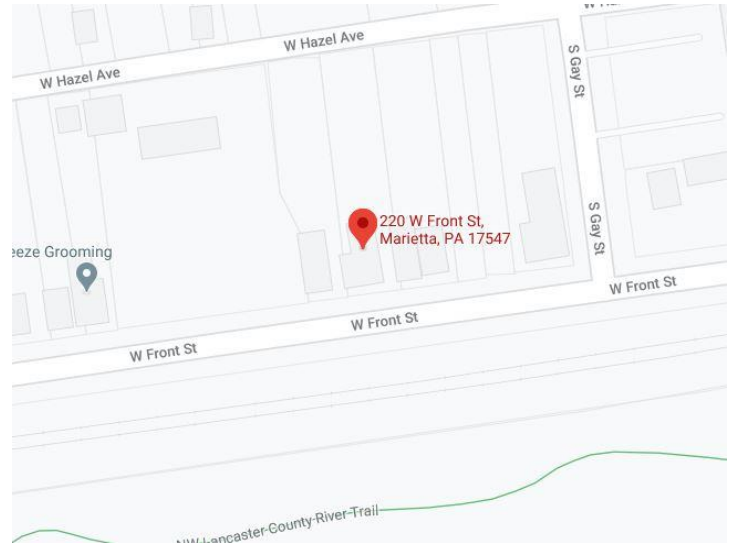


### Calvin A. Schaffner House: 220 West Front Street; Marietta, Pennsylvania



#### Abstract:

Constructed between 1870 and 1872, by Calvin A. Schaffner, in the Pennsylvania German style, later remodeled in the Federalist style, the house has long been associated with the lumber industry and Pennsylvania Canal. Originally built as a three bay house with an attached two bay shop, these homes were rented by Schaffner's lumber yard workers. Schaffner was a lumber and coal merchant. He was a founding member of the Marietta Academy (1845), along with his brother-in-law Dr. James Cushman. A founding member of the Ashara Masonic Lodge NO. 551, he served as Worshipful Master in 1881. Schaffner was postmaster of Marietta in 1890. As part of the historic preservation initiatives in Marietta, following Hurricane Agnes in 1972, the property was saved from condemnation and converted into a single family residence.

#### Prologue

This is one report in a collection of seventeen reports about historically significant properties in Marietta, Pennsylvania a National Historic District. These reports form a collective study entitled, "Marietta, Pennsylvania's Historic Homes On Front Street: Transportation, Trade, Triumph, and Tragedy Along The Susquehanna River and the Pennsylvania Canal."

These reports seek to re-create life in Marietta on Front Street along the Pennsylvania Canal and the Susquehanna River. The homes, counting houses, warehouses, taverns, restaurants, hotels, public houses, serving the coal and lumber

yards and transportation system of the canal and the river.

Imagine Front Street in Marietta with teams of mules moving along the tow path guiding canal boats to the docks. Imagine the log rafts floating down the river and the crisscrossing of ferry boats connecting Lancaster and York Counties.

In 2014, Arcadia Publishing (Charleston, South Carolina) published a book entitled, Elizabethtown College as part of their *Campus History Series: Images of America*, authored by Jean-Paul Benowitz, who teaches History at Elizabethtown College. In 2015, Arcadia Publishing asked Jean-Paul to write a history of Elizabethtown

<sup>1</sup> Edited by Kyle Cappucci and Eric Schubert as part of The Summer Scholarship, Creative Arts and Research Projects (SCARP) 2021.

Borough, published under the title, Elizabethtown: Images of America. In the fall semester of 2016 Elizabethtown College began offering an Honors First Year Seminar, taught by Jean-Paul, called “Landmarks and Legends: Learning Local History.” In the spring semester of 217 Elizabethton College began offering an Honors research methods course, taught by Jean- Paul called, “Elizabethtown History: Campus and Community.” These courses helped Elizabethtown College secure a Mellon Grant, in 2018, called “Confronting Challenges with Confidence: Humanities for Our World Today.”

Jean-Paul’s courses were supported by this grant as part of the “Development and Delivery of Global and Regional Heritage Studies Courses/Experiences.” The Mellon Grant and these local history courses led to the creation in 2019 of a Certificate in Public Heritage Studies for History majors at Elizabethtown College.

These courses are based, in part, on The National Collegiate Honors Council program called “Partners in the Parks.” This is an outdoor experiential learning program offered through a collaboration between NCHC and the National Park Service. NCHC also offers programming called “Place As Text” where students immerse themselves in the local community exploring the culture and geography of the local neighborhood. Students are challenged to be sensitive and reflect about the human experience in the local built environment.

In the spring of 2016 the course, “Elizabethtown History: Campus and Community,” involved a partnership with the Lancaster Preservation Trust and Elizabethtown Borough. Students conducted archival and field research in an effort to prevent the historically significant Moose Lodge building in Elizabethtown from being razed. This successful historic preservation project attracted the attention of the Architectural Historian for Pennsylvania Department of Transportation Engineering District 8.

In the spring of 2017 the course, “Elizabethtown History: Campus and Community,” involved a partnership with PennDOT. Students engaged in archival and field research to conduct National Historic Preservation Act Section 106 Reviews of local historic properties. Student research findings were published through the digital

humanities project: ArcGIS story maps. Students’ reports were used by PennDOT, Elizabethtown Borough, and the federal Department of Transportation regarding historic preservation initiatives and public works projects concerning rebuilding the Market Street Bridge.



Corner of East Market & North New Haven Streets  
Marietta, Pennsylvania

In the spring semester 2019, the course, “Elizabethtown History: Campus and Community,” involved a partnership with RiverStewards, Inc. The students conducted NHPA Section 106 Reviews of historically significant properties in the Marietta Historic District(s) and the Chickies Historic District. The students published their findings online through an ArcGIS map. The students presented their findings at Scholarship and Creative Arts Day (SCAD) at Elizabethtown College on Tuesday 16 April 2019 and at Marietta Day on Saturday 11 May 2019 in Marietta. One of the students in the class, Kyle C. Cappucci, expanded the project for a Summer Scholarship, Creative Arts, and Research Project (SCARP) in the summer of 2019. Cappucci broadened the Community Based Learning project to include Marietta Restoration Associates, Inc.; RiverStewards, Inc.; Rivertownes PA USA, Inc.; and Susquehanna Heritage, Inc. Cappucci expanded the scope of the map beyond historical significance to illustrate the contemporary relevance of Marietta.

Cappucci presented his scholarship to the Marietta Borough Council meeting on Tuesday 9 July 2019 and to the general public at the former First National Bank on Wednesday 17 July 2019. His

presentations entitled: “Putting Historic Marietta on The Map: This Place Matters!” illustrated how the scholarship by the Honors students at Elizabethtown College can bring positive attention to the Marietta Historic District, the Chickies Historic District, and the Northwest Lancaster County River Trail. To this end, Cappucci suggested the Marietta Restoration Associates, Inc. take the lead in launching a historic preservation awareness campaign created by the National Trust for Historic Preservation, called “This Place Matters!”

“This Place Matters!” a national campaign, created by the National Historic Preservation Trust, encouraging people to celebrate places meaningful to them and to their communities. Since 2015, participants have shared more than 10,000 photographs of themselves and their favorite places on social media using the hashtag #ThisPlaceMatters.

In the summer of 2020, Kyle Cappucci worked, in the remote, on an Elizabethtown College Summer Scholarship, Creative Art and Research Program Project entitled: “This Place Matters! The National Trust for Historic Preservation and Economic Revitalization in Marietta, Pennsylvania.” Through this SCARP project Elizabethtown College partnering with

various stakeholders in Marietta, will be launching a This Place Matters campaign for Marietta. This campaign is not just public awareness through photography and social media. It is about telling the stories of why these places hold historical significance. Through This Place Matters, the National Historic Preservation Trust, encourages and inspires an ongoing dialogue about the importance of place and preservation.

In the summer of 2021 Kyle Cappucci will commence work on a Elizabethtown College Summer Scholarship, Creative Art and Research Program Project entitled: “Ecological and Economic Revitalization Through Historic Preservation of the Northwest Lancaster County River Trail in the National Historic District of Marietta, Pennsylvania” which will serve as the basis for his Honors in the Discipline Senior Thesis. Cappucci is exploring the relationship between historic preservation and economic development in Historic Districts.

This is one report, in a series of seventeen reports being used to inform the Marietta This Place Matters campaign.

*Jean-Paul Benowitz*  
Thursday 25 March 2021

### **Property Details:**

The home is located between 216 and 222 West Front Street. The home was constructed between 1870 and 1872 by Calvin A. Schaffner. The home is a residential property, and is currently connected to electricity as well as public gas, water, and sewage systems. The property is a total of ten thousand four hundred and fifty-four square feet, with eight thousand seven hundred and twelve square feet being the primary homesite. A small brick open porch on the front of the house measures four by nine square feet. The basement, first floor, and second floor each measure sixteen by twenty-four square feet and twenty-five by thirty-six square feet. A back patio measures eight by twenty-four square feet and a screened porch measures twelve by twenty-four square feet. An outbuilding measuring ninety-six square feet was constructed in 1950.<sup>2</sup>

### **Deed Search:**

The deed leads back to Francis Flury and his estate (8 June 1855)<sup>3</sup>. The deed was then transferred to his heirs, specifically Catherine Flury, Calvin A. Schaffner, Emma Schaffner, Sarah Cushman, and James Cushman (13 Dec. 1858)<sup>4</sup>. The deed was passed down over three generations from Emma Schaffner to Emilie Schaffner, to her niece Jean Mitchell and her daughter’s and their spouses. Jean Mitchell, Charles Finley III, Eleanor Finley,

<sup>2</sup> “Lancaster County Property Tax Inquiry,” Lancaster, PA. Devnet Wedge, accessed Feb. 2021  
<https://lanasterpa.devnetwedge.com/parcel/view/4202279500000/2021>

<sup>3</sup> Book I, Volume 8, Page 537.

<sup>4</sup> Book R, Volume 79, Page 177.

Elizabeth Finley, and John M. Finley transferred the deed to Samuel Gible (18 December 1959)<sup>5</sup>. From Samuel Gible's estate the deed went to Robert V. Cresswell (22 May 1969)<sup>6</sup>. Then Robert Cresswell and Mary Cresswell sold the property to Paul and Barbara Elliot and the deed was transferred to them (1 Dec. 1970)<sup>7</sup>. From there, Jack and Joanne Shaub purchased the home, and the deed was put in their name (23 April 1973)<sup>8</sup>. The deed was transferred to Joanne Shaub (17 Feb. 1978)<sup>9</sup>, then to Stephan and Joanne Mitchell (29 July 1999)<sup>10</sup> then to David L. White (30 Jan. 2002)<sup>11</sup>. Most recently, the home was purchased by Joseph and Ronna Clark (8 July 2020).

