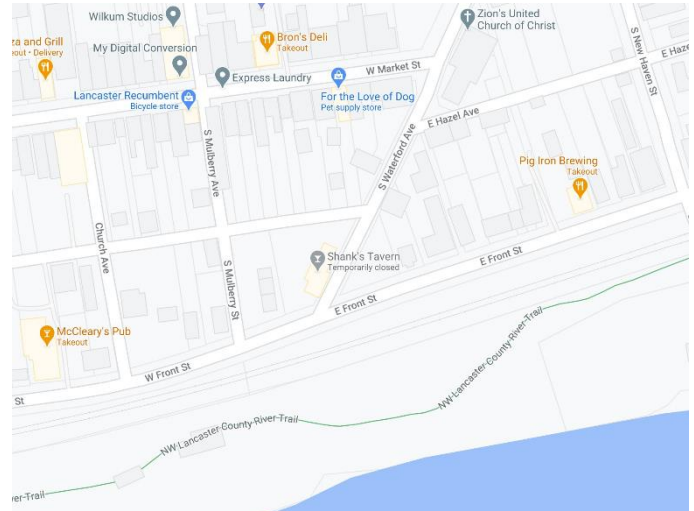


## Compass and Square Inn: 36 S Waterford Ave; Marietta, Pennsylvania



### Abstract:

Constructed in 1807 by Jacob Bitner this Georgian, Federalist, and Italianate building has served the Pennsylvania Canal as a hotel, tavern, and public meeting place. James Stackhouse a riverboat captain, established the Compass & Square Inn, also called Stackhouse Inn and Widow Stackhouse. The original name indicates a connection with the Freemasons, perhaps the location of a Masonic lodge. Known as the Eagle Hotel prior to 1865 when John Bielor opened Bielor House. In 1869, Barbara Hauer established the Hauer House. In 1893 local brewer Ernest Maulick established Maulick's Tavern. In 1898, Maulick built a three story addition. In the 1930s, John L. Shank operated the tavern and hotel naming it Shank's Tavern. In 1953, the Shank's purchased the business now run by Bob Shank, grandson of John L. Shank.

### 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 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 Elizabethtown College began offering an Honors research methods course, taught by Jean- Paul called, "Elizabethtown History: Campus and Community." These courses helped

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

Elizabethtown College secure a Mellon Grant, in 2018, called “Confronting Challenges with Confidence: Humanities for Our World Today.”



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

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.

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 address is 36 S Waterford Ave, Marietta PA 17547.<sup>2</sup> Located on the corner of S Waterford Ave and E Front St, on lot 130 on the plan of Waterford, laid out by James Anderson.<sup>3</sup> This building is made up of two sections, the two-story section closest to Front Street and a three-story section.<sup>4</sup> The building has a total of 12,632 square feet.<sup>5</sup> The two-story section is made up of a service station, a restaurant, a bar, and multiple residences.<sup>6</sup> The three-story section is made up of a secondary bar, multiple residences, and a storage warehouse.<sup>7</sup> There is a cellar under the entire structure.<sup>8</sup> There is a storm door on the south side of the three story structure.<sup>9</sup> The storm door leads to stairs on the left side and a piece of old railroad track that was used to roll kegs into the cellar.<sup>10</sup> The original bar was lengthwise across the center of the tavern.<sup>11</sup> J. Robert Shank Sr. removed the center wall of the bar that separated a ladies area from the main bar and installed a U-shaped bar in the original space.<sup>12</sup> The tavern still features the original flooring from the early nineteenth century.<sup>13</sup>

### **Deed Search:**

In 1807, the ownership of land was transferred from James Anderson to Jacob Bitner (1807)<sup>14</sup>, Jacob Ludwig (1807-?)<sup>15</sup>, George Ludwick (?-1850)<sup>16</sup>, David Rinehart (1850-1852), Edwin J. Rinehart (1852-1860), Edwin John Rinehart and Charles Rinehart (minor sons of Edwin J. Rinehart, under guardianship of J. Howard Pugh

<sup>2</sup> Interview with Bob Shank, March 6, 20221.

<sup>3</sup> Ibid.

<sup>4</sup> Ibid.

<sup>5</sup> Ibid.

<sup>6</sup> Ibid.

<sup>7</sup> Ibid.

<sup>8</sup> Ibid.

<sup>9</sup> Ibid.

<sup>10</sup> Ibid.

<sup>11</sup> Ibid.

<sup>12</sup> Ibid.

<sup>13</sup> Ibid.

<sup>14</sup> Book 14, Page 586

<sup>15</sup> “Public Sale of Real Estate”

<sup>16</sup> Ibid.

and Elizabeth Rinehart Pugh) (1860- 8 April 1865)<sup>17</sup>, John Bieler (8 April 1865- 1869)<sup>18</sup>, Barbara Hauer (1869-1893)<sup>19</sup>, Ernest Maulick (1893-1924)<sup>20</sup>, Joseph S. Fritz (1924-1925)<sup>21</sup>, Walter H. Fritz (1925-1932)<sup>22</sup>, Irving R. Fritz (1932-1953)<sup>23</sup>, John L. Shank (28 August 1953- September 3 1953)<sup>24</sup>, Sara J. Mann (September 3 1953)<sup>25</sup>, John L. Shank and Kathryn M. Shank (September 3 1953- 1960)<sup>26</sup>, Kathryn M. Shank (1960-1961)<sup>27</sup>, Kathryn M. Shank and J. Robert Shank (1961-1963)<sup>28</sup>, Kathleen D. Shank (1963-1973)<sup>29</sup>, Kathleen D. Shank, J. Robert Shank Jr. Jeffery W. Shank (1973-1988)<sup>30</sup>, Kathleen D. Shank and Jeffrey W. Shank (1988-1995)<sup>31</sup>, Jeffrey W. Shank and J. Robert Shank (1995- present)<sup>32</sup>.

