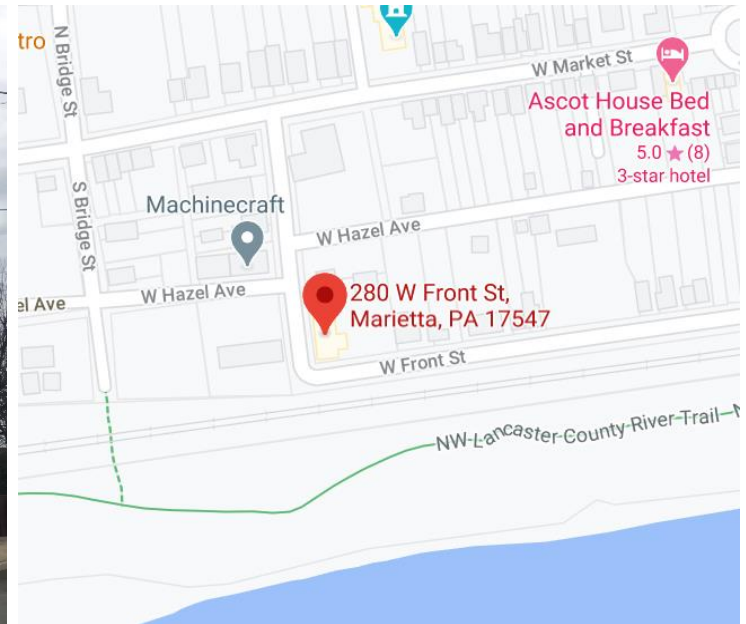


Pennsylvania Canal Hotel and Ferry House – 280 West Front Street, Marietta, Pennsylvania



Abstract:

Constructed in the 1820s this Georgian Style building served the Pennsylvania Canal as hotel, pub, restaurant, and town gathering place. Established by Colonel Christian Keesey & stepson, Dr. Jacob Glatz, they also owned the Accomac Inn & Glatz's Ferry on the York County side of the Susquehanna River. The Pennsylvania Canal Hotel and Ferry House strategically co-opted new opportunities brought to Marietta from traffic on the Mainline Canal. The corner of West Front & Perry Streets is a historically significant location, demarking the border of Waterford, established by James Anderson & Irishtown settled by Colonel James Duffy & James Mehaffey. Colonel Thomas Scott made this property synonymous with the Pennsylvania Railroad. John DeVitry's restoration of the property in the 1960s contributed to local preservation initiatives when this served as a counter cultural gathering place even hosting social activist actress Jane Fonda.

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 canalboats 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 Elizabethton College began offering an Honors research methods course, taught by Jean- Paul called, “Elizabethtown History: Campus and Community.” These courses helped Elizabethtown College secure a Mellon Grant, in 2018, called “Confronting Challenges with Confidence: Humanities for Our World Today.”

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

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

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

In the spring of 2017 the course, “Elizabethtown History: Campus and Community,” involved a partnership with PennDOT. Students engaged in archival and field research to conduct National Historic Preservation Act Section 106 Reviews of local historic properties. Student research findings were published through the digital humanities project: ArcGIS story maps. Students’ reports were used by PennDOT, Elizabethtown Borough, and the federal Department of Transportation regarding historic preservation initiatives and public works projects concerning rebuilding the Market Street Bridge.



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

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

Cappucci presented his scholarship to the Marietta Borough Council meeting on Tuesday 9 July 2019 and to the general public at the former First National Bank on Wednesday 17 July 2019. His presentations entitled: “Putting Historic Marietta on The Map: This Place Matters!” illustrated how the scholarship by the Honors students at Elizabethtown College can bring positive attention to the Marietta Historic District, the Chickies Historic District, and the Northwest Lancaster County River Trail. To this end, Cappucci suggested the Marietta Restoration Associates, Inc. take the lead in launching a historic preservation awareness campaign created by the National Trust for Historic Preservation, called “This Place Matters!”

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

In the summer of 2020, Kyle Cappucci worked, in the remote, on an Elizabethtown College Summer Scholarship, Creative Art and Research Program Project entitled: “This Place Matters! The National Trust for Historic Preservation and Economic Revitalization in Marietta, Pennsylvania.” Through this SCARP project Elizabethtown College partnering with various stakeholders in Marietta, will be launching a This Place Matters campaign for Marietta. This campaign is not just public awareness through photography and social media. It is about telling the stories of why these places hold historical significance. Through This

Place Matters, the National Historic Preservation Trust, encourages and inspires an ongoing dialogue about the importance of place and preservation.