### Architectural Style:

As 220 West Front Street stands today, it most closely resembles the Federal style (1780-1820) of architecture. The Federalist style is a refinement of the Georgian style, which was popular in the years preceding the Federal style. Although the style has become solely associated with early American history, it can be traced back to the Adams brothers, British architects who developed this style in England.<sup>12</sup>

Architectural cornerstones of the Federalist style include double-hung windows, usually six-over-six, transoms, delicate pediments and columns framing the front door, Palladian windows, and an overall focus of symmetry.<sup>13</sup> Two or two- and one-half story homes are the most common, but there are many three-story Federalist style homes as well. The five-bay façade is standard.

220 West Front Street exemplifies many of the features of the Federalist Style. Many of these features are not original to the house and were added during remodeling in the 1970s after Hurricane Agnes. These changes make the property an example of the Federalist Revival movement. The nine-over-six paned windows on the ground floor are in the Federalist Style, as well as the upper floor windows which are six-over-six paned. The front door has the classic six-panel shape, which is common in the style. The eight-paned transom above the front door also is an identifier. The pediment above the door and the delicate, simple columns framing the door are also Federalist Style in nature. The symmetrical front with a central door and the five-bays are also distinguishing features.<sup>14</sup>

As stated previously, the home was built between 1870 and 1872, placing it approximately forty years after the Federal style period. This is because the original home was most likely built in the Pennsylvania German style (1700-1870).<sup>15</sup> The Pennsylvania German style is very plain, showcasing dual gable chimneys and limited architectural decorative features.<sup>16</sup> This colonial-era style was also known as German Stoicism in other areas, and contained many of the same features as the Pennsylvania German style.<sup>17</sup> As a rental home for lumber workers, 220 West Front Street would not have been graced with the extra architectural details that would have been necessary for the Federalist Style. Previously, the home had been split into two separate dwellings with the addresses of 218 and 220 West Front Street and had two front entrances, which was common in the Pennsylvania German Style.<sup>18</sup>

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<sup>5</sup> Book S, Volume 48, Page 450.

<sup>6</sup> Book Z, Volume 58, Page 464.

<sup>7</sup> Book N, Volume 60, Page 663.

<sup>8</sup> Book T, Volume 63, Page 259.

<sup>9</sup> Book M, Volume 73, Page 233.

<sup>10</sup> Book 6329, Page 620.

<sup>11</sup> Instrument Number 5045913.

<sup>12</sup> Pennsylvania Historical and Museum Commission, "Federal Style 1780 -1820 | PHMC > Pennsylvania Architectural Field Guide," [www.phmc.state.pa.us](http://www.phmc.state.pa.us), accessed May 2, 2021, <http://www.phmc.state.pa.us/portal/communities/architecture/styles/federal.html>.

<sup>13</sup> "Federal Style 1780 -1820 | PHMC > Pennsylvania Architectural Field Guide"

<sup>14</sup> National Register of Historic Places, "Marietta National Historic Register Nomination Form" (United States Department of the Interior, July 8, 1978), National Register of Historic Places.

<sup>15</sup> Pennsylvania Historical and Museum Commission, "Pennsylvania German Traditional 1700 - 1870 | PHMC > Pennsylvania Architectural Field Guide," [State.pa.us](http://www.phmc.state.pa.us/portal/communities/architecture/styles/pa-german.html), 2015, <http://www.phmc.state.pa.us/portal/communities/architecture/styles/pa-german.html>.

<sup>16</sup> Ibid.

<sup>17</sup> Will Jones, *How to Read Houses: A Crash Course in Domestic Architecture* (London: Quarto Publishing; New York, 2017).

<sup>18</sup> "Pennsylvania German Traditional 1700 – 1800 | PHMC > Pennsylvania Architectural Field Guide"

## Founding Families of Marietta

**Editor's Note:** *This section of the property report was authored by Eric J. Schubert, Elizabethtown College Class of 2023, History and Political Science major, Founder and Genealogist of ES Genealogy, for a presentation by students in this class, entitled "Marietta, Pennsylvania's Historic Homes On Front Street: Transportation, Trade, Triumph, and Tragedy Along The Susquehanna River and the Pennsylvania Canal" at Elizabethtown College for Scholarship and Creative Arts Day Tuesday 20 April 2021. It has been inserted here to give the reader context for the reminder of the report.*

Marietta was established in the eighteenth century which is in contrast to some histories of the community placing the origins between 1800-1812. Marietta was settled by Scotch-Irish Presbyterians and Swiss German Mennonites which is in contrast to some histories claiming the community was settled exclusively by Scotch-Irish Presbyterians. The Scotch-Irish Presbyterians founders focused on transportation along the Susquehanna River and Pennsylvania Canal, while the Mennonites founders initiated lumber production and related industries. Both entrepreneurial founding groups relied on transient workers.

Initially British fur traders, competing with French fur traders, established economic relations with indigenous populations along the Susquehanna River. Welsh fur trader Robert Wilkins was likely born around 1672 in Brecon, Wales,<sup>19</sup> arriving in the Marietta area sometime before 1702, at which time he married Elizabeth Ross in Lancaster County.<sup>20</sup> Wilkins first settled along the Conestoga Creek, next to Richard Carter who settled Warwick Township. In 1718, Wilkins took up 200 acres of land along the Susquehanna River, and in 1727 he sold it to The Reverend James Anderson, primary founder of Marietta.<sup>21</sup>

The Reverend James Anderson (1678-1740), educated at Edinburgh, Scotland under the care of Principal Stirling,<sup>22</sup> served The Donegal Presbyterian Church. Born in Scotland ordained by Irvine Presbytery, 17 November 1708 in Virginia. Anderson arrived in the Rappahannock, Virginia on 22 April 1709, before settling in New Castle, Delaware in 1717 later accepting a call to a congregation in New York City, which, at the time was worshipping in the City Hall. On 24 September 1726, he received a final call to the Donegal Presbyterian Church in Mount Joy. He was installed the last Wednesday in August 1727.<sup>23</sup>

Wilkins' neighbor, George Stewart (1683-1759), from Donegal, Ireland,<sup>24</sup> was elected as one of the first Commissioners of Lancaster County at its formation in 1729 and elected to the Provincial Assembly in 1732 dying soon after his appointment.<sup>25</sup> After George Stewart passed, his son John Stewart (1705-1749) inherited the land and sold it to David Cook, sometimes spelled Cooke. John Stewart was married to Ann Anderson (1716-1816), the daughter of The Reverend James Anderson.<sup>26</sup>

David Cook (1721-1786), sometimes Cooke, was born in Lancaster County and is buried in The Donegal Presbyterian Church Cemetery, Mount Joy.<sup>27</sup> Eventually, David Cook sold this land (purchased from John Stewart), to Jacob Heistandt Neff,<sup>28</sup> the middle and last name represent two prominent Mennonite families and surnames in Lancaster County and specifically the Marietta area. Jacob Heistandt Neff (1727-1798) was from Manor Township.<sup>29</sup>

<sup>19</sup> WeRelate, "Robert Wilkins" [https://www.werelate.org/wiki/Person:Robert\\_Wilkins\\_\(7\)](https://www.werelate.org/wiki/Person:Robert_Wilkins_(7)), accessed May 19, 2021

<sup>20</sup> Ibid.

<sup>21</sup> Ibid.

<sup>22</sup> Ibid.

<sup>23</sup> <http://www.donegalpc.org/pdfs/CEMETERY%20INDEX.pdf>

<sup>24</sup> Geni, "George Stewart" <https://www.geni.com/people/George-Stewart/6000000013217652542>, accessed May 19, 2021

<sup>25</sup> Ibid.

<sup>26</sup> Ibid.

<sup>27</sup> Ancestry.com Online Family Trees

<sup>28</sup> Ibid.

<sup>29</sup> Ibid.



Marietta was founded by leaders and members of two prominent churches in Mount Joy. The Donegal Presbyterian Church (1732) and the Mount Joy Mennonite Church (1790). The Donegal Presbyterian Church was founded in 1727 with the church being built in 1732. The Reverend James Anderson (1678-1740), primary founder of Marietta, was the minister<sup>30</sup>. The Mount Joy Mennonite Church was founded in 1790, with members meeting for worship in their homes, as was the custom of the time and remains the practice of the Old Order Amish. In 1812 a log meetinghouse on land donated by Peter Delebaugh Kraybill (1784-1869)<sup>31</sup>. The first minister of The Mount Joy Mennonite Church was The Reverend Jacob Hostetter Hershey (1747-1819<sup>32</sup>). Both The Reverend Jacob Hershey and Peter Kraybill are buried at the Kraybill Mennonite Cemetery in Mount Joy<sup>33</sup>.

This points to the significance of the Presbyterians and Mennonites settling in Lancaster County after arriving in Philadelphia and Delaware, eventually realizing the economic significance of developing the land along the Susquehanna River associated with westward expansion of the nation. The early settlers settled in Mount Joy and not within the dangerous flood plain of the Susquehanna River. It also demonstrates the socio-economic bias of the settlers, believing poor lives were dispensable, poor transient workers living and working along the Susquehanna River, if they lost their lives and/or livelihood from flooding or from rowdy living, there are many histories of the community documenting drunken brawling in taverns, pubs, and hotels, the lives of these transient workers were not important, while the wealthy, benefiting from commerce along the Susquehanna River and Pennsylvania Canal, lived on higher safer ground in Mount Joy.