### Architectural Style

This building was first built in 1807 by Jacob Bitner.<sup>33</sup> The original structure had 5 windows on the south side of the building, now facing Front Street, and four windows on the east side, facing what is now known as Waterford Avenue.<sup>34</sup> In the early nineteenth century, the building was expanded by James Ludwig.<sup>35</sup> The two-story addition expanded the building along Waterford Avenue, then called Elbow Lane.<sup>36</sup> This addition added seven windows to the east side of the building and a door.<sup>37</sup> A new fireplace and chimney was added to the new north side of the building.<sup>38</sup> Later, the structure was expanded further along Waterford Avenue.<sup>39</sup> This expansion added eleven windows to the east side, with a total of twelve windows across the second story.<sup>40</sup> Due to the location of the fireplace in the middle of the twelve-bay building, it is assumed that this is the result of at least two separate additions.<sup>41</sup> In 1898, Ernest Maulick demolished the then newest addition, leaving the two by six bay structure.<sup>42</sup> Later, Maulick built the three-story structure attached to the north side of the building that is still standing.<sup>43</sup> The three-story structure has eighteen windows and two doors along the east side of the building and six windows along the north side of the building.<sup>44</sup> The west side of the three-story structure includes seventeen windows and a back door.<sup>45</sup>

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<sup>17</sup> Book I, Volume 9, Page 336.

<sup>18</sup> Ibid.

<sup>19</sup> Book W, Volume 9, Page 71.

<sup>20</sup> Book K, Volume 14, Page 294.

<sup>21</sup> Book F, Volume 27, Page 43.

<sup>22</sup> Book R, Volume 27, Page 281.

<sup>23</sup> Book D, Volume 43, Page 523.

<sup>24</sup> Ibid.

<sup>25</sup> Book C, Volume 43, Page 212.

<sup>26</sup> Ibid., Page 212-213.

<sup>27</sup> Book R, Volume 50, Page 46.

<sup>28</sup> Ibid.

<sup>29</sup> Book G, Volume 53, Page 977.

<sup>30</sup> Book I, Volume 64, Page 299.

<sup>31</sup> Lancaster County Recorder of Deeds, Search Public Records, Records Search, Instrument Number 3347522, accessed 26 January 2021, <https://searchdocs.lancasterdeeds.com/countyweb/disclaimer.do>

<sup>32</sup> Instrument Number 3917059.

<sup>33</sup> Interview with Bob Shank, March 6, 2021.

<sup>34</sup> Ibid.

<sup>35</sup> Ibid.

<sup>36</sup> Ibid.

<sup>37</sup> Ibid.

<sup>38</sup> Ibid.

<sup>39</sup> Ibid.

<sup>40</sup> Ibid.

<sup>41</sup> Ibid.

<sup>42</sup> Sanborn Map & Company "Marietta, Pennsylvania, March 1899 (Sanborn Map Company: New York) p. 6

<sup>43</sup> Ibid.

<sup>44</sup> Interview with Bob Shank, March 6, 2021.

<sup>45</sup> Ibid.

## Georgian Style (1700-1800)

There is strong Georgian style influence in the buildings original design. Georgian style was the most prevalent style in the English colonies throughout the eighteenth century.<sup>46</sup> Georgian style arrived in America via pattern books, British architectural building manuals, around 1700.<sup>47</sup> Georgian style is based on the classical forms of the Italian Renaissance.<sup>48</sup> This style reflected a period of colonial growth and prosperity across the colonies.<sup>49</sup> Georgian architecture has an emphasis on repetition and uniformity.<sup>50</sup> Georgian buildings typically have symmetrical form and fenestration, a hipped roof, a cornice with dentils, and a water table or belt course, all of which are still present on the building.<sup>51</sup>

## Italianate Style (1840-1885)

The building is now mostly designed in the Italianate Style. The Italianate style was modeled after the medieval farmhouses of the Italian countryside.<sup>52</sup> The Italianate style was made popular by the published pattern books of architect Andrew Jackson Downing in the 1840s and 1850s.<sup>53</sup> This style was first developed as the “Italianate Villa style” which was intended for substantial homes or country estates in the 1830s.<sup>54</sup> The building has a cornice with decorative brackets, widely overhanging eaves, is two and three stories high, has tall, narrow windows, has elaborate window crowns, and several single story porches with entry porticos, all of which are characteristic of the Italianate Style.<sup>55</sup> The three-story structure has a concealed roof, which draws on ancient Roman architecture and is a key feature of the Italian Renaissance.<sup>56</sup> The two-story structure has a hipped roof which is a very basic triangular shaped roof.<sup>57</sup> Both structures have a decorative cornice which were used to adorn the junction of the roof and the wall.<sup>58</sup> The two doors on the three story structure have canopies over them.<sup>59</sup> The door on the end of the building and the windows on the side of the building have canopies with modillion brackets.<sup>60</sup> The building’s windows follow the repetition rules of the urban Renaissance style.<sup>61</sup>

The building is made of brick. The bricks are placed in the English style of brick bonding.<sup>62</sup> There is a belt course between the first and second stories of the two-story structure.

