

[Free and download] Along the Old York Road

## Along the Old York Road

*James Cawley, Margaret Cawley*

*\*Download PDF | ePub | DOC | audiobook | ebooks*

DOWNLOAD



READ ONLINE

#4194698 in Books 1965PDF # 1 #File Name: B0007DN9BW146 pagesphotographs and maps of New Jersey and Pennsylvania | File size: 36.Mb

**James Cawley, Margaret Cawley : Along the Old York Road** before purchasing it in order to gage whether or not it would be worth my time, and all praised Along the Old York Road:

0 of 0 people found the following review helpful. Four StarsBy Karen SolimaniVert nice depiction of our NJ local history.2 of 2 people found the following review helpful. Old York RoadBy BomojazDuring the second half of the eighteenth century, the fastest and most traveled route from Philadelphia to New York was the Old York Road. (In 1795, a bridge was completed across the Raritan River at New Brunswick that shifted traffic southeastward off the York Road to the King's Highway, traversing Rahway, New Brunswick, Princeton, and Trenton in New Jersey.) The road is still with us and can be traced easily on modern maps (many of the more detailed topo maps plot the Old York Road quite carefully and with clear identification). Following Rt. 263 from where it begins as a fork off of Rt. 611 within the northern limits of Philadelphia, it goes through Warminster and Furlong to Lahaska, where it turns east onto Rt. 202 to New Hope. Crossing the river (by ferry back then), it continues along Rt. 179 through Mt. Airy to Ringoes and Larison's Corner, where the old road becomes Rt. 514. After Reaville the road juts left to Three Bridges, Centerville (not on maps any more, but located at the intersection of Old York Road and Pleasant Run Road on the Hunterdon/Somerset County line), and Raritan (via Rt. 567), where it becomes Rt. 28. It follows this road through Bound Brook, Plainfield, and Westfield all the way to Elizabeth(town).The book is in three sections: a general history of the road during colonial times, the road during the Revolutionary War (the Battles of Trenton and Princeton, numerous other skirmishes, and the evacuation of Valley Forge by Washington's army all have connections to Old York Road), and the road "today" (1965). Many photographs of sites along the road are included, and anyone traveling

the road now (2006) should recognize many of the photos. The book is informative and interesting, and traces the history of an important transportation route of long ago. 2 of 2 people found the following review helpful. Colonial transportation, yesterday and today By Paul Eckler Old York Road is one of the first roads connecting New York and Philadelphia. It was begun in 1725, completed in 1764, and it still exists. The route goes north from Philadelphia through Jenkintown, Willow Grove, and Buckingham crossing the Delaware River at Wells Ferry (New Hope). There it meets the NJ section through Lambertville, Ringoes, Raritan, Bound Brook, Scotch Plains, and Elizabeth to Elizabethtown Point. Cawley and Cawley provide a crisp history of the subject including old photos of inns, churches, and other preserved artifacts along the entire length of the road. A second chapter covers the Old York Road during the Revolutionary War. It was an important route across New Jersey even then. A final chapter describes what remains of the various artifacts today. Included are other details of transportation history. As settlers cleared their lands they gradually moved beyond subsistence farming to surpluses. These products usually went to market by water. Inland areas found water routes inaccessible. There was a clamor for internal improvements, such as roads to the interior. Roads also brought stage coaches, travelers, communications, and commerce. Later stage coaches were replaced by railroads, and still later by electric interurbans. Cawley gives us a view of various aspects including the use of Conestoga wagons to carry freight, the realities of stage coaches (early ones were little more than a bumpy ride on a plain wooden bench mounted on a farm wagon), the inns (they were known as taverns in NJ), rafting lumber down the Delaware, and other roads in the area. The book is nicely done. Those interested in Pennsylvania or New Jersey history will find it fascinating. References. No Index.

The authors of Exploring the Little Rivers of New Jersey now explore one of the earliest and most important land routes in the state. The Old York Road ran from Philadelphia to Elizabethtown (now Elizabeth), the first capital of the Province of New Jersey. Like most Colonial roads, and many modern ones, it followed the route of a much earlier Indian trail. It became the superhighway of its time because the Swift-Sure stage coach could take passengers from Philadelphia to New York in two days. The Cawleys have written a book that combines the history, legend, and folklore of the area, with a travelogue for the motorist who would like to retrace the route of the Swift-Sure stagecoach. Despite the enormous changes brought about by modern highways, housing developments, and supermarkets, much of the original road remains in use. Here is history that is both authentic and imaginative, detailed and colorful, in a book which makes one realize how much of the past is still with us.