## History of Marietta, Pennsylvania

**Editor's Note:** *This section of the property report was authored by Kyle C. Cappucci, Elizabethtown College Class of 2022 as a research paper entitled, "Marietta Pennsylvania Historic District & The Susquehanna National Heritage Area Designation ArcGIS Story Map" presented at the Landmark Conference Thursday 11 July 2019 as part of the college's Summer Scholarship, Creative Arts, and Research Projects (SCARP) program. It has been inserted here to give the reader context for the remainder of the report.*

As early as 8,000 BC Paleo-Indian settlements, the Susquehannocks flourished along the Susquehanna River with agricultural production and operating complex trade routes expanding throughout the continent. Every river valley and every tributary of the Swatara, Conoy, Chickies, Conestoga, Pequea, and Octorara Creeks has considerable evidence of human habitation in Lancaster County, Pennsylvania prior to European contact.<sup>34</sup>

In 1616 Etienne Brule (1592-1633) a French expert in the Algonquin language, who lived among the Susquehanna tribe in western New York, traveled down the Susquehanna River into the Chesapeake Bay. Along the way, Brule explored the tributaries of the Susquehanna River in Lancaster County and encountered the Susquehannock tribes living along the Susquehanna River.<sup>35</sup>

In 1629 Etienne Brule partnered with the British fur trader Sir David Kirke (1597-1654) establishing trade relations between the Europeans and Susquehannock tribes. By 1680-1690 no Susquehannock villages existed in Lancaster or York Counties. There was a migration to New York to settle among the Iroquois and Seneca and a movement south to Maryland.<sup>36</sup>

In 1681 British King Charles, II (1630-1685) granted a land charter to Quaker leader William Penn (1644-1718) to repay a debt the King owed to Admiral William Penn (1621-1670). King Charles named it Pennsylvania,

<sup>30</sup> Wikipedia, "Donegal Presbyterian Church

Complex" [https://en.wikipedia.org/wiki/Donegal\\_Presbyterian\\_Church\\_Complex#:~:text=NRHP%20reference%20No.&text=Donegal%20Presbyterian%20Church%20Complex%20is,building%20with%20a%20gambrel%20roof](https://en.wikipedia.org/wiki/Donegal_Presbyterian_Church_Complex#:~:text=NRHP%20reference%20No.&text=Donegal%20Presbyterian%20Church%20Complex%20is,building%20with%20a%20gambrel%20roof), accessed May 20, 2021

<sup>31</sup> Ancestry.com Online Family Trees

<sup>32</sup> Ibid.

<sup>33</sup> Ibid.

<sup>34</sup> Benowitz, Jean-Paul, Elizabethtown Advocate. "American Indians Were Major Part of Development of E-town" etownpa.com <http://etownpa.com/american-indians-major-part-development-e-town/> (accessed May 21, 2019).

<sup>35</sup> Ibid.

<sup>36</sup> Ibid.

meaning Penn's Woods: Penn and Sylvania from the Latin *silva* which translates forest or woods. There were no Susquehannocks living in this region by the time William Penn acquired the land from King Charles, II (1630-1685).<sup>37</sup>

In 1701 William Penn (1644-1718) gave a patent of 3,000 acres of land along the Susquehanna River to George Beale (British). By 1703 Consumed by debt, William Penn (1644-1718) charged his land agent James Logan (1674-1751) to send him in London "bear and buck skins for they [the creditors] bear an advance" and "urge the Pennsylvania assembly to establish a propriety monopoly in the Indian trade."<sup>38</sup>

In 1708 James Logan invited the French Expert Indian language interpreter Peter Bezaillion (1661-1742) to establish a fur trading post where the Conoy Creek meets the Susquehanna River in Bainbridge, Pennsylvania north 7.5 miles north of Marietta. By 1719 Bezaillion invited the Piscataway tribe to move from Maryland to Conoy Town. They assumed the name Canoise or corn shellers and were called the Conoy Indians.<sup>39</sup>

In 1717 Peter Logan did not only invite French and Indian fur traders to settle between the Conoy and Conewago Creeks along the Susquehanna River, he also sold land to the highest bidders among the Swiss-German (mostly Mennonite) Palatine farmers arriving in Pennsylvania in 1717. Simultaneously there was an influx of Ulster Scots or Scots-Irish settlers. William Penn's sons John (1700-1746), Richard (1706-1771), and Thomas (1702-1775) inherited a great deal of debt when their father died in 1718. The Penn brothers became alienated from Quaker beliefs and did not subscribe to their father's ideals for Pennsylvania.<sup>40</sup>

In 1717 one year before his death, William Penn reserved 16,000 acres in Lancaster County for various tribes as a reserved hunting ground. This promise by William Penn would not be kept by his sons. According to Mennonite historian the Reverend John L. Ruth, Mennonite settlers in Lancaster County anxiously paid up to four times more than the price the Penn brothers were asking for acres. Meanwhile the Scots-Irish settlers encouraged to move here by James Logan started living on the land without title. The obvious defense of one's claim to property was to construct buildings and begin to improve the land, even before it was legally acquired.<sup>41</sup>

In 1719 Robert Wilkins, Scotch-Irish (Ulster Scots; Anglo-Irish Presbyterians), Indian Trader, acquired 300 acres along the Susquehanna River north of Chickies Creek. In 1719 George Stewart, Scotch-Irish, was sold a tract of land east of the Robert Wilkins tract. In 1727 Robert Wilkins sold the tract of Penn land to Scotch-Irish, The Reverend James Anderson, clergy at the Donegal Presbyterian Church (1732) in Mount Joy, in East Donegal Township. Son James Anderson operated the ferry and built the Accomac Inn.<sup>42</sup>

In 1733 George Stewart's son and daughter-in-law, John and Ann Stewart, inherited and sold the James Anderson tract to David Cook. This tract of land was given to his son David Cook whose son, David Cook, laid out the town of New Haven. Additional acres of the Stewart tract were given to David Cook's son James.<sup>43</sup>

Peter Bezaillion built Old Peter's Road, as it is still known in parts of Lancaster County, to facilitate French and Indian fur trading linking Philadelphia to Bainbridge (1719). Bezaillion who, in partnership with the British, challenged France's control over the territory between the Appalachian Mountains and the Mississippi River, a struggle which helped precipitate the French and Indian War. The French found the Algonquin tribes their allies, while the Iroquois sided with the British. Raids of British colonists occurred on both sides.<sup>44</sup>

By 1743, The Piscataway tribes had moved away from Bainbridge, migrating north along the Susquehanna River settling in Shamokin. British victories in Quebec (1759) and Montreal (1760) led to France surrendering

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<sup>37</sup> Ibid.

<sup>38</sup> Ibid.

<sup>39</sup> Ibid.

<sup>40</sup> Ibid.

<sup>41</sup> Ibid.

<sup>42</sup> Marietta Sesquicentennial Souvenir Booklet (Marietta, PA: August 4, 1962).

<sup>43</sup> Ibid.

<sup>44</sup> Ibid.

all of New France to the British. The British took over all French forts on the frontier and became the new authoritarian power for the tribes in these regions during The French and Indian War (1755-1763).<sup>45</sup>

Between 1775-1783 Marietta played an important role in the American Revolution manufacturing iron and lumber, producing agricultural goods, distilling whiskey, and ferry transportation between Lancaster and York Counties over the Susquehanna River. The capitol of Continental Congress was in Lancaster City on 22 September 1777. Lancaster City was the capitol of Pennsylvania from 1799-1812. York City was the capitol of the Continental Congress from 1777-1778. The Articles of Confederation were drafted and adopted in York thus the establishing the first constituting and government for the United States of America. In 1789 Quaker leader Samuel Wright renamed Wright's Ferry as Columbia and petitioned the new U. S. Congress to make this the location of the U. S. Capitol.<sup>46</sup>

In 1804, the third generation of Anderson, grandson James Anderson, laid out the town of Waterford. By 1812, James Anderson and James Cook procured a charter from the Pennsylvania legislature and named their incorporated towns Marietta. The next year, 1813, Anderson's town Waterford and Cook's town New Haven were consolidated including a tract of land owned by John Myers east of Moravian Town and a tract of land owned by Benjamin Long north of Waterford.<sup>47</sup>

In the same year, 1813 John Pedan, James Mehaffey, and Colonel James Duffy purchased 161 acres west of the Anderson tract and laid out Irishtown. The founders named each north-south street after U. S. naval heroes: Biddle, Jones, Decatur, Bainbridge, Morris, Hull, and Porter. The east-west streets named for American sea vessels: Essex, United States, Wasp, and Constitution. United States Street would become Market Street when all the towns were incorporated into the borough of Marietta.<sup>48</sup>

The next year, 1814, the Cassels sell the Neff tract to Jacob Grosh who laid out Moravian Town, known locally as Bungletown. By this time the major industry in Marietta was lumber. By 1814 there were nine lumber merchants in Marietta. Planing mills, lumberyards, carpentry shops, and allied businesses were the backbone of the local economy. Marietta was a waypoint for shipping lumber, bundled into rafts, downriver. In 1807 Henry Cassel established a lumber business on the corner of Third and Bank Streets. In 1848 Henry Cassel was joined by his son A. N. Cassel who in 1872 built a planing mill associated with the business. In 1850 B. F. Hiestand & Sons Planing Mill was established on the Susquehanna River below Chickes Rock with the lumber offices located on the corner of Bank and Second Streets. In 1945 the Hiestand lumber properties were deeded to the Paul W. Zimmerman Foundries Company manufacturing brass, bronze, and aluminum castings. In 1954 Zimmerman Foundries Company, was acquired by the Donegal Manufacturing Corporation, later called Donegal Steel Foundry Company which manufactured carbon, low alloy and stainless steel castings primarily for tanks for the U. S. Army during the Korean War (1950-1953).<sup>49</sup>

During 1812-1814, The Columbia-Wrightsville covered bridge constructed over the Susquehanna River, at the time considered the longest covered bridge in the world. Greatly enhances the economy for Marietta. Between 1812-1815 the War of 1812 between the U. S. and Great Britain began over alleged British violations of American shipping rights, such as impressment, the forcing of American merchant sailors to serve on British ships. American forces unsuccessfully invaded Canada and the British retaliated by burning down Washington, D. C. Within weeks U. S. Forces repulsed sea and land invasions of the British at the Port of Baltimore, particularly Fort McHenry. The war ended with victory for the United States at the Battle of New Orleans. Two

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<sup>45</sup> Ibid.

<sup>46</sup> Lloyd, Junie, YorkBlog, "How did they get across the wide Susquehanna when there were no bridges?" <https://yorkblog.com/universal/how-did-they-get-across-the-wide-susquehanna-when-there-were-no-bridges/> (accessed May 23, 2019).

<sup>47</sup> Marietta Sesquicentennial Souvenir Booklet (Marietta, PA: August 4, 1962).

<sup>48</sup> Ibid.