There used to be a covered porch on the east side of the three story that was removed.<sup>63</sup> Evidence of this porch is still noticeable today.<sup>64</sup>

## 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:*

<sup>46</sup> Pennsylvania Historical & Museum Commission. “Georgian Style 1700-1800.” Pennsylvania Architectural Field Guild, <http://www.phmc.state.pa.us/portal/communities/architecture/styles/georgian.html> (accessed 25 February 2021).

<sup>47</sup> Ibid.

<sup>48</sup> Ibid.

<sup>49</sup> Ibid.

<sup>50</sup> Will Jones, *How to Read Houses: A Crash Course in Domestic Architecture* (New York: Rizzoli, 2014), 125.

<sup>51</sup> “Georgian Style 1700-1800”.

<sup>52</sup> Pennsylvania Historical & Museum Commission. “Italianate Villa/ Italianate Style 1840-1885.” Pennsylvania Architectural Field Guide, <http://www.phmc.state.pa.us/portal/communities/architecture/styles/italianate.html> (accessed 25 February 2021).

<sup>53</sup> “Italianate Villa/ Italianate Style 1840-1885”

<sup>54</sup> “Italianate Villa/ Italianate Style 1840-1885”

<sup>55</sup> “Italianate Villa/ Italianate Style 1840-1885”

<sup>56</sup> Carol Davidson Cragoe, *How to Read Houses: A Crash Course in Architectural Styles* (New York: Rizzoli, 2008), 103.

<sup>57</sup> Cragoe, 102.

<sup>58</sup> Cragoe, 115.

<sup>59</sup> Cragoe, 241.

<sup>60</sup> Cragoe, 242.

<sup>61</sup> Jones, 91.

<sup>62</sup> Jones, 27.

<sup>63</sup> Interview with Bob Shank, March 6, 2021.

<sup>64</sup> Ibid.

*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>65</sup> arriving in the Marietta area sometime before 1702, at which time he married Elizabeth Ross in Lancaster County.<sup>66</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>67</sup>

The Reverend James Anderson (1678-1740), educated at Edinburgh, Scotland under the care of Principal Stirling,<sup>68</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>69</sup>

Wilkins' neighbor, George Stewart (1683-1759), from Donegal, Ireland,<sup>70</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>71</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>72</sup>

David Cook (1721-1786), sometimes Cooke, was born in Lancaster County and is buried in The Donegal Presbyterian Church Cemetery, Mount Joy.<sup>73</sup> Eventually, David Cook sold this land (purchased from John Stewart), to Jacob Heistandt Neff,<sup>74</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>75</sup>

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>76</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

<sup>65</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>66</sup> Ibid.

<sup>67</sup> Ibid.

<sup>68</sup> Ibid.

<sup>69</sup> <http://www.donegalpc.org/pdfs/CEMETERY%20INDEX.pdf>

<sup>70</sup> Geni, "George Stewart" <https://www.geni.com/people/George-Stewart/6000000013217652542>, accessed May 19, 2021

<sup>71</sup> Ibid.

<sup>72</sup> Ibid.

<sup>73</sup> Ancestry.com Online Family Trees

<sup>74</sup> Ibid.

<sup>75</sup> Ibid.

<sup>76</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



Amish. In 1812 a log meetinghouse on land donated by Peter Delebaugh Kraybill (1784-1869)<sup>77</sup>. The first minister of The Mount Joy Mennonite Church was The Reverend Jacob Hostetter Hershey (1747-1819<sup>78</sup>). Both The Reverend Jacob Hershey and Peter Kraybill are buried at the Kraybill Mennonite Cemetery in Mount Joy<sup>79</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 reminder 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>80</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>81</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>82</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, 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>83</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>84</sup>

<sup>77</sup> Ancestry.com Online Family Trees

<sup>78</sup> Ibid.

<sup>79</sup> Ibid.

<sup>80</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>81</sup> Ibid.

<sup>82</sup> Ibid.

<sup>83</sup> Ibid.

<sup>84</sup> Ibid.

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>85</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>86</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>87</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>88</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>89</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>90</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 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>91</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

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<sup>85</sup> Ibid.

<sup>86</sup> Ibid.

<sup>87</sup> Ibid.

<sup>88</sup> Marietta Sesquicentennial Souvenir Booklet (Marietta, PA: August 4, 1962).

<sup>89</sup> Ibid.

<sup>90</sup> Ibid.

<sup>91</sup> Ibid.



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>92</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>93</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>94</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>95</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 companies from Marietta marched to Maryland in defense of Baltimore. One of the companies was called the Marietta Grays commanded by Jacob Grosh.<sup>96</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>97</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 downtown was driven by global market adjustments in the aftermath of the Napoleonic Wars, its

<sup>92</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>93</sup> Marietta Sesquicentennial Souvenir Booklet (Marietta, PA: August 4, 1962).

<sup>94</sup> Ibid.

<sup>95</sup> Ibid.

<sup>96</sup> Ibid.

<sup>97</sup> Ibid.

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>98</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>99</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>100</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>101</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>102</sup> In 2020, 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>103</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.

<sup>98</sup> Revolvvy. "Panic of 1819" revolvvy.com <https://www.revolvvy.com/page/Panic-of-1819> (accessed May 21, 2019).

<sup>99</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>100</sup> Rivertownes. "The Furnaces of Rivertownes" rivertownes.org <http://www.rivertownes.org/Features/Furnaces/Marietta.htm> (accessed May 21, 2019).

<sup>101</sup> Marietta Sesquicentennial Souvenir Booklet (Marietta, PA: August 4, 1962).

<sup>102</sup> Ibid.

<sup>103</sup> Ibid.

