



We preserve our local history, promote the history of the Norwin Community and embrace the opportunity to educate the Community about the people, places and events that comprise the history of Irwin, North Irwin, and North Huntingdon Township.

Did You Know?

Historic Jacksonville

By Bob Cupp

Development of early Westmoreland County towns depended on the location of roads. It was the Pittsburgh-Philadelphia Turnpike that led to the birth of a prosperous North Huntingdon commercial center known, in those days, as "Jacksonville." The road also passed through Adamsburg, Strawpump, Irwin, Circleville and Stewartsville. (From "Tales from Tinker Run")

THE ROADS TO JACKSONVILLE

Early military roads, like Braddock's Road and Forbes Road, weren't suitable for commercial purposes. In 1785, the state assembly appropriated \$2,000 to open a new road from Cumberland County to Pittsburgh.

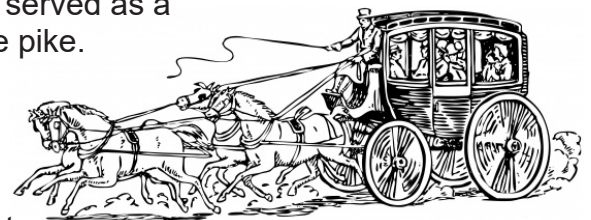
The local section, known as the State Road or the Greensburg-Pittsburg Road, opened for travel in 1791. Conditions along the poorly maintained dirt road were rugged, and it was unusable in bad weather. So in 1806, a legislative act authorized construction of a turnpike from Harrisburg to Pittsburgh.

Prominent North Huntingdon (Brush Hill) resident, Colonel John Irwin, was appointed as one of the turnpike commissioners. Already completed from Harrisburg to Philadelphia, the road became known as the Pittsburgh - Philadelphia Turnpike and it followed the route of the earlier road through North Huntingdon. The "pike", as it was called, was completed in 1817. Early turnpike managers included local citizens William Fullerton and James Irwin, Colonel John's brother.

Jacksonville was laid-out in 1810 by Humphrey Fullerton, William's son. In the summer of 1816, Fullerton's advertisement in a Pittsburgh newspaper cited "the fine situation of the place" and its "numerous advantages as to public business."

The road was responsible for making Jacksonville the biggest and most important town in the township. It served as a primary stagecoach stop along the pike.

Residents would gather around arriving stagecoaches to greet travelers and learn the latest news. Local businesses included stagecoach inns, a furniture/casket



The Pittsburgh to Philadelphia Turnpike Marker was once located in the front yard of the Fullerton House, serving as a reminder of the old "pike" that passed through Jacksonville. (Bob Cupp Photo)

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Historic Jacksonville (continued)



The McIntyre House: This historical marker can be found along the south side of Old Trail Road in the heart of what was once known as Jacksonville. (Bob Cupp Photo)



Fullerton House: Located at the corner of Old Trail and Jacksonville Roads, the 1798 Fullerton House is on the National Register of Historic Places. This stone structure served as Jacksonville's first general store and second stagecoach inn. Humphrey Fullerton IV, operator of the establishment, laid-out the Jacksonville plan of lots in 1810. (Bob Cupp Photo)

maker, a shoe shop, a dry goods store, a blacksmith shop and a tannery. The Tinker Run Post Office was also located there.

THE INNS AND HOMES OF JACKSONVILLE

The first Jacksonville stagecoach inn was located at what later became known as the McIntyre House. Hugh McIntyre, a prominent abolitionist, bought the house in 1854. Following his death, his wife, Jane Siegfried "Mother Mack" McIntyre, continued to operate the McIntyre House until 1894. Her obituary stated, *"For half a century, this has been a favorite resort for driving parties for miles around and 'Mother Mack's' unequalled and never-changing hospitality made her a universal favorite."*

The house was known as a stop on the Underground Railroad where escaped slaves were hidden before the Civil War. According to current owner, Alice Racey, *"A doorway in the basement of the house led to a tunnel beneath what is now Old Trail Road; the opening has been sealed with cement blocks."*

The Fullerton family opened a store and stagecoach stop in their stone house on the corner of the turnpike and Southside (now Jacksonville) Road. Built in 1798, the Fullerton House served as a tavern and hotel for travelers making the trip from Philadelphia to Pittsburgh.