<sup>49</sup> Ibid.



companies from Marietta marched to Maryland in defense of Baltimore. One of the companies was called the Marietta Grays commanded by Jacob Grosh.<sup>50</sup>

In 1817 James Anderson built a road over Chickies Mountain, the Old Columbia Pike, linking Columbia, Pennsylvania, formerly Wright's Ferry, (1726) 3.6 miles south of Marietta. Anderson was preparing for the state legislature to build a bridge across the Susquehanna River connecting Marietta to York, Pennsylvania (1741). James Anderson operated a ferry across the Susquehanna River. Two miles north Mennonite Christian Winiker operated a ferry known as Vinegar Ferry.<sup>51</sup>

The Economic Panic of 1819 was the first major peacetime financial crisis in the U. S. following the collapse of the economy in the transition from a colonial commercial status with Europe toward an independent economy. The downturn was driven by global market adjustments in the aftermath of the Napoleonic Wars, its severity was compounded by excessive speculation in public lands. The Pennsylvania legislature did not build a bridge between Marietta and York. James Anderson lost most of his money building the Columbia Pike.<sup>52</sup>

Between 1826-1840 construction of the Pennsylvania Canal system to connect Philadelphia (1682) to Pittsburgh (1669) commenced. The Pennsylvania Rail Road (1846) eventually purchased the Pennsylvania Canal from the Commonwealth of Pennsylvania.<sup>53</sup>

In 1855 Eagle Furnace, anthracite iron furnace, opened. The iron industry in Marietta was dominated by Henry Musselman, Henry Miller Watts of Carlisle, and his father-in-law Dr. Peter Shoenberger, of Pittsburgh. The local iron industry was managed by Watts' son Ethelbert Watts (1846–1919) a U. S. diplomat who played important roles in the Spanish American War, Russo Japanese War, & WW I. These iron plants produced pig iron, sold under the brand name Vesta, transported on the Pennsylvania Canal and later by the railroad. In 1917 the iron plants, known as the Susquehanna Iron Company, sold the furnaces to E. J. Lavino who produced ferromanganese, used for high grade steel, during WW I. The manganese ores came from all over the world & the ferromanganese product was shipped to Youngstown, Ohio, Coatesville, and Pittsburgh. The production of iron ceased in the 1920s and the furnace was dismantled between 1928 and 1934.<sup>54</sup>

Between 1861-1865, during the American Civil War Marietta played a role in the Battle of Gettysburg 1-3 July 1863. Women from Marietta organized to prepare linen bandages and baked two wagonloads of bread dispatched to Gettysburg, Pennsylvania (1806) 45 miles west of Marietta. Marietta was protected from an invasion of Confederate troops because on 28 June 1863 Union forces burned the Columbia-Wrightsville covered bridge to prevent an advance of Confederate troops approaching from Wrightsville, York County. The Pennsylvania Rail Road used the bridge piers to support a rail bridge crossing the river from 1868-1896 when it was destroyed by the Cedar Keys Hurricane. In 1810 David Muma built a stone house which David Cassel (1774-1855) turned into a hotel in 1823 called the Perry House Hotel named for War of 1812 Commodore Oliver Hazard Perry (1785-1819). Perry House was a stronghold for Confederate sympathizers of Marietta where Copperheads and Unionists engaged in hostile political debates.<sup>55</sup>

In the post-Civil War years, by 1876 The Marietta Holloware and Enameling Company was established, by Colonel James Duffy among others, producing hollow castings such as toilet bowls, lavatory basins, cast iron cookware, ink pots for stencils, glue pots, teakettles, and cookware including sauce pans, and skillets.<sup>56</sup> In 2020,

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<sup>50</sup> Ibid.

<sup>51</sup> Ibid.

<sup>52</sup> Revolv. "Panic of 1819" revolv.com <https://www.revolv.com/page/Panic-of-1819> (accessed May 21, 2019).

<sup>53</sup> Pennsylvania Historical & Museum Commission. "Pennsylvania Canals- 1846" phmc.state.pa.us [www.phmc.state.pa.us/portal/communities/documents/1776-1865/pennsylvania-canals.html](http://www.phmc.state.pa.us/portal/communities/documents/1776-1865/pennsylvania-canals.html) (accessed May 21, 2019).

<sup>54</sup> Rivertownes. "The Furnaces of Rivertownes" rivertownes.org <http://www.rivertownes.org/Features/Furnaces/Marietta.htm> (accessed May 21, 2019).

<sup>55</sup> Marietta Sesquicentennial Souvenir Booklet (Marietta, PA: August 4, 1962).

<sup>56</sup> Ibid.

this site was developed into The Riverside Foundry Apartment Complex, managed by Property Management Unlimited, LLC, was built by Inch and Company of York partnering with Burkentine Builders.

In 1882 Dr. H. M. Alexander used the methods of British physician and scientist, Edward Jenner (1749-1823) to create a vaccine for smallpox which he manufactured and sold commercially nationwide and globally. The work began in a chicken house adjacent to his office at 299 West Market Street. He purchased the H. McMullen Farm in the Irishtown neighborhood of Marietta located at Wasp and Biddle Streets and established the first commercial biological laboratory in the United States known as Dr. H. M. Alexander and Company and also as the Lancaster County Vaccine Farm.<sup>57</sup>

By the time of the First World War, in 1916, the heirs of Dr. Alexander sold their shares of the company to the Gilliland Laboratories, Inc. During the Second World War, in 1943 Gilliland Laboratories was acquired by the American Home Products Corporation. The following year, in 1944, The American Home Products Corporation was incorporated into the Wyeth Laboratories, Inc. In 2005 Wyeth Laboratories was acquired by Britain's largest drugs maker, GlaxoSmithKline.

In 1889 Donegal Mutual Insurance Company, formerly Donegal and Conoy Mutual Fire Insurance Company, established on West Market Street in Marietta. During 1960-1961 Donegal built their national headquarters in Colonial Revival style campus on River Road Pennsylvania Route 441 (PA 441).<sup>58</sup>

In 1893 The Columbia and Donegal Electric Railway (C&D), later purchased by The Pennsylvania Traction Company which was acquired by the Conestoga Traction Company (1899) was chartered to build a trolley car line connecting the four miles between Columbia and Marietta and building the Chickies Rock Park. The wooden cars, painted bright blue with yellow trim, were purchased from J. G. Brill Car Company (1868-1954) Philadelphia and the electric lines were installed by Westinghouse Electric Company (1886) Pittsburgh. Trolley tickets were purchased at the Libhart Drug Store.<sup>59</sup>

During 1917-1918 the United States declared war on Germany on 6 April 1917 more than two and a half years after the start of the First World War. Before entering the war, the U. S. remained neutral although it was an important supplier to Great Britain and the Allied Powers. The U. S. made its major contributions supplying raw material for the war effort. The U. S. military established the Marietta Holding and Reconsignment Point along the Susquehanna River. The primary mission was to receive and store Quartermaster, Ordinance, Medical, Engineer, and Signal Corps supplies until east coast ports were in a position to receive and ship materials overseas.<sup>60</sup>

During the Second World War, in 1941 the U. S. military expanded the Marietta Holding and Reconsignment Point to accommodate supplying the Lend Lease Act. In March 1941 Lend Lease was enacted distributing food, oil, warships, warplanes, and weaponry. In December 1941, four days after the Japanese attack on Pearl Harbor and the United States, the U. S. Congress declared war against the Japanese Empire. Nazi Germany declared war against the U. S. in response to what was claimed to be a series of provocations by the United States when it was still officially neutral during the Second World War. The United States declared war on Germany.<sup>61</sup>

During this time, 1942-1945 there was an expansion of the Marietta Holding and Reconsignment Point which is officially designated as the Marietta Transportation Corps Depot. The depot encompassed over eight million square feet, over 400 acres, and employed more than 800 civilians in addition to military personnel.<sup>62</sup>

In 1947 Machinecraft, Inc. was established manufacturing automatic food shaping machines for mass production of hamburgers and French fries. The hydraulic valves for the first two air craft carriers built during

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<sup>57</sup> Ibid.

<sup>58</sup> Landis, John C., Candlelight Tours of Marietta 1966 to 2015 (Landisville, PA: Yurchak Printing, Inc, 2015).

<sup>59</sup> Marietta Sesquicentennial Souvenir Booklet, (Marietta, PA: August 4, 1962).

<sup>60</sup> Ibid.

<sup>61</sup> Ibid.

<sup>62</sup> Ibid.

the Second World War were designed and manufactured by Machinecraft. This technology allowed planes to be kept on an even keel during take-off and landing on the decks of the ships.<sup>63</sup>

In 1952 Texas Eastern Transmission Corporation built a natural gas compressor two miles west of the Marietta Air Force Station. This compressor station moves natural gas destined for markets in Philadelphia and New York.<sup>64</sup>

Between 1953-1955 the Transportation Material Command was established at the Marietta Transportation Corps Depot with the mission of supply control, cataloging, procurement, mobilization planning, and standardization and production engineering. In 1955 Marietta Transportation Corps Depot was transferred from the U. S. Army to the U. S. Air Force which created air station with the primary functions of receipt, storage, shipment, and disposal of Air Force material and equipment.<sup>65</sup>

In 1955 the United States Aluminum Corporation of Pennsylvania USALCO is established. Rectangular twenty-five pound “ingots” smelted from scrap aluminum were produced to make castings for automotive automatic transmissions, pistons, aluminum fry pans, and products for national defense purposes.<sup>66</sup>

In May 1957, New Jersey Shell Casting Corporation was organized and operated until 1961 as a shell molding foundry. The corporation existed under the laws of the State of New Jersey from 1957 to 1979 because Joe Nagy lived in New Jersey at the time of incorporation. In May 1957, the original one room block building on South Decatur Street in Marietta, PA was rented from the U.S. Expansion Bolt Company. On December 9, 1965, New Jersey Shell Casting Corporation purchased the block building from the U.S. Expansion Bolt Company. The original size of the building was 2,700 square feet. Due to the growing needs of the business, the foundry has been expanded over the years and currently houses over 18,000 square feet under roof. In 1962, the business was converted to a non-ferrous brass, bronze and aluminum green sand-molding foundry and remains as such today<sup>67</sup>

In the 1970s, a large part of the Marietta Transportation Corps Depot became the Armstrong World Industries Ceiling Manufacturing Plant. Currently part of the Marietta Transportation Corps Depot is owned by the General Services Administration (GSA). The GSA portion of the site is used for the storage of a variety of ores including manganese, chrome, beryl, zinc, and lead in the form of ingots. Access to both portions of the site is restricted by perimeter fencing which has either locked gates or is guarded. The current property owners are: AWI (302.4 acres); GSA (67.5 acres); AAAA Enterprises, Inc. (39.9 acres); PADOT (23.27 acres); Richard C. Yunginger (36.40 acres); and Frederick W. Bushong et ux (9.6 acres).<sup>68</sup>

This property is a superfund site which means the federal government, through the Environmental Protection Agency, has identified parties responsible for hazardous substances releases to the environment and has either compelled them to clean up the sites or it may undertake the cleanup on its own using the Superfund (a trust fund) and costs recovered from polluters by referring to the U. S. Department of Justice.<sup>69</sup> Sites managed under this program are referred to as “Superfund” sites established as the Comprehensive Environmental Response, Compensation, and Liability Act of 1980. The EPA identifies sites such as Marietta Transportation Corps Depot because they pose or had once posed a potential risk to human health and/or the environment due to contamination by one or more hazardous wastes. Marietta Transportation Corps Depot is currently registered as

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<sup>63</sup> Ibid.

