, and at this time bore on its bosom numerous vessels, bound for the city, six miles above. The Company has been extremely fortunate in securing the services of Robert Morris Copeland as landscape gardener and chief engineer; who, as the author of "Country Homes," is well known and esteemed by most of our readers. Mr. Copeland has taken advantage of these valley streams to make large and beautiful lakes at points where their margins form outlines of great beauty, without any other labor than throwing a dam across the foot of the projected lake. These dams are arranged as waterfalls—not as we often see mere mockeries of natural ones—but waterfalls as natural and beautiful as any wild nature boasts of. These lakes and falls are to serve other purposes besides boating, fishing and attractive

beauty. They will be the water reservoirs of the projected town.

It is but one year since the undertaking was commenced, and the chief work has, of course, been road making. These roads are some of them straight, some curved, just as the peculiarities of the surface or landscape effect required. In various parts of the tract small portions of from one to several acres are set apart for the public parks or gardens; and these, with the roads, belong to the whole people of the settlement, in common. In order to maintain these public portions in the highest conditions of landscape-gardening art, one-fifth of all the purchase money is set apart as a fund to be held in trust by the railroad company perpetually, the interest of which is to be used for the purpose. The lots are of all sizes and prices, from \$200 to \$2,000, while the railroad company conveys to and fro passengers and material for a considerable discount to all who build. It is easy to see how such projects as these must succeed. They are born of the necessities of the times. To all intelligent people it is no mere poetic fiction, that God made the country and man made the town. The only wonder is that it has not been reduced to practical prose long before this.