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>104</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>105</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>106</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>107</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>108</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 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>109</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>110</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>111</sup>

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<sup>104</sup> Landis, John C., Candlelight Tours of Marietta 1966 to 2015 (Landisville, PA: Yurchak Printing, Inc, 2015).

<sup>105</sup> Marietta Sesquicentennial Souvenir Booklet, (Marietta, PA: August 4, 1962).

<sup>106</sup> Ibid.

<sup>107</sup> Ibid.

<sup>108</sup> Ibid.

<sup>109</sup> Ibid.

<sup>110</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>111</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).

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>112</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>113</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>114</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>115</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 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>116</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>117</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

<sup>112</sup> USALCO, “About Us” [usalco.com https://www.usalco.com/company/history/](https://www.usalco.com/company/history/) (accessed May 23, 2019).

<sup>113</sup> New Jersey Shell Casting Corporation. “Our History” [njshell.com http://njshell.com/history.htm](http://njshell.com/history.htm) (accessed May 29, 2019).

<sup>114</sup> ProPublica. “Marietta Air Force Station” [projects.propublica.org https://projects.propublica.org/bombs/installation/PA39799F1509009799](https://projects.propublica.org/bombs/installation/PA39799F1509009799) (accessed May 23, 2019).

<sup>115</sup> Wikipedia. “Superfund” [Wikipedia.org https://en.wikipedia.org/wiki/Superfund](https://en.wikipedia.org/wiki/Superfund) (accessed May 23, 2019).

<sup>116</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](https://www.govinfo.gov/content/pkg/GAOREPORTS-RCED-99-22/html/GAOREPORTS-RCED-99-22.htm) (accessed May 23, 2019).

<sup>117</sup> LEPCO. “About Us” [lepco.com http://lepco.com/about-us/](http://lepco.com/about-us/) (accessed June 13, 2019)

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>118</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>119</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>120</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>121</sup>

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>122</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>123</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

<sup>118</sup> Swedish Motors. "About Us" [swedishmotors.com http://www.swedishmotors.com/about-swedish-motors](http://www.swedishmotors.com/about-swedish-motors) (accessed May 29, 2019).

<sup>119</sup> Jagtrux. "Our Story" [jagtrux.com http://jagtrux.com/dotnetnuke/AboutUs/OurStory.aspx](http://jagtrux.com/dotnetnuke/AboutUs/OurStory.aspx) (accessed May 23, 2019).

<sup>120</sup> B.N. Excavating. "About Us" [bnexcavating.com https://www.bnexcavating.com/about-us.php](https://www.bnexcavating.com/about-us.php) (accessed May 29, 2019).

<sup>121</sup> Hiltz Propane Systems. "About Us" [hiltzpropanesystems.com https://www.hiltzpropanesystems.com/about-us/](https://www.hiltzpropanesystems.com/about-us/) (accessed June 13, 2019)

<sup>122</sup> Vanguard Modular Building Systems. "Vanguard History" [vanguardmodular.com https://vanguardmodular.com/vanguard-history/](https://vanguardmodular.com/vanguard-history/) (accessed June 13, 2019).

<sup>123</sup> Hess Auctioneers. "About Us" [hessauctioneers.com https://www.hessauctioneers.com/about-us/](https://www.hessauctioneers.com/about-us/) (accessed May 29, 2019).

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>124</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>125</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>126</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 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>127</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>128</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>129</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

<sup>124</sup> Lancaster Recumbent. "About Us" [lancasterrecumbent.com https://lancasterrecumbent.com/about-us/](https://lancasterrecumbent.com/about-us/) (accessed May 29, 2019).

<sup>125</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>126</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).

<sup>127</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>128</sup> A. T. Olmstead, *History of the Persian Empire* (Chicago: University of Chicago Press, 1948), 50.

<sup>129</sup> Joseph Needham, *Science and Civilization in China v. 4, p 3* (Taipei: Caves Books, 1986), 307.

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>130</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>131</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>132</sup> From the beginning, Americans accepted waterways as the best method of traveling, or for moving goods from one place to another.<sup>133</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 Alleghany Rivers.<sup>134</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>135</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 wheelbarrows, these artificial rivers were cut through the most difficult countryside.<sup>136</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>137</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>138</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>139</sup> This is the reason why the economy in Marietta was built on lumber, coal, whiskey, and transportation.<sup>140</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

<sup>130</sup> H. M. J. Klein, Lancaster County Pennsylvania: A History v. iv (New York: Lewis Historical Publishing Company, Inc., 1924), 406.

<sup>131</sup> Biographical Annals of Lancaster County Pennsylvania (Lancaster, PA: J. H. Beers & Company, 1903), 299.

<sup>132</sup> Electa Kane Tritsch, Building Dedham (Dedham, MA: Dedham Historical Society, 1986), 14.

<sup>133</sup> Eric Sloane, Our Vanishing Landscape (New York: Funk & Wagnalls, 1955), 50.

<sup>134</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>135</sup> *Ibid.*, 43.

<sup>136</sup> Sloane, 52.

<sup>137</sup> *Ibid.*, 53.

<sup>138</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>139</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>140</sup> Marietta Sesquicentennial: 1812-1962 Souvenir Booklet (Marietta, PA: n.p.), 15.



River.<sup>141</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>142</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>143</sup> In Marietta, along the Pennsylvania Canal boats were drawn by mules guided along the tow path parallel to Front Street.<sup>144</sup> A double canal boat could handle up to 250 tons of freight with a single mule team on the tow path.<sup>145</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>146</sup> The last log raft to float down the Susquehanna River to Marietta landed on 12 April 1911.<sup>147</sup> Thus in the transition from the nineteenth to the twentieth centuries, 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.*

<sup>141</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>142</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>143</sup> Marietta Sesquicentennial: 1812-1962 Souvenir Booklet (Marietta, PA: n.p.), 14.