<sup>64</sup> American Oil & Gas Historical Society. Big Inch Pipelines of WWII” aoghs.org <https://aoghs.org/petroleum-in-war/oil-pipelines/> (accessed May 23, 2019).

<sup>65</sup> Wardlow, Chester, Center of Military History. “The Transportation Corps: Responsibilities, Organization, and Operations” history [https://history.army.mil/html/books/010/10-19/CMH\\_Pub\\_10-19.pdf](https://history.army.mil/html/books/010/10-19/CMH_Pub_10-19.pdf) (accessed May 23, 2019).

<sup>66</sup> USALCO, “About Us” usalco.com <https://www.usalco.com/company/history/> (accessed May 23, 2019).

<sup>67</sup> New Jersey Shell Casting Corporation. “Our History” njshell.com <http://njshell.com/history.htm> (accessed May 29, 2019).

<sup>68</sup> ProPublica. “Marietta Air Force Station” projects.propublica.org <https://projects.propublica.org/bombs/installation/PA39799F1509009799> (accessed May 23, 2019).

<sup>69</sup> Wikipedia. “Superfund” Wikipedia.org <https://en.wikipedia.org/wiki/Superfund> (accessed May 23, 2019).

an Active superfund site by the EPA. However, it is not on the NPL (National Priorities List), which means the EPA does not consider it one of the nation's most hazardous waste sites.<sup>70</sup>

Established in 1970, Lawn Equipment Parts Company (LEPCO) is a family-owned and operated wholesale distributor of quality outdoor power equipment, parts, and accessories. Originally, LEPCO operated as an after-market parts distributor to independent lawn equipment dealers. Today, we handle nine major brands of power equipment and continue to supply aftermarket parts to over 1,300 dealers in the northeast region. Over the years, LEPCO has continued to grow, becoming one of the preferred distributors in the industry. Maintaining their reputation for outstanding customer service to its dealers continues to be their everyday focus. LEPCO's continued goal is to provide quality products and services to groups of independent dealers who, in turn, can provide a higher level of service and support to the end-users for all the brands represented. They sell exclusively to retail dealers in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania.<sup>71</sup>

In 1981, Rich Kushner opened Swedish Motors at 7 North Decatur Street, advertising that his employees had a unique knowledge of Swedish cars and foreign parts. His niche was more than enough to preoccupy his technicians, some of whom have been with Rich since their service doors opened. Today, Swedish Motors offers the same reliable auto service while also selling and restoring preowned and vintage vehicles.<sup>72</sup>

Jagtrux, Inc, a contract/common carrier for tractor trailer transportation was incorporated in 1982 by Jim Germak. In 1998 Jagtrux, Inc. purchased an abandoned locomotive repair shop in Marietta, originally built in 1942, and completely renovated the building. Eventually Jagtrux acquired surrounding property and expanded into a seventy-five-acre facility with a full-service shop, cross dock facilities, and secure trailer storage lots. Germak established a strong relationship with Armstrong World Industries becoming a Core Carrier for Armstrong's facilities in Marietta.<sup>73</sup>

B.N. Excavating is a second-generation family business, specializing in residential, commercial and agricultural excavating services. Bob Nafziger started the company in 1986, after working as an employee for an excavating company in the area for over 15 years. Bob started the company with a single backhoe, dump truck and track loader and steadily built relationships with area contractors to build the business. Today, B.N. Excavating has grown from a small, one-man operation to a trusted leader in the excavating industry throughout Lancaster County and beyond. Headquartered in Marietta, PA, the company is now home to an experienced team of full-time excavators and a diverse line of professional excavation equipment that can meet the excavating needs of small businesses, home owners and agricultural operations.<sup>74</sup>

R & T Mechanical, Inc. was founded in 1987. R & T Mechanical is a contracting company which provides services including plumbing, heating, air-conditioning, and other similar work. R & T is in the East Donegal Industrial Park along with several other companies and organizations including Hess Auctioneers, LLC, Jaxtrux, Inc, Vanguard Modular Building Systems., LLC, and Hiltz Propane.

Founded by Matt Hiltz, a mechanical engineer who has many years of experience in the propane industry, Hiltz Propane Systems is family-owned and operated and comprised of a dedicated crew of propane installation and repair professionals. Specializing in complete turnkey propane system design and installation services, Matt and his dedicated crew bring extensive experience to the table in the areas of LPG system design, engineering, plant connection, fitting and maintenance services.<sup>75</sup>

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<sup>70</sup> GovInfo. "Hazardous Waste: Information on Potential Superfund Sites" govinfo.gov <https://www.govinfo.gov/content/pkg/GAOREPORTS-RCED-99-22/html/GAOREPORTS-RCED-99-22.htm> (accessed May 23, 2019).

<sup>71</sup> LEPCO. "About Us" lepcoco.com <http://lepcoco.com/about-us/> (accessed June 13, 2019)

<sup>72</sup> Swedish Motors. "About Us" swedishmotors.com <http://www.swedishmotors.com/about-swedish-motors> (accessed May 29, 2019).

<sup>73</sup> Jagtrux. "Our Story" jagtrux.com <http://jagtrux.com/dotnetnuke/AboutUs/OurStory.aspx> (accessed May 23, 2019).

<sup>74</sup> B.N. Excavating. "About Us" bnexcavating.com <https://www.bnexcavating.com/about-us.php> (accessed May 29, 2019).

<sup>75</sup> Hiltz Propane Systems. "About Us" hiltzpropanesystems.com <https://www.hiltzpropanesystems.com/about-us/> (accessed June 13, 2019)

Established in 1998, Vanguard Modular Building Systems, LLC acquired Schiavi Leasing Corp., the predominate modular builder and regional supplier of modular classrooms in Maine since 1986, as a wholly owned subsidiary. Vanguard successfully expanded on Schiavi's already extensive modular construction capabilities to include distinctively engineered and designed multi-story permanent modular buildings, while retaining the requirements for temporary modular space of all sizes and configurations. Vanguard's experienced modular sales and construction management teams are in offices throughout the Atlantic and Gulf Coasts, enabling us to effectively serve more than 20 states. They provide construction management services and quality temporary and permanent modular buildings to the education, commercial, construction, healthcare, oil and gas, government, and religious markets.<sup>76</sup>

Hess Auctioneers, LLC began operations in June 2007 when John Hess (Hess Auction Group), Phil and Roger Garber (GFI Transport), and Jim Germak (Jagtrux), recognized a need for public truck, trailer and equipment auction and consignment auction in the Mid-Atlantic region. Since the company is conveniently located close to Harrisburg, Lancaster and York, the current site is convenient, secure and allows consignors to bring their equipment to the site in advance of the auctions, so buyers can preview the inventory.<sup>77</sup>

Lancaster Recumbent opened in December 2014, and today, the shop has over 75 different types of recumbent cycles – and continues to grow. The shop moved to a new location at 103 West Market Street in March 2018 – a larger space (for more cycles) located a block and a half off the Northwest Lancaster County River Trail in Marietta, PA. Lancaster Recumbent offers rides for all of life's cycles, new and used semi-recumbent and recumbent cycles, offers personal customizations and adaptations to meet your specific needs. Lastly, they offer repairs and maintenance for practically anything with wheels – from recumbent to traditional upright cycles, from strollers to wheelchairs and walkers.<sup>78</sup>

In September 2017, after seven, sometimes controversial, years in the making, Pennsylvania's first large-scale commercial soybean-processing facility was opened at 1609 River Road in Conoy Township. Perdue Agribusiness's new \$60 Million soybean-processing plant has been long touted by Perdue as a boon to farmers from Lancaster County and the region, saving them transportation costs. The plant has received strong endorsement from local agriculture and business groups.<sup>79</sup> The state gave Perdue an \$8.75 million grant to build the plant in Pennsylvania. With processed water coming from the adjacent Lancaster County Waste-To-Energy Facility on the same campus, as well as steam, Perdue AgriBusiness said the plant is the most environmentally friendly soybean plant in the country. Perdue said the facility would have the lowest rate of hexane emissions of any soybean-processing plant in the United States. The plant will process soybeans and turn them into soymeal for livestock and dairy farms. The plant has 35 permanent employees. Perdue said its construction generated 150 jobs and the plant will spawn 500 jobs in crop production and transportation. Gov. Tom Wolf said, "This plant is a game changer for farmers in Pennsylvania, opening new lanes of supply, new markets, and new opportunities in the commonwealth's agricultural economy."<sup>80</sup>

Texas Eastern Pipeline (TETCo) is a major natural gas pipeline which brings gas from the Gulf of Mexico coast in Texas and Louisiana up through Mississippi, Arkansas, Tennessee, Missouri, Kentucky, Illinois, Indiana, Ohio, and Pennsylvania to deliver gas in the New York City area. It is one of the largest pipeline systems in the

<sup>76</sup> Vanguard Modular Building Systems. "Vanguard History" [vanguardmodular.com https://vanguardmodular.com/vanguard-history/](https://vanguardmodular.com/vanguard-history/) (accessed June 13, 2019).

<sup>77</sup> Hess Auctioneers. "About Us" [hessauctioneers.com https://www.hessauctioneers.com/about-us/](https://www.hessauctioneers.com/about-us/) (accessed May 29, 2019).

<sup>78</sup> Lancaster Recumbent. "About Us" [lancasterrecumbent.com https://lancasterrecumbent.com/about-us/](https://lancasterrecumbent.com/about-us/) (accessed May 29, 2019).

<sup>79</sup> Lancaster Online. "After long fight, Perdue to open \$60M soybean-processing plant Monday in Conoy Township" [lancasteronline.com https://lancasteronline.com/news/local/after-long-fight-perdue-to-open-m-soybean-processing-plant/article\\_a709d652-9f98-11e7-88a9-238ddeda959e.html](https://lancasteronline.com/news/local/after-long-fight-perdue-to-open-m-soybean-processing-plant/article_a709d652-9f98-11e7-88a9-238ddeda959e.html) (accessed May 29, 2019).