Former owner, Ed Sverdrup, always wanted to own a historic Pennsylvania stone house. *"Living in the house gave me a real appreciation of its historic value,"* Sverdrup said. Local historian, Helene Smith, guided him through the process of having the house placed on the National Register of Historic Places. Smith identified all the necessary criteria and completed the required paperwork. *"Relevance to early transportation and impact on the economic development of the community were the key factors,"* Sverdrup explained.

Perhaps the most distinctive home in the neighborhood is the Dr. David Marchand House at 11110 Old Trail Road. It occupies all the property between Old Trail and Center Highway and provides a very attractive view from either road. Dr. Marchand's family built this two-story, Georgian Colonial-style brick home in 1804. A kiln

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Historic Jacksonville (continued)

was constructed on the property to fire all the bricks needed for the house and the fireplaces. A pioneer physician, Dr. Marchand also built the first hospital west of the Alleghenies in nearby Hempfield Twp.

Across the street is the Abraham Marchand House, an impressive red brick structure built in 1828/29. The property first appeared on North Huntingdon tax rolls in 1829. In 1835, Marchand married Rachael Saam, daughter of Adam Saam, an early Circleville settler. They raised eight children in the house and it remained in Abraham Marchand's family until the 1960's.

A. Marchand is listed in the Jacksonville Business Directory of the 1867 Westmoreland County Atlas as a *"tanner and dealer in leather and hides."* His *"tanyard"* was located at the rear of the property. Marchand was very active in the Long Run (now Calvin) Presbyterian Church and is buried there. He was described as a *"very successful businessman, and a public-spirited and worthy citizen."*

Another Jacksonville area stagecoach inn, the Jacktown Hotel, began its long life as a log cabin in 1810, providing shelter and a warm meal for guests, as well as a place for them to rest their horses. Through the years, the building was expanded and remodeled many times. In 1905, Edmund and Emma Herold purchased the hotel and the establishment became famous for its food and lodging.

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ABOVE

Abraham Marchand House:

This photo of the Abraham Marchand House at 11089 Old Trail Road was taken in 1910, before the Victorian era porches were removed. A brick addition was constructed in 1998/99 on the west side of the house. (Photo courtesy Donna Edwards-Jordan and Michael Mullig)

BELOW

David Marchand House:

Dr. David Marchand's Georgian Colonial-style brick home at 11110 Old Trail Road was built in 1804. The current owner and caretaker, Jack Miller, is an antiques dealer, collector, appraiser and passionate restorer of old homes. (Photo courtesy Sandy Carlson)



Historic Jacksonville (continued)

Unfortunately, the area landmark was destroyed by fire in 1966 and was not rebuilt. North Huntingdon Township selected the site of the historic hotel for the location of a new Town House.

When the Pennsylvania Railroad bypassed Jacksonville to the north, commercial traffic declined along the old turnpike. However, Jacksonville continued to thrive. The 1860 Federal Census lists over 40 different family names there, and residents with 30 different occupations, varying from apprentice to physician. Following the arrival of the automobile, the road became part of the Lincoln Highway, bringing more traffic through the village.

The May 21, 1890 "Jottings from Jacksonville" column in the Irwin Standard newspaper provides insight into what was happening in the community. *"The gas pipe men were kept busy on Monday and Tuesday lowering the pipes which cross the pike in different places in Jacksonville in order to be prepared for the new macadamized road."* Two weeks later, the newspaper reported, *"The men who are working on the new macadamized road are progressing as rapidly as can be expected and have begun to plow up the pike."*

On October 26, 1906, the Irwin Republican Standard reported, *"The Jacksonville School is progressing under the efficient instruction of Miss Struble and the students are taking great interest in their studies."* A 1917 newspaper advertised a Harley-Davidson Motorcycle Shop located



Jacktown Hotel: The Jacktown Hotel provided quality food and lodging for 156 years. Unfortunately, the regional landmark was almost totally destroyed by fire in 1966 and was not rebuilt. North Huntingdon Township later selected the site of the historic hotel for the location of a new Town House. (Bob Cupp Postcard Collection)



North Huntingdon Township Town House: Built at the site of the historic Jacktown Hotel in 1974. (Photo courtesy Sandy Carlson)

along the "State Highway, Jacksonville."