<sup>144</sup> Frederic H. Abendschein, Colombia, Marietta, and Wrightsville: Images of America (Charleston, S. C.: 2009), 100.

<sup>145</sup> Shank, 44.

<sup>146</sup> Abendschein, 100.

<sup>147</sup> Ibid.16.

<sup>148</sup> Photo, courtesy of Stephen Bailey, Marietta, Pennsylvania.

*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>149</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 the interests of the Schuylkill Navigation Company. He was also connected with James Mahaffy in the lumber business, and remained therein until 1865.”<sup>150</sup>

**James Mehaffey (1781-1851)**, one of the founders of Irishtown, was a significant lumber merchant in Marietta.<sup>151</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>152</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>153</sup>

**Captain Judge Jacob Grosh** (1776-1860),<sup>154</sup> native son of Marietta, the Grosh family, Mennonites, came from Rommersheim, Germany.<sup>155</sup> **John Valentin Grosch Jr.** (1734-1808), likely came to colonial America before 1765.<sup>156</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>157</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>158</sup> Simon Nagle’s brother was **Thomas Nagle** (1818-?), who married into the Bell family.<sup>159</sup> Simon Nagle was a butcher, politician, and postmaster.

<sup>149</sup> Biographical Annals of Lancaster County, PA, 1903 by J.H. Beers

<sup>150</sup> Ibid.

<sup>151</sup> ”Ancestry.com, “Online Family Trees,” accessed May 19, 2021

<sup>152</sup> Ibid.

<sup>153</sup> Ibid.

<sup>154</sup> Ibid.

<sup>155</sup> Ibid.

<sup>156</sup> Ibid.

<sup>157</sup> Ibid.

<sup>158</sup> Ibid.

<sup>159</sup> Ibid.

*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>160</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>161</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>162</sup>

**Benjamin Franklin Hiestand** (1828-1919), arguably one of Lancaster County's wealthiest men was President of First National Bank of Marietta 1863-1874.<sup>163</sup> The Heistand family traces back to **Johannes Heistand** (1707-1784), who arrived from Germany to colonial Pennsylvania in 1727.<sup>164</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>165</sup> His grandmother was Anna Hershey.<sup>166</sup> **Ludwig (Lewis) Leider (Leader)**, (1754-1851), born in colonial Pennsylvania to German immigrant parents.<sup>167</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>168</sup> The Stibgen family can be traced back to Mennonite **Christian Stibgen**, who arrived in colonial Pennsylvania from Germany sometime in the 1700s.<sup>169</sup> The Stibgen family was headed by **Abraham Kauffman Stibgen** (1797-1853), a carpenter and farmer.<sup>170</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>171</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>172</sup> Charles Franciscus' mother, was Mennonite, **Susan Ann Lutz** (1819-1901).<sup>173</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

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<sup>160</sup> Ibid.

<sup>161</sup> Ibid.

<sup>162</sup> Ibid.

<sup>163</sup> Ibid.

<sup>164</sup> Ibid.

<sup>165</sup> Ibid.

<sup>166</sup> Ibid.

<sup>167</sup> Ibid.

<sup>168</sup> Ibid.

<sup>169</sup> Ibid.

<sup>170</sup> Ibid.

<sup>171</sup> Ibid.

<sup>172</sup> Ibid.

<sup>173</sup> Ibid.

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>174</sup> The Ranck family ancestor, Johan, arrived at this time, and he was a Mennonite – from Manheim, Germany.<sup>175</sup>

**Jacob Bitner** (1758-1848) and his wife, **Veronica “Fanny” Siegrist Bitner** (1763-1853)<sup>176</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 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:**

### Beginnings

In 1807, Jacob Bitner (1758-1848) and his wife, Feronica “Fanny” Siegrist Bitner (1763-1853), purchased a large section of land in Marietta.<sup>177</sup> At the southeasternmost point, they built a two-story frame house that is still standing today.<sup>178</sup> The couple did not stay in Marietta very long. The same year they sold the two-story house to Jacob Ludwig (Ludwick) of the town of Waterford.<sup>179</sup>

### Compass and Square Inn (Stackhouse Inn)

Ludwig owned the building until his death some point prior to 1850.<sup>180</sup> After Jacob Ludwig’s death, a family member, George Ludwig was given ownership of the property.<sup>181</sup> During the time Ludwig’s owned the property, a local retired riverboat captain, James Stackhouse (1769-1851) is believed to have expanded property by adding a two-story frame house and opened the property up as a tavern.<sup>182</sup> While there is no record of Stackhouse owning the property, it is believed he owned and operated the business located on the premises.<sup>183</sup> There is very little record of Jacob Ludwig attached to the property, but it is believed that he lived in the tavern while Stackhouse operated it.<sup>184</sup>

Prior to his involvement with the tavern, James Stackhouse was married to Mary Stackhouse (1762-1812).<sup>185</sup> The couple had six children, with three surviving to adulthood, George B. Stackhouse (1795-1872), Joseph B. Stackhouse (1804-1883), and Sarah Ann Stackhouse (1809-1880). James Stackhouse later married Elizabeth Stackhouse (d. 1866).<sup>186</sup> Following James Stackhouse’s death, Elizabeth Stackhouse continued to operate the Tavern and it was known as the Widow Stackhouse Tavern until 1861.<sup>187</sup>

In 1850, the tavern was sold at public sale by George Ludwick.<sup>188</sup> It is believed that the property was then bought by David Rinehart (1793-1852) who lived in the house next door to the tavern.<sup>189</sup> Rinehart moved to

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<sup>174</sup> Ibid.