<sup>80</sup> Lancaster Online. "10 facts about the new \$60M Perdue soybean plant in Conoy Township opening today" [lancasteronline.com https://lancasteronline.com/news/local/facts-about-the-new-m-perdue-soybean-plant-in-conoy/article\\_a062b1b8-a216-11e7-8cac-d7d57ce2f935.html](https://lancasteronline.com/news/local/facts-about-the-new-m-perdue-soybean-plant-in-conoy/article_a062b1b8-a216-11e7-8cac-d7d57ce2f935.html) (accessed May 29, 2019).

United States. It is owned by Enbridge. Enbridge connects people to the energy they need to help fuel their quality of life. In the United States alone, more than two million miles of pipelines deliver petroleum and natural gas products. Every year, Enbridge invests in the latest technology and training to meet the high environmental and safety standards our neighbors expect, and to keep pipelines the safest, most efficient and most reliable way to move energy resources.<sup>81</sup> Marietta has its own Compressor Station off River Road and has a direct connection to this major national phenomenon.

### **The Pennsylvania Canal & Marietta, Pennsylvania**

The next time you are on the Northwest Lancaster County River Trail (2007) in Marietta, imagine the path of the Pennsylvania Canal (1824-1900) running parallel to the Susquehanna River. Take a moment to consider Nebuchadnezzar, the great ruler of Babylon in 500 B. C., remaking a canal which is believed to have first been dug more than a thousand years earlier. The Nebuchadnezzar Royal Canal connected the Tigris and Euphrates Rivers.<sup>82</sup> Imagine China's Grand Canal, a UNESCO World Heritage Site, 1,000 miles long connecting Hangzhou and Tientsin, built in 500 B. C. Reflecting on how there are more than 26,000 miles of canal in all parts of the world, suddenly Marietta feels much older and more connected to the world than it seems today.<sup>83</sup>

When you walk around Marietta and you come across the Duffy-Rottmund House (1863) on Market Street, formerly Irishtown, think about Colonel James Duffy (1818-1888) as a boy, growing up along the Susquehanna River, working on the log rafts as a draftsman until earning the rank of pilot and making a successful career in river transportation.<sup>84</sup> In 1846 he traveled through Europe making a study of canals and returning to Marietta he fulfilled his goal of making the Pennsylvania Canal through Marietta a major corridor for transporting coal. By 1848 Colonel Duffy established a line of boats for transporting coal from Pottsville to New York, in the interests of the Schuylkill Navigation Company.<sup>85</sup>

When you think about Marietta and the Pennsylvania Canal remember it was based on a model established in 1639 when Mother Brook, the first canal was built connecting the Charles and Neponset Rivers in Dedham, Massachusetts.<sup>86</sup> From the beginning, Americans accepted waterways as the best method of traveling, or for moving goods from one place to another.<sup>87</sup> Construction on the Pennsylvania Canal started in 1824, it was a system of canals, dams, locks, tow paths, aqueducts, viaducts, tunnels, and bridges facilitating shipment of heavy bulk goods between Philadelphia (1682) and Pittsburgh (1758). The Pennsylvania Canal System developed in response to the growing markets in the Northwest Territory reached by the Ohio River through connecting the Susquehanna, Juniata, Conemaugh, Kiskiminetas, and Allegheny Rivers.<sup>88</sup> When finished in 1834 the trip from Philadelphia to Pittsburgh, via the Main Line of Public Works (1826), could be made in three to five days. By 1830, more than 4,000 miles of canals in New York, Pennsylvania, Maryland, Virginia, Ohio, and Indiana were started or planned between 1825 and 1845.<sup>89</sup>

The wonder of it all was the fact there were no American engineers at the time, and neither was there any excavating machinery. With no more than the ingenuity of local surveyors and such simple tools as shovels and

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<sup>81</sup> Wikipedia. "Texas Eastern Transmission Pipeline" wikipedia.org

[https://en.wikipedia.org/wiki/Texas\\_Eastern\\_Transmission\\_Pipeline](https://en.wikipedia.org/wiki/Texas_Eastern_Transmission_Pipeline) (accessed June 13, 2019)

<sup>82</sup> A. T. Olmstead, *History of the Persian Empire* (Chicago: University of Chicago Press, 1948), 50.

<sup>83</sup> Joseph Needham, *Science and Civilization in China v. 4, p 3* (Taipei: Caves Books, 1986), 307.

<sup>84</sup> H. M. J. Klein, *Lancaster County Pennsylvania: A History v. iv* (New York: Lewis Historical Publishing Company, Inc., 1924), 406.

<sup>85</sup> *Biographical Annals of Lancaster County Pennsylvania* (Lancaster, PA: J. H. Beers & Company, 1903), 299.

<sup>86</sup> Electa Kane Tritsch, *Building Dedham* (Dedham, MA: Dedham Historical Society, 1986), 14.

<sup>87</sup> Eric Sloane, *Our Vanishing Landscape* (New York: Funk & Wagnalls, 1955), 50.

<sup>88</sup> William H. Shank, *Indian Trails to Super Highways* (York, PA: American Canal & Transportation Center, 1988), 42; Robert McCullough, *The Pennsylvania Main Line Canal* (York, PA: American Canal and Transportation Center, 1973).

<sup>89</sup> *Ibid.*, 43.



wheelbarrows, these artificial rivers were cut through the most difficult countryside.<sup>90</sup> The equally amazing thing is how the canals are still functioning. Today we find modern railroads using ancient canal beds for their own track beds. Sometimes we drive through a high-walled section of farmland which was first a canal way before it became a highway. We might have thought a ditch running parallel to a railroad was for drainage. Actually it was once a canal; the present railway tracks are built on what was once the tow path. Or we might come upon some lofty bridge piers across a river where there is no roadway: we would hardly suspect they once held a wooden aqueduct and canal way, carrying it and the canal traffic high across the roaring river below.<sup>91</sup>

The Pennsylvania Canal was not the only waterway serving the local economy of Marietta. In 1797 the Conewago Canal began carrying riverboats around the Conewago Falls on the Susquehanna River near York Haven.<sup>92</sup> The Susquehanna and Tidewater Canal, built between 1836-1840, connected Wrightsville (1811) with Havre de Grace, Maryland (1785). The Susquehanna and Tidewater Canal facilitated transportation of lumber, coal, and raw materials from Marietta (1719) and Columbia (1724) to the Port of Baltimore (1729).<sup>93</sup> This is the reason why the economy in Marietta was built on lumber, coal, whiskey, and transportation.<sup>94</sup>

The origins of the Pennsylvania Canal date back to 1690 when William Penn proposed building a canal connecting Philadelphia with the Susquehanna River. It took 102 years until in 1792, as an initiative of the Washington administration (1789-1797), the Union Canal, was completed in 1828. Running eighty-two miles, the Union Canal connected Middletown (1755) on the Susquehanna River to Reading (1748) on the Schuylkill River.<sup>95</sup> By 1834 the Main Line of Public Works, composed of interlocking canals, was transporting passengers and freight across 1,243 miles. Incrementally the canals system was integrated into and eventually replaced by the rail roads. In 1859, one hundred and sixty-nine years after William Penn's canal proposal, all canals owned by the Commonwealth of Pennsylvania were sold. The Pennsylvania Rail Road (1846) formed the Pennsylvania Canal Company and continued to use canals for freight transportation. The canal business, however, declined steadily in the last quarter of the nineteenth century, and most Pennsylvania canals no longer functioned after 1900.<sup>96</sup>

The last canal boat to enter Marietta was in August of 1900. Captain Morris Nagle piloted a canal boat carrying coal from Nanticoke (1800) in Luzerne County. Captain Nagle docked the boat at Gay Street. The boat was dismantled and buried beneath the railroad bed when the Pennsylvania Rail Road was installed over the canal tow path.<sup>97</sup> In Marietta, along the Pennsylvania Canal boats were drawn by mules guided along the tow path parallel to Front Street.<sup>98</sup> A double canal boat could handle up to 250 tons of freight with a single mule team on the tow path.<sup>99</sup> In the winter the canal was drained to minimize damage from ice blocks and in the spring flooding (good for river transportation) washed out sections of the canal.<sup>100</sup> The last log raft to float down the Susquehanna River to Marietta landed on 12 April 1911.<sup>101</sup> Thus in the transition from the nineteenth to the twentieth centuries,

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<sup>90</sup> Sloane, 52.

<sup>91</sup> Ibid., 53.

<sup>92</sup> Robert J. Kapsch Canals (New York: W. W. Norton and Company, 2004), 13-14; William Young, Account of the Conewago Canal On the River Susquehanna (Philadelphia: Whitehall Press, 1798).

<sup>93</sup> James Weston Livingood, The Philadelphia –Baltimore Trade Rivalry, 1780-1860 (Philadelphia: Ayer Publishing, 1970), 43-45; Theodorick Bland, Report by The Maryland Commissioners On A Proposed Canal from Baltimore to Conewago (Baltimore: F. Lucas, 1823).

<sup>94</sup> Marietta Sesquicentennial: 1812-1962 Souvenir Booklet (Marietta, PA: n.p.), 15.

<sup>95</sup> Dean M. Aungst, The Two Canals of Lebanon County (Lebanon, PA: Lebanon County Historical Society, 1968), 9; John C. Clark, The Union Canal Company of Pennsylvania (Philadelphia: John C. Clark Printer, 1853).

<sup>96</sup> William H. Shank, The Amazing Pennsylvania Canals (York, PA: American Canal & Transportation Center, 1986), 49-51; Matthew Carey, Pennsylvania Canals (Philadelphia: n.p., 1828).

<sup>97</sup> Marietta Sesquicentennial: 1812-1962 Souvenir Booklet (Marietta, PA: n.p.), 14.

<sup>98</sup> Frederic H. Abendschein, Colombia, Marietta, and Wrightsville: Images of America (Charleston, S. C.: 2009), 100.

<sup>99</sup> Shank, 44.

<sup>100</sup> Abendschein, 100.

<sup>101</sup> Ibid.16.

transportation along the Susquehanna River and the Pennsylvania Canal were entirely replaced by the rail road network, changing the physical landscape of Marietta and the culture as well.