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

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

Jean-Paul Benowitz
Thursday 25 March 2021

Property Details:

“The structure itself remains basically unchanged, the exterior probably existing much as it would originally. While the interior has been somewhat altered, attempts have been made to return the structure to its original condition.”¹ The property is a “three and a half story brick building. The property is nine bays deep and four ways wide. The first-floor façade is three bays wide with a double door occupying the counter bay and flanked by two six – over – six sash windows with exterior paneled shutters. The second and third story façades are four bays wide each having a six – over – six sash window. A two-story open porch runs the width of the façade. The first-floor supports being turned and carved as well as the balustrade, while the second-floor supports are plain columns with carved Ionic capitals.”² “The lower level of the porch has turned posts with pierced brackets. The first-floor porch details appear newer than upper-level details.”³ “The southern and once had a one and half story gable roofed wing which has since been replaced by a one and half story shed, two bays in width and depth. The main section of the structure is three bays deep with a doorway in the rearmost bay on the first floor, the other bays on the first, second, and third floors all contain six over six double hung sash windows. This side door has a paneled recess and a four-light transom. The gable contains a semi-circular attic window. A two-bay wide wing extends east from the main section, the wing is six bays deep. The second and sixth bays contain paneled recessed doorways with four light transoms. Both entrances provide access from a side street.”⁴ “The main structure is topped with double parapeted end chimneys and a tin covered roof while the wing extension has two single chimneys located between the third and fourth and the fifth and sixth bays. This wing has a sloped shed roof and has two four light windows on the third-floor attic level. Each doorway and window in the structure topped by a carved wooden lintel having circular carvings on the ends.”⁵ “There is a brick patio on the east side of the building,

¹ PHMC Cultural Resources Database. “PHMC Historic Sites Survey: Railroad House Hotel” [phmc.state.pa.us https://gis.penndot.gov/CRGISAttachments/SiteResource/H082207_82112_D.pdf](https://gis.penndot.gov/CRGISAttachments/SiteResource/H082207_82112_D.pdf) (accessed February 22, 2021).

² Ibid.

³ Ibid.

⁴ Ibid.

⁵ Ibid.

a gazebo in the yard and some one-story frame buildings in the rear.”⁶ “However, the only difference between earlier and present appearance is the existence of shutters on all windows and a porch of similar but larger proportions with the plain pillars resting on the sidewalk. A frame structure (mentioned as a missing addition under present appearance) extends from the right side of the building.”⁷ The total square footage of the main structure of the property is approximately nine thousand eighty-three square feet, totaling just over two-tenths of an acre. There is also a detached concrete block garage which was built in 1969. The concrete garage totals approximately two-hundred eighty-eight square feet.⁸

Deed Search:

There is no factual evidence in terms of deeds for the original land that this property was built on. Although, there is a deed in the Lancaster County, Pennsylvania Unrecorded Deed Index that lists Jacob Glatz as the Grantee on a parcel of land in Marietta from Joseph Keesey, Grantor, on June 22nd, 1829.⁹ The first deed references for the property begin in 1850, when the property was transferred from Jacobs Glatz to Colonel James Duffy (19 April 1850 – 29 March 1886)¹⁰, James Mehaffey and Simon Nagle (4 January 1861 - 29 March 1886)¹¹, Bernard “B.J.” McGraun (29 March 1886 – 15 November 1895)¹², Frances Scott and Francis Deott (15 November 1895 – 28 May 1904)¹³, Frank Reiker (28 May 1904 – 5 August 1912)¹⁴, W.U. Hensel (5 August 1912 – 4 December 1913)¹⁵, Lancaster Security Real Estate Company (4 December 1913 – 30 October 1944)¹⁶, Anna and Clayton Bell (30 October 1944 – 16 September 1967)¹⁷, John J. deVitry and Frank M. Westenhoefer (16 September 1967 – 10 May 1971)¹⁸, Marlin McConnell (16 September 1967 – 2 May 1989)¹⁹, Richard K. Chambers Jr. and Helen E. Chambers (2 May 1989 – 23 June 1997)²⁰, Richard K. Chambers III and Donna Maire Chambers (23 June 1997 – 13 October 2005)²¹, Raphael Aguon (13 October 2005 – 6 August 2008)²², Thomas Scott Properties, LLC (6 August 2008 – 20 June 2020)²³, Front Street Properties, LLC (20 June 2020 – Present)²⁴.