<sup>175</sup> Ibid.

<sup>176</sup> Ibid.

<sup>177</sup> Book 14, Page 586.

<sup>178</sup> Ibid.

<sup>179</sup> “Public Sale of Real Estate”

<sup>180</sup> Ibid.

<sup>181</sup> Ibid.

<sup>182</sup> Ibid.

<sup>183</sup> Ibid.

<sup>184</sup> Ibid.

<sup>185</sup> “James Stackhouse,” *Geni*, accessed February 26, 2021, <https://www.geni.com/people/James-Stackhouse/6000000013704544546>

<sup>186</sup> *Mariettian*, October 13, 1866, 3.

<sup>187</sup> Ibid.

<sup>188</sup> “Public Sale of Real Estate”

<sup>189</sup> “History Reposted”

Marietta from Chester County around 1812.<sup>190</sup> He enlisted in Capt. Grosh's company during war of 1812<sup>191</sup>. After serving in the military, Rinehart was extensively engaged in the whiskey, grain, and lumber business<sup>192</sup> He had a couple of warehouses on the riverbank and was the President of the Columbia Bank and Bridge company.<sup>193</sup> He was married to Susanna Haines Rinehart (1802-1876).<sup>194</sup> Less than two years after David Rinehart purchased the property he died and was buried in Marietta Cemetery.<sup>195</sup> Rinehart's son, Edwin J Rinehart (d. May 16, 1860) was given ownership of the property.<sup>196</sup> It is believed the Edwin had little interest in running the business and he only owned the property while Elizabeth Stackhouse continued to own and operate the business. He was married to married to Elizabeth Kline and the couple had two children.<sup>197</sup> Following Kline's death, Edwin married Elizabeth Pugh Rinehart. In 1860, Edwin Rinehart died at the age of thirty-two and he was buried with his father in Marietta Cemetery.<sup>198</sup> Ownership of the property was passed to his two minor sons, Edwin John Rinehart (1854-1916) and Charles Rinehart (1859-1920).<sup>199</sup> The boys were under the guardianship of their stepmother Elizabeth Pugh Rinehart and U.S. Congressman John Howard Pugh (1827-1905), their uncle, who were given ownership of the property.<sup>200</sup>

John Howard Pugh was married to Susan Rinehart Pugh (1832-1910), daughter of David Rinehart.<sup>201</sup> J. Howard was a teacher in Marietta in 1847.<sup>202</sup> He graduated from the University of Pennsylvania School of Medicine in 1852.<sup>203</sup> He was a physician without compensation during Civil War.<sup>204</sup> Pugh was President of the Mechanics National Bank of Burlington for thirty-six years.<sup>205</sup> He served one term as a member of the U.S. House of Representatives representing New Jersey's 2<sup>nd</sup> congressional district from 1877 to 1879.<sup>206</sup> In 1861, William Johnstin ran the tavern.<sup>207</sup>

#### Eagle Hotel

The Pughs leased the tavern to Samuel G. Miller (1820-1898) in 1862. Miller renamed the tavern the "Eagle Hotel".<sup>208</sup>

#### Bielor House

In 1865, the Pugh Rinehart family sold the property to farmer John Bielor (Beilor) (Bieler) (Beiler) (Bealor) (b. 1806) from Epworth Dubuque Co, IA.<sup>209</sup> It is not clear how much of a role Bielor played in the tavern. In 1865, the tavern was named after him as the Bielor House.<sup>210</sup> It is believed that George W. Heckrothe (b. 1817) owned and operated the tavern from 1865 to 1867 or as late as 1869.<sup>211</sup> Heckrothe was an Innkeeper in Marietta

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<sup>190</sup> Ibid.

<sup>191</sup> Ibid.

<sup>192</sup> Ibid.

<sup>193</sup> Ibid.

<sup>194</sup> "David Rinehart," *Find A Grave*, accessed 4 May 2021, <https://www.findagrave.com/memorial/16729236/david-rinehart>.

<sup>195</sup> Ibid.

<sup>196</sup> Book I, Volume 9, Page 336.

<sup>197</sup> Trinity College Bulletin, "Necrology," July 1918, Page 35

<sup>198</sup> "Edwin J. Rinehart," *Find A Grave*, accessed 4 May 2021, <https://www.findagrave.com/memorial/16729252/edwin-john-rinehart>

<sup>199</sup> Book I, Volume 9, Page 336.

<sup>200</sup> Ibid.

<sup>201</sup> "Susan Rinehart Pugh," *Find A Grave*, accessed 4 May 2021, <https://www.findagrave.com/memorial/114376520/susan-pugh>

<sup>202</sup> United States Congress, "Pugh, John Howard," Biographical Directory of the United States Congress, accessed 4 May 2021, <https://bioguide.congress.gov/search/bio/P000563>.

<sup>203</sup> Ibid.

<sup>204</sup> Ibid.

<sup>205</sup> Ibid.

<sup>206</sup> Ibid.

<sup>207</sup> *Weekly Mariettian*, April 6, 1861, 3.

<sup>208</sup> "Eagle Hotel, Front Street, Marietta, PA."

<sup>209</sup> Book I, Volume 9, Page 336.

<sup>210</sup> *Mariettian*, August 6, 1865, 1.