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### **Genealogical Background About the Anderson, Nagle, Bell, Schaffner, Mehaffey, Fairfax, Franciscus, Bitner, Snyder, Libhart, Ranke, Leader, Heistand, Stibgen, and Grosh Families**

**Editor's Note:** *This section of the property report was authored by Eric J. Schubert, Elizabethtown College Class of 2023, History and Political Science major, Founder and Genealogist of ES Genealogy, for a presentation by students in this class, entitled "Marietta, Pennsylvania's Historic Homes On Front Street: Transportation, Trade, Triumph, and Tragedy Along The Susquehanna River and the Pennsylvania Canal" at Elizabethtown College for Scholarship and Creative Arts Day Tuesday 20 April 2021. It has been inserted here to give the reader context for the reminder of the report.*

Several prominent families contributed to the economic development of Front Street, the Susquehanna River, and the Pennsylvania Canal. First, on West Front Street, regarding the Canal House Colonel James Duffy and James Mehaffey played a major role in the founding of Irishtown, the Pennsylvania Canal, and the Canal House. Second, on East Front Street, regarding taverns and hotels relating to the Pennsylvania Canal, much of the land was owned by Captain Judge Jacob Grosh.

**James Duffy (c.1771-1836)** was a native of Newtowncunningham, County Donegal, Ireland. He came to America in 1800, "locating first in Lancaster, and later in Marietta, in the organization of which borough he took an active part. Prior to the war of 1812, he, in company with James Mahaffy and John Pedan, bought of Mrs. Frances Evans 164 acres of land, paying therefor the sum of \$35,000....On this land they laid out and platted the Mahaffy, Pedan and Duffy additions to the borough, and started what is now an important part of Marietta."<sup>103</sup> His son, Colonel **James Duffy** (1818-1888) was born in Marietta and like his father, was a noted local resident and merchant who, newspapers report, was a friend of General Ulysses S. Grant. Duffy married **Martha Park** (1839-1917) in 1863. The couple had several children including a younger **Colonel James Duffy** (1868-1941). "As soon as he was able, Col. Duffy engaged in rafting on the Susquehanna River, rising in time to the then important position of pilot. He followed this responsible work until 1846, and the following year took a trip to Europe. In 1848 Colonel Duffy established a line of boats for transporting coal from Pottsville to New York, in

<sup>102</sup> Photo, courtesy of Stephen Bailey, Marietta, Pennsylvania.

<sup>103</sup> Biographical Annals of Lancaster County, PA, 1903 by J.H. Beers

the interests of the Schuylkill Navigation Company. He was also connected with James Mahaffy in the lumber business, and remained therein until 1865.”<sup>104</sup>

**James Mehaffey (1781-1851)**, one of the founders of Irishtown, was a significant lumber merchant in Marietta.<sup>105</sup> He was one of the progressive and successful business leaders of Irishtown, and he was one of the founders of Waterford, later incorporated into Marietta. James Mehaffey was the son of **James Mehaffey** (1740-1814), a native of County Antrim, Ireland who came to the British Colonies in North America, settling in Pennsylvania perhaps sometime in the mid-1760s.<sup>106</sup> James Mehaffey was one of the few Marietta business entrepreneurs to survive the Panic of 1819. This Scotch-Irish family has deep roots and connections with Marietta to this day. The origins in Scotland of the family is unknown but perhaps Glasgow was their home town.<sup>107</sup>

**Captain Judge Jacob Grosh** (1776-1860),<sup>108</sup> native son of Marietta, the Grosh family, Mennonites, came from Rommersheim, Germany.<sup>109</sup> **John Valentin Grosch Jr.** (1734-1808), likely came to colonial America before 1765.<sup>110</sup> Captain Judge Jacob Grosh was nominated in 1811 for the Pennsylvania House of Representatives. He was reelected to the Pennsylvania Legislature for the sessions of 1813, 1814, and 1816. In 1818 he was elected to the Pennsylvania State Senate, and served four years, making his legislative service eight years, four in the House and four in the Senate. After, he served nine years as a judge of the Lancaster County Court of Common Pleas.

*Most of the properties and industries regarding ferries and the Pennsylvania Canal, established by The Reverend James Anderson and his descendants, became the economic interest of the Nagle family.*

**Simon Snyder Nagle** (1810-1886) was a railroad contractor and Civil War veteran, who married Bridget Malone of Ireland.<sup>111</sup> The Nagles were a German family tracing their ancestry back to Mennonite **Christopher Nagle** (1741-1812), who likely arrived in colonial Pennsylvania via the port of Philadelphia in 1751.<sup>112</sup> Simon Nagle’s brother was **Thomas Nagle** (1818-?), who married into the Bell family.<sup>113</sup> Simon Nagle was a butcher, politician, and postmaster.

*The lumber, coal, ice, and sand industries in Marietta were dominated by the Schaffner, Heistand, and Stibgen families.*

**Calvin Schaffner** (1826-1891), at one time the postmaster of Marietta, was the son of German Reformed Church clergy The Reverend **Henry B. Schaffner** (1784-1852), who also served congregations in Maytown, Columbia, Elizabethtown and more, and **Catherine Greenwalt** (1786-1848), all buried in Marietta Cemetery.<sup>114</sup> Calvin Schaffner’s wife was Presbyterian. There is little to no documentation on the genealogical origins of the family past his parents The Reverend **Henry** (1784-1852) and **Catherine Schaffner** (1786-1848), although it is known his parents were **Henrich Schaffner** (lifespan unknown) and his mother was the former **Anna Christina Bleetz** (lifespan unknown)<sup>115</sup> of German heritage it seems, Heinrich or one of his closest ancestors likely came to colonial America perhaps around 1750, and it is interesting to note how the Schaffner name is prominent amongst Mennonite-German listings of immigrants coming to the colonial Pennsylvania.<sup>116</sup>

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<sup>104</sup> Ibid.

<sup>105</sup> ”Ancestry.com, “Online Family Trees,” accessed May 19, 2021

<sup>106</sup> Ibid.

<sup>107</sup> Ibid.

<sup>108</sup> Ibid.

<sup>109</sup> Ibid.

<sup>110</sup> Ibid.

<sup>111</sup> Ibid.

<sup>112</sup> Ibid.

<sup>113</sup> Ibid.

<sup>114</sup> Ibid.

<sup>115</sup> Ibid.

<sup>116</sup> Ibid.

**Benjamin Franklin Hiestand** (1828-1919), arguably one of Lancaster County's wealthiest men was President of First National Bank of Marietta 1863-1874.<sup>117</sup> The Heistand family traces back to **Johannes Heistand** (1707-1784), who arrived from Germany to colonial Pennsylvania in 1727.<sup>118</sup> Benjamin Franklin Hiestand was in the lumber business c.1848-1878 with relative Samuel Hiestand until his sons took it over. Benjamin Franklin Hiestand organized the Chickies Rock Milling Company and later in life tobacco leaf cultivation. He was born in East Donegal to Mennonites **Andrew Hiestand** (1787-1863) and **Annie Miller (1791-1874)**.<sup>119</sup> His grandmother was Anna Hershey.<sup>120</sup> **Ludwig (Lewis) Leider (Leader)**, (1754-1851), born in colonial Pennsylvania to German immigrant parents.<sup>121</sup> He was a town "craftsperson" –family likely moved to York.

**Simon Stibgen (1846-1910)**, was a brother-in-law of Annabelle Spangler, who was the daughter of prominent Marietta resident and financier **Barr Spangler (1822-1922)**.<sup>122</sup> The Stibgen family can be traced back to Mennonite **Christian Stibgen**, who arrived in colonial Pennsylvania from Germany sometime in the 1700s.<sup>123</sup> The Stibgen family was headed by **Abraham Kauffman Stibgen** (1797-1853), a carpenter and farmer.<sup>124</sup>

*Businesses related to the Pennsylvania Canal and related industries, such as taverns, pubs, hotels, restaurants, and bakeries (there were several bakeries in Marietta according to the Sanborn Maps) involved the Fairfax, Franciscus, Ranck, and Bitner families.*

**Josiah Fairfax** (1850-1929) was born in Wrightsville.<sup>125</sup> The Fairfax family of Maryland likely arrived in Marietta as part of the migration of fugitive slaves across the Mason Dixon Line to the iron producing towns on the east side of the Susquehanna River. Fairfax was a skilled barber, he therefore did not need to work in the iron furnaces, and operated his barbershop at 132 West Front Street.

**Charles C. Franciscus** (1853-1936) descendant of **Ludwig Christophel Franciscus** of Rohrbach, Germany, who came to Colonial Pennsylvania sometime between 1710-1718.<sup>126</sup> Charles Franciscus' mother, was Mennonite, **Susan Ann Lutz** (1819-1901).<sup>127</sup> Charles was a noted sportsman and Marietta resident.

**Matthias Ranck** (1783-1837) was born in Lancaster County to **Philip Ranck** (1734-1815) of Lititz, and his wife, **Anna Barbara Stauffer** (1738-1808), a Mennonite family, as his father Phillip is listed in the records of Lancaster and York County Mennonite churches. Matthias Ranck served as a Private in the War of 1812 and died in Indiana on 21 January 1837. He is buried in the Ranck Cemetery in Union County, Indiana, with many of his descendants. The Ranck family origin likely came to colonial Pennsylvania in 1728, aboard the British ship The Mortonhouse.<sup>128</sup> The Ranck family ancestor, Johan, arrived at this time, and he was a Mennonite – from Manheim, Germany.<sup>129</sup>

**Jacob Bitner** (1758-1848) and his wife, **Veronica "Fanny" Siegrist Bitner** (1763-1853)<sup>130</sup> purchased a large section of land in Marietta at the southeastern most point, where they built a two-story frame house is still standing today. The German Mennonite Bitner family arrived in colonial Pennsylvania around 1747, while the Siegrist Mennonite family likely arrived in colonial Philadelphia from Switzerland around 1744. The Bitners did

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<sup>117</sup> Ibid.

<sup>118</sup> Ibid.

<sup>119</sup> Ibid.

<sup>120</sup> Ibid.

<sup>121</sup> Ibid.

<sup>122</sup> Ibid.

<sup>123</sup> Ibid.

<sup>124</sup> Ibid.

<sup>125</sup> Ibid.

<sup>126</sup> Ibid.

<sup>127</sup> Ibid.

<sup>128</sup> Ibid.

<sup>129</sup> Ibid.

<sup>130</sup> Ibid.

not stay in Marietta very long. They sold the two-story house to **Jacob Ludwig (Ludwick)** of the town of Waterford. Ludwig owned the home until his death some point prior to 1850.