JACKSONVILLE TODAY

The western section of Old Trail Road hasn't changed much since the 1800's when stagecoaches traveled the pike. The heart of the historic village is located between the intersection

of Old Trail Road with Jacksonville Road, and the point where Old Trail merges with Center Highway near the center of the township.

It's amazing that there are so many original homes remaining

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Historic Jacksonville (continued)

Jacksonville Today: This quiet residential neighborhood, along the western section of North Huntingdon's Old Trail Road, was once a busy stagecoach stop along the Pittsburgh – Philadelphia Turnpike. (Bob Cupp Photo)

in the Jacksonville neighborhood. Historical markers have been erected at the McIntyre House and the Fullerton House; several others could certainly qualify for recognition. Some residences have long ago been covered with siding, hiding their original log exteriors.

Jacksonville resident, Donna Edwards-Jordan, a genealogy and historical researcher, noted that, “*The Federal Census referred to the community as Jacksonville through the 1920 Census. Beginning with the 1930 Census, it was listed as Jacktown Village.*” Today the area is generally known as Jacktown or Jacktown Hill. The only remaining visual reminder of the Jacksonville name is the street sign on the corner beside the Fullerton house, identifying Jacksonville Road.

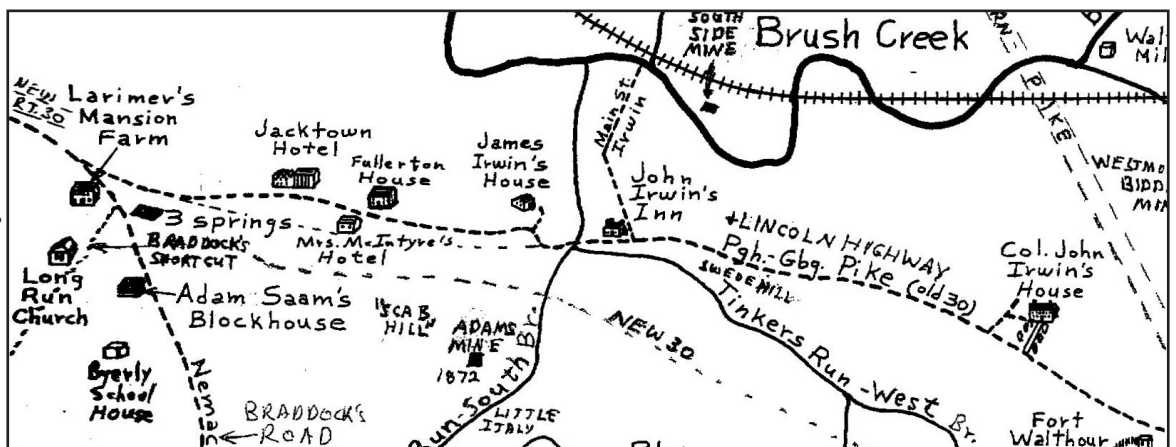
Traffic through the village declined after the parallel Center Highway was built in 1928, and was further reduced following construction of the four-lane Route 30 in 1939. The result is today's quiet residential neighborhood along Old Trail Road.

Irwin resident, Reverend Joe Kim, once recalled, “*My parents bought what had been Dr. David Marchand's house in 1950. People were just waking up to the area's rich history then. There was an effort to have Jacktown declared a historic district, but there was never enough money for that kind of project,*” Kim continued. “*Ed and Emma Herold, owners of the Jacktown Hotel, pursued the historic designation.*”

“*Jacksonville should be considered a historic district,*” Ed Sverdrup added. “*It's very rare that you can find historic houses that ordinary people can live in, or that remain livable. We have Compass Inn in Laughlintown to demonstrate what the taverns along the old turnpike were like. We don't need more Compass Inns, but we do need to preserve the historic places we have.*”



Map from
Tales from Tinkers Run,
by Gail Platt Altman
and Dr. Tom Agnew.





TOLL RATES . . . CIRCA 1830

Old Route 30/Pennsylvania Avenue was originally part of the Pittsburgh (no h)-Greensburg Turnpike (Greensburg Pike), laid out in part by Col. John Irwin. His stone house still stands on Brush Hill Road in Irwin. This road became part of the Philadelphia-Pittsburgh Turnpike in 1817. A stagecoach trip from Philadelphia to Pittsburgh took 56 hours and cost \$20.