<sup>211</sup> *Mariettian*, January 14, 1865, 3.

and operated the White Swan Hotel.<sup>212</sup> Another assumed proprietor of the White Swan Hotel, J.B. Martia, was proprietor of the tavern in 1867.<sup>213</sup>

### Hauer House

In 1869, John Bielor sold the property to Barbara Hauer (1827-1908) and it was renamed the Hauer House.<sup>214</sup> Hauer was born in Germany.<sup>215</sup> She was married to Christopher Hauer.<sup>216</sup> She died at St. Joseph's Hospital in Lancaster and was buried with her husband in the Marietta Cemetery.<sup>217</sup>

In 1883, William Fletcher was proprietor to the Hauer House.

In 1886, there was a 2 story frame house attached to the Inn on the northwest side. It is not clear when this structure was built or what purpose it served.<sup>218</sup>

### Maulick's Tavern

In 1893, Barbara Hauer sold the property to local brewer, Ernest G Maulick (Maulich) (1858- 1914), who renamed it as Maulick's Tavern.<sup>219</sup> Ernest was the son of Frederick and Margaret Maulick, German immigrants.<sup>220</sup> The Maulick family arrived in Marietta around 1853 and established a brewery and bar.<sup>221</sup> Ernest joined his father in the family business but in 1893, he left to start his own business, Maulick's Tavern.<sup>222</sup> Maulick was quite involved with the community.<sup>223</sup> He ran for town council 1887.<sup>224</sup> He was a member of the Lutheran Church, of the Red Men, Knights of Pythias, Golden Eagle and the Fraternal Order of Eagles.<sup>225</sup> He was a staunch Democrat.<sup>226</sup> He died at Lancaster General Hospital and is buried in the Marietta Cemetery.<sup>227</sup>

In 1896, there was a barber shop located in the back section of the two story frame addition.<sup>228</sup>

In 1898, Ernest Maulick demolished the then newest addition, leaving the two by six bay structure. Later, Maulick built the three-story structure attached to the north side of the building that is still standing.<sup>229</sup> Maulick converted the property into a Tavern and built a bar in the original 1807 section of the front section of the building. He built a wall between the front and back sections of the two story section of the house along the original back of the 1807 section to create separate sections for men and women.<sup>230</sup>

In 1924, Maulick's heirs sold the property to Joseph S. Fritz.<sup>231</sup> In 1925, Joseph sold the property to his brother Walter H. Fritz (1880-1932).<sup>232</sup> Both brothers died of cirrhosis.<sup>233</sup> Following Walter's death, the property was sold to Irving Fritz, their nephew.<sup>234</sup>

The tavern continued to operate as a speakeasy during the prohibition.<sup>235</sup>

### Shank's Tavern

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<sup>212</sup> Ibid.

<sup>213</sup> *Mariettian*, January 26, 1867, 3.

<sup>214</sup> Book W, Volume 9, Page 71

<sup>215</sup> *Intelligencer Journal*, "Mrs. Barbara Hauer," January 28, 1908, 4.

<sup>216</sup> Ibid.

<sup>217</sup> Ibid.

<sup>218</sup> Sanborn Map & Publishing Co. "Marietta, Pennsylvania, September 1886" (Sanborn Map Company: New York), p. 4

<sup>219</sup> Book K, Volume 14, Page 294.

<sup>220</sup> History Reposted"

<sup>221</sup> Ibid.

<sup>222</sup> Ibid.

<sup>223</sup> *Harrisburg Telegraph*, "Hotel Proprietor Dies," November 13, 1914, 4.

<sup>224</sup> Ibid.

<sup>225</sup> Ibid.

<sup>226</sup> Ibid.

<sup>227</sup> Ibid.

<sup>228</sup> Sanborn Map & Publishing Co. "Marietta, Pennsylvania, July 1896" (Sanborn Map Company: New York), p. 3

<sup>229</sup> Sanborn Map & Company "Marietta, Pennsylvania, March 1899 (Sanborn Map Company: New York) p. 6

<sup>230</sup> Ibid.

<sup>231</sup> Book F, Volume 27, Page 43.

<sup>232</sup> Book R, Volume 27, Page 281.

<sup>233</sup> Eric Schubert, Email, March 4, 2021.

<sup>234</sup> Book R, Volume 27, Page 281.

<sup>235</sup> Mike Andrelezyk, "Shank's Tavern In Marietta Celebrates 205 Years," *Lancaster Online*, May 10, 2019.

It is believed that the Shank family took ownership of the business in 1930 and renamed the tavern to “Shank’s Tavern”.<sup>236</sup> Ownership of the property was officially transferred to John L. Shank (1895-1960) and his wife Kathryn M. Shank (1895-1970).<sup>237</sup>

On September 3, 1953, John L. and Kathryn M. sold the property to a single woman, Sara Mann.<sup>238</sup> Mann sold the property back to the Shanks the same day.<sup>239</sup> There is no record of why this was.