### **Genealogical Context and Historic Purpose:**

**Calvin A. Schaffner** (1826-1891) was born the son of Henry B. Schaffner (1784-1852) and Catherine Greenwalt (1786-1848). Henry Schaffner was a German Reformed Church Reverend and led services in Marietta, Mount Joy, and other churches in the Lancaster area. Although the genealogical record for the Schaffner family is scarce, it is likely that the Schaffner's immigrated to the United States from Germany in the mid-to-late 1700s.

Although he was raised in the German Reformed Church, Calvin lived as a Presbyterian after marrying his wife, Emma Flury (1836-1914), and had his children baptized in the Presbyterian church.<sup>131</sup> In total, the couple had four children: Georgina, Bella Katherine, Francis, and Emily.<sup>132</sup> Emma was the daughter of Francis Flury (1792-1853) and Sarah Flury (1800-1889), the owners of the Steamboat Hotel.<sup>133</sup> The large brick building sat on the corner of West Front Street and Gay Street and was used as a landmark for many years in *The Weekly Mariettian*, a local newspaper.<sup>134</sup> The Schaffner and Flury families were extremely important in the economic output of West Front Street during the nineteenth century.

Calvin attended John Beck's Boys Academy, also known as the Lititz Academy for Boys, starting in 1838.<sup>135</sup> His passion for education continued throughout his life, and he was a strong supporter of such activities in Marietta. He was a founding member of the Marietta Academy, which was a boarding school that taught a variety of subjects including Greek and Latin.<sup>136</sup> He acted as secretary for the Marietta Academy alongside his brother-in-law, Dr. James Cushman (1822-1877)<sup>137</sup>, who was another influential supporter of the school. Calvin was also a loyal, founding member of the Ashara Masonic Lodge and served as its worshipful master.<sup>138</sup> Throughout his life, he was deeply involved in the Marietta community.

He was an accomplished businessman who owned a lumberyard and a coal business. Between 1860 and 1896, his lumberyard took up most of the area between 244 and 222 West Front Street, which now stands empty. Train tracks run into the former lumberyard where workers would unload coal from the rail cars and deliver it to local customers.<sup>139</sup> After his death in 1891, his wife sold the lumberyard property to John F. Finn, and by 1896 who used the property as a coal, ice, and sand yard.<sup>140</sup> He also dabbled in renting properties and had several

<sup>131</sup> Ancestry.com, "U.S., Presbyterian Church Records, 1701-1970," 2016.

<sup>132</sup> Ancestry.com, "1870 United States Federal Census," Ancestry.com (Ancestry, 2009).

<sup>133</sup> William Henry Boyd, *Boyd's Lancaster County Business Directory ...*, Google Books (Sprenger and Westhaeffer, 1859), 240, <https://books.google.com/books?id=jvBXAAAYAAJ&dq=lanaster-city-directory%20OR%20lanaster-county-directory&pg=PA240#v=onepage&q&f=false>.

<sup>134</sup> Pennsylvania State University Libraries, "The Weekly Mariettian. (Marietta, Pa.) 1860-1861, January 12, 1861, Image 1," Panewsarchive.psu.edu, no. 1861/01/12 (January 12, 1861), <https://panewsarchive.psu.edu/lccn/sn88080883/1861-01-12/ed-1/seq-1/#city=&rows=20&proxtext=flury+hotel&searchType=basic&sequence=0&index=1&words=Flury+Flury%27s+Hotel&page=1>.

<sup>135</sup> Ancestry.com, "U.S., High School Student Lists, 1821-1923," Ancestry.com (Ancestry, 2012), <https://search.ancestry.com/cgi-bin/sse.dll?indiv=1&dbid=2395&h=62239&ssrc=pt&tid=175781822&pid=302280208884&usePUB=true>.

<sup>136</sup> Pennsylvania State University libraries, "The Mariettian. (Marietta [Pa.]) 1861-18??, June 30, 1866, Image 2," Panewsarchive.psu.edu, no. 1866/06/30 (June 30, 1866), <https://panewsarchive.psu.edu/lccn/sn88080881/1866-06-30/ed-1/seq-2/#city=&rows=20&proxtext=Marietta+Academy&searchType=basic&sequence=0&index=6&words=ACADEMY+Academy+Marietta+MARIETTA&page=1>.

<sup>137</sup> Find-A-Grave, "Dr James Cushman (1822-1877) - Find a Grave...," www.findagrave.com, July 5, 2017, <https://www.findagrave.com/memorial/181021857/james-cushman>.

<sup>138</sup> Find-A-Grave, "Calvin A. Schaffner (1826-1891) - Find a Grave...," www.findagrave.com, January 2, 2021, <https://www.findagrave.com/memorial/220531520/calvin-a.-schaffner>.

<sup>139</sup> Penn State University, "Sanborn Fire Insurance Maps - Marietta 1886," digital.libraries.psu.edu, accessed May 2, 2021, <https://digital.libraries.psu.edu/digital/collection/maps1/id/7465/rec/6>.

<sup>140</sup> Penn State University, "Sanborn Fire Insurance Maps - Marietta 1896," digital.libraries.psu.edu, accessed May 1, 2021, <https://digital.libraries.psu.edu/digital/collection/maps1/id/7455/rec/2>.

throughout Marietta between Market Street and the Front streets.<sup>141</sup> His final venture in life was his appointment as the Postmaster of Marietta. He ran the post office with the help of his daughter, Georgina, from his appointment in May of 1890 until his death in 1891.<sup>142</sup>

**Robert Cresswell** (1903-1991) and **Mary Cresswell** (1909-1998) owned the property for a very short time from 1969 to 1970. This was just one of the properties purchased by the Cresswell's for the purpose of restoration. Both were involved in the Marietta Restoration Associates, an organization dedicated to preserving the architectural and cultural history of Marietta, Pennsylvania. They were members of the Marietta Lions, with Robert serving as president for many years.<sup>143</sup> Because of their efforts, many historically important homes have been saved from foreclosure and demolition.

**Jack Shaub** (1943-1996) and **Joanne Shaub** (1940-2014) owned 220 West Front Street from 1973 to 1978.<sup>144</sup> The couple were both natives of Lancaster County. After graduating from high school, Jack studied Criminal Justice at Elizabethtown College and completed his degree in 1963. He worked for many years in juvenile probation and then took a job at a local detention center. He also had a passion for art, which has been displayed at York College of Pennsylvania, William Penn Museum, and multiple art shows on the East Coast. He specialized in watercolor paintings, which depicted nature and farmhouse scenes.<sup>145</sup>

Joanne grew up in Lititz, just a short drive from Marietta. She went on to study at Virginia Intermont College and York College of Pennsylvania, where she earned her bachelors in 1972. She also earned another degree in American Studies from Penn State University in 1975. Like her husband, Joanne had a creative side and focused on restoring antiques and folk art.<sup>146</sup>

The couple completely transformed the property from a shell of a Pennsylvania German Style house into a Federal Style home and business. The home became known as The Union House Gallery and showcased Jack's paintings and Joanne's collectables. According to the *Susquehanna Times*, 220 West Front Street took on much damage caused by Hurricane Agnes, with flooding being the largest issue. Undeterred, Jack and Joanne put forth tremendous effort to replace the plain Pennsylvania German home into something along the lines of a Federalist Revival Style. The two added "a heating plant, wiring, added some new windows, replaced flooring, and restored the fireplace."<sup>147</sup> The Shaub's are arguably the most influential owners of the home because they transformed the home into the style that we see today.

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<sup>141</sup> Marietta Restoration Associates, "2013 Pictorial Review," Marietta Restoration, 2013, <http://www.mariettarestoration.org/2013-pictorial-review.html>.

<sup>142</sup> Ancestry.com, "U.S., Appointments of U.S. Postmasters, 1832-1971," Ancestry.com (Ancestry, 2010).

<sup>143</sup> Pennsylvania State University Libraries, "Susquehanna Times & the Mount Joy Bulletin. (Marietta, Pa.) 1975-1975, October 22, 1975, Image 3," *Panewsarchive.psu.edu*, no. 1975/10/22 (October 22, 1975), [https://panewsarchive.psu.edu/lccn/sn89077568/1975-10-22/ed-1/seq-](https://panewsarchive.psu.edu/lccn/sn89077568/1975-10-22/ed-1/seq-3/#city=&rows=20&proxtext=robert+cresswell+marietta&searchType=basic&sequence=0&index=0&words=Cresswell+Marietta+Robert&page=1)

[3/#city=&rows=20&proxtext=robert+cresswell+marietta&searchType=basic&sequence=0&index=0&words=Cresswell+Marietta+Robert&page=1](https://panewsarchive.psu.edu/lccn/sn89077568/1975-10-22/ed-1/seq-3/#city=&rows=20&proxtext=robert+cresswell+marietta&searchType=basic&sequence=0&index=0&words=Cresswell+Marietta+Robert&page=1).

<sup>144</sup> Book T, Volume 63, Page 259.

<sup>145</sup> AskArt, "Jack Shaub - Biography," [www.askart.com](http://www.askart.com), accessed April 29, 2021, [https://www.askart.com/artist/Jack\\_R\\_Shaub/11186193/Jack\\_R\\_Shaub.aspx](https://www.askart.com/artist/Jack_R_Shaub/11186193/Jack_R_Shaub.aspx).

<sup>146</sup> Tributes, Inc., "Obituary of Ms. Joanne Todd Shaub," Spacht Funeral Home, Ltd., 2014, <http://hosting-21802.tributes.com/obituary/read/Joanne-Todd-Shaub-101196315>.

<sup>147</sup> Pennsylvania State University libraries, "Susquehanna Times. (Marietta, Pa.) 1976-1980, November 24, 1976, Image 2," *Panewsarchive.psu.edu*, no. 1976/11/24 (November 24, 1976), <https://panewsarchive.psu.edu/lccn/sn89077138/1976-11-24/ed-1/seq-2/#city=&rows=20&proxtext=Jack+Shaub&searchType=basic&sequence=0&index=0&words=Jack+Shaub+Shaub%E2%80%99s&page=1>.



**Appendix: Historical  
Photos:**



220 West Front Street, 1972.  
Courtesy of Deeana M. Nolder.

**GOAL** **PREPARE**  
*For Winter!*

**COAL** reduced to nearly the standard of  
former years—FOR CASH. A well se-  
lected stock of

*Baltimore Company, Shamokin and  
Millersburg*

**COAL.**

**A lot of Fine Coal at \$4 delivered.**

**C. A. SCHAFFNER.**  
Marietta, August 25, 1866. 3-tf

Advertisement for Calvin A. Schaffner's  
Coal Business, 1866.

**Appendix: Contemporary Photos:**



220 West Front Street, 2020