The road changed to the Lincoln Highway in 1913, the first trans-continental auto road, stretching from New York City to San Francisco. See www.LHHC.org for more information.

Forevery Score of Sheep or Hogs.....	6 Cents
Forevery Score of Cattle.....	12 Cents
Forevery Horse and Rider.....	4 Cents
Forevery Led or Driven Horse, Mule, or Ass.....	3 Cents
Forevery Sleigh or Sled drawn by one horse or pair of Oxen	3 Cents
Forevery Horse or pair of Oxen in addition.....	3 Cents
Forevery Dearborn, Sulky, Chair, or Chaise with one Horse	6 Cents
Forevery Horse in addition.....	5 Cents
Forevery Chariot, Coach, Cochee, Stage, Phaeton, or Chaise with two Horses and four wheels.....	12 Cents
Forevery Carriage of pleasure by whatever be it called, the same according to the number of wheels and horses drawing the same.	
Forevery Cart or Wagon whose wheels do not exceed 3 inches in breadth, drawn by one horse or pair of oxen.....	4 Cents
Forevery Cart or Wagon whose wheels exceed three inches and does not exceed four inches in breadth	
Forevery Horse or pair of Oxen drawing the same	4 Cents
Wheels exceeding four and not exceeding six inches.....	5 Cents
Wheels exceeding six and not exceeding eight inches.....	2 Cents
All Carts or Wagons whose wheels exceed eight inches in breadth. Free.	

DAVID T. SHRIVER, JR. - Superintendent of Construction



Holiday HOUSE TOUR SATURDAY DECEMBER 1

For over 20 years, this annual event is the Norwin Historical Society's main means of financial support.

The homes on the tour range from very old to newer and varied styles, such as Craftsman, Traditional, Farmhouse, and Victorian.

Watch for tickets to go on sale November 1 at the Norwin Public Library and Norwin Chamber of Commerce.

Get a \$2 discount on regular tickets sold at our History Center on Nov. 1st during Ladies Night and Nov. 15th during Light-Up Night.

YES, there will be a VIP Transport available again this year!

COST:

Basic, Self-Guided Tour: \$20

Tour & VIP Transport: \$35



PLAN NOW, to join your friends and neighbors to tour these beautifully decorated homes this year!



KEEP HISTORY ALIVE!

DATE _____

NAME _____ TELEPHONE _____

ADDRESS _____

_____ ZIP _____

EMAIL _____

The objectives of the Norwin Historical Society have remained unchanged from our founding in 1994. We continue to preserve our local history, promote the history of the Norwin Community and embrace the opportunity to educate the Norwin Community about the people, places and events that comprise the history of Irwin, North Irwin, and North Huntingdon Township.

The Norwin Historical Society:

1. Archives and preserves documents, books, photographs and other memorabilia donated to its collection by those who value the history of the area.
2. Sponsors an annual "Homes for the Holidays" tour in December.
3. Cares for the grounds of the historic Brush Creek Associate Reformed Church Cemetery.
4. Honors our nation's war dead on the Sunday immediately before Memorial Day with a military Honor Guard.
5. Assists researchers with genealogy and past local historic events information.
6. Provides speakers to local organizations as requested (including our local and out-of-area schools), and
7. Participates in and supports local events, Irwin Main Street activities, and countywide organizational forums.
8. Is a member of the Norwin Chamber of Commerce.
9. Supports "Excellence in Education" for scholarships to top Norwin High School students.

Your support allows the Society to continue its valuable work in preserving the history of our community.

Please Check One: _____ \$10 _____ \$25 _____ Other _____

Please make your check payable to: Norwin Historical Society
and mail to: PO Box 623
Irwin, PA 15642

- Are you interested in helping us as a volunteer? _____ Yes _____ No
- We're open during most Irwin downtown events. Stop and visit us while you're enjoying the activities!
- We welcome your questions and comments, directed to our website or to the address below.

THANK YOU FOR YOUR SUPPORT!

Norwin Historical Society, 219 Main Street (NOTE NEW ADDRESS), PO Box 623, Irwin, PA 15642, www.norwinhistoricalsociety.com



Norwin Historical Society

PO Box 623

219 Main Street

Irwin, PA 15642

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TO:

**Stop by the History Center
during Main Street events
at our new address across
from the Lamp Theater!**

FALL
2018