In 1960, John L. Shank died, and ownership was left to Kathryn M. Shank.<sup>240</sup> In 1961, J. Robert Shank (1921-1994), son of John L. and Kathryn M., was added to the deed. J. Robert married Kathleen D. “Kitty” Shank (d.2008).<sup>241</sup> The couple had 2 children, John Robert “Bob” Shank (b. 1947) and Jeffrey W. Shank. In 1963, J. Robert and Kitty divorced.<sup>242</sup> Ownership of the property was given to Kitty Shank.<sup>243</sup> Kitty took over the business and lived in the apartment directly over the bar until her death in 2008.<sup>244</sup> In 2008, ownership of the property was transferred to Bob Shank, who is the current owner.<sup>245</sup>

Bob Shank was born and raised at Shanks Tavern.<sup>246</sup> He was in the Navy and was stationed in California.<sup>247</sup> When he got out of the Navy in 1968, he returned home to help his mother with the tavern, but he had no intention of inheriting the business.<sup>248</sup> Bob had many odd jobs around town including working as a car salesman.<sup>249</sup> Bob wanted to move to Hollywood and become an actor.<sup>250</sup> In the 1980s, the Shanks tried to sell the tavern, but they were unable to find any buyers.<sup>251</sup> Bob then realized the amount of history and legacy he was standing on and decided to stay and help his mother with the business, eventually taking over for her.<sup>252</sup>

Bob is married to Wendy Bayle Shank.<sup>253</sup> The couple live in the house next door to Shank’s Tavern in house built by David Rinehart in the 1820s.<sup>254</sup>

After nearly 80 years of the Shank family operating at the tavern, Bob Shank replaced the mosaic inlay on the front steps that had said “Maulick” with his family’s name, “Shank.”<sup>255</sup>

The tavern welcomes anyone who comes in. It is a local hangout spot for doctors, lawyers, and bikers.<sup>256</sup>

The menu has evolved over time and has something to offer anyone who comes in including gluten-free and vegetarian recipes.<sup>257</sup> The eclectic menu features “basic bar foods” along with a variety of soups, including pho, a Vietnamese noodle soup.<sup>258</sup>

In 2020, Bob Shank decided to close the tavern down to comply with Pennsylvania State Governor Tom Wolfe’s COVID-19 restrictions.<sup>259</sup> Bob Shank reopened the tavern Spring 2021.<sup>260</sup>

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<sup>236</sup> Interview with Bob Shank, March 6, 2021.

<sup>237</sup> Book D, Volume 43, Page 523

<sup>238</sup> Book C, Volume 43, Page 212

<sup>239</sup> Ibid., Page 212-213.

<sup>240</sup> Interview with Bob Shank, March 6, 2021.

<sup>241</sup> Book R, Volume 50, Page 46

<sup>242</sup> Interview with Bob Shank, March 6, 2021.

<sup>243</sup> Book G, Volume 53, Page 977

<sup>244</sup> Interview with Bob Shank, March 6, 2021.

<sup>245</sup> Ibid.

<sup>246</sup> Ibid.

<sup>247</sup> Cathy Molitoris, “200 Years of Fun,” June 8, 2014.

<sup>248</sup> Ibid.

<sup>249</sup> Interview with Bob Shank, March 6, 2021.

<sup>250</sup> “200 Years of Fun.”

<sup>251</sup> Ibid.

<sup>252</sup> Ibid.

<sup>253</sup> Interview with Bob Shank, March 6, 2021.

<sup>254</sup> Ibid., “History Reposted”

<sup>255</sup> Ibid.

<sup>256</sup> “200 Years of Fun.”

<sup>257</sup> Ibid.

<sup>258</sup> Ibid.

<sup>259</sup> Interview with Bob Shank, May 7, 2021.

<sup>260</sup> Ibid.



## Compass and Square Inn

When James Stackhouse operated the tavern, it was occasionally referred to as the “Compass and Square Inn”.<sup>261</sup> The name Compass and Square has ties to the Freemasonry. The Freemasonry consists of fraternal organizations including the secretive fraternal order of Free and Accepted Masons, the largest worldwide “secret” society.

There is a record of a Masonic Lodge, Amicitia Lodge No. 116, originally located in Elizabethtown, relocating to Marietta in 1814 and was shuttered in 1837.<sup>262</sup> There is no record of where this lodge was located but it is believed to have been located in the now Shank’s Tavern.

There is record of a John Stackhouse (b. 1792-4) from Chipuaug but it is unknown if there is a relation to James Stackhouse.<sup>263</sup>

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<sup>261</sup> *Mariettian*, August 6, 1865, 1.

<sup>262</sup> Minutes of the Right Worshipful Grand Lodge of the Most Ancient and Honorable Fraternity of Free and Accepted Masons of Pennsylvania and Masonic Jurisdiction Thereunto Belonging. V. 1-12: 1779 to 1880, p. 326

<sup>263</sup> Carl Doan, Email, May 1, 2021.





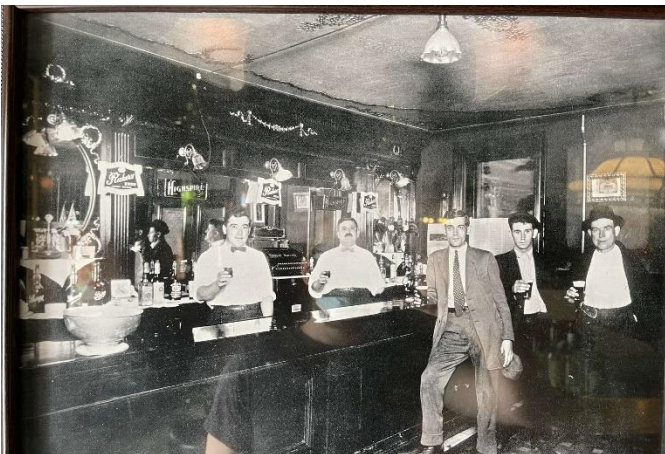
## Appendix: Historical Photos:



*Oldest image, pre 1900*



*Taken between 1936 and 1972*



*Image of Ernest Maulick behind the bar*



*Original Bar*



**Appendix: Current Photos:**