Architectural Style:

“The Georgian style, identified by its symmetrical composition and formal, classical details, was the most prevalent style in the English colonies throughout the 18th century. It was the first architect-inspired style in America, a distinct departure from the more utilitarian, earlier buildings that followed prevailing folk traditions.”²⁵ Georgian is among the most long-lived styles of American building forms, still popular for new townhouses or suburban homes into the twenty-first century. Named after King George III (1738-1820) of England, the style

⁶ PHMC Cultural Resources Database. “Marietta Historic District” phmc.state.pa.us

https://gis.penndot.gov/CRGISAttachments/SiteResource/H001075_02H.pdf (accessed February 22, 2021)

⁷ PHMC Cultural Resources Database. “PHMC Historic Sites Survey: Railroad House Hotel” phmc.state.pa.us

https://gis.penndot.gov/CRGISAttachments/SiteResource/H082207_82112_D.pdf (accessed February 22, 2021).

⁸ Lancaster County Property Tax Inquiry. “280 W FRONT ST” Lancasterpa.devnetwedge.com.

<http://lancasterpa.devnetwedge.com/parcel/view/4206557400000/2021> (Accessed February 22, 2021).

⁹ Unrecorded-Deed-Index-Grantee (lancaster.pa.us)

¹⁰ Lancaster County Recorder of Deeds, Search Online Records, Infodex, Book G, Volume 17, Page 257, accessed 12 April, 2021 <https://www.searchiqs.com/palan/InfodexMainMP.aspx>

¹¹ Book E, Volume 9, Page 267.

¹² Book S, Volume 12, Page 245.

¹³ Book A, Volume 15, Page 238.

¹⁴ Book N, Volume 17, Page 416.

¹⁵ Book S, Volume 21, Page 81.

¹⁶ Book S, Volume 21, Page 91.

¹⁷ Book Y, Volume 36, Page 568

¹⁸ Book D, Volume 57, Page 448

¹⁹ Book B, Volume 61, Page 362.

²⁰ Book X, Volume 63, Page 959.

²¹ Instrument Number 5378124.

²² Instrument Number 5477133.

²³ Instrument Number 5726636.

²⁴ Instrument Number 6525291.

²⁵ Pennsylvania Historical & Museum Commission. “Georgian Style 1700 - 1800” Phmc.state.pa.us.

<http://www.phmc.state.pa.us/portal/communities/architecture/styles/georgian.html> (accessed May 6, 2021).

was inspired primarily by two early high-style examples in colonial America: namely, the Wren Building, 1695, at the College of William and Mary; and the Virginia Governor's Palace in Williamsburg, VA. The style reflected the order and symmetry of Renaissance ideals, made popular by architect Sir Christopher Wren (1632-1723) in England after 1650. In the English colonies, style was beginning to matter by the late 1600s and the general level of prosperity was increasing. These factors led to the wide-scale adoption of the Georgian style from Maine to Georgia. Curiously, Pennsylvanians continued building Georgian row houses until the Civil War, while New Englanders had abandoned Georgian style mostly by 1800.²⁶ "A typical Georgian house in Pennsylvania is a stone or brick two-story building with a side-gabled roof and a symmetrical arrangement of windows and doors on the front façade. Usually 5 bays (or openings) across with a center door, the style also commonly features a pedimented or crowned front entrance with flanking pilasters. Other commonly seen details are multi-paned sliding sash windows, often in a 6 light over 6 light patterns, a dentiled cornice, and decorative quoins at the corners of the building."²⁷ While the Federal style "is really a refinement of the Georgian style, which was popular in the years preceding the Federal style. Like the Georgian style, the Federal style is designed around center hall floor plan, or side hall for narrow row houses. The Federal style has many of the same elements of the Georgian style - symmetry, classical details and a side gabled roof - yet it is different in its ornamentation and sophistication."²⁸ "The structure itself remains basically unchanged, the exterior probably existing much as it would originally."²⁹ The property is a three and a half story brick building. The brick work of the entirety of the building is example of Flemish bonds. Flemish bonds are an alternating pattern of headers (short side) and stretchers (long side), and appears as a pattern on the diagonal. "The property is nine bays deep and four bays wide. The first-floor façade is three bays wide with a double door occupying the counter bay and flanked by two six – over – six sash windows with exterior paneled shutters. The second and third story façades are four bays wide each having a six – over – six sash windows."³⁰ "Wooden lintels with corner rosettes span the opening of all the exterior windows of the structure. A two-story open Victorian-style porch runs the width of the façade."³¹ During the 1800s, these were often added to houses of an earlier period to "modernize" the appearance of a building, the Railroad House is a great example. Originally, "the first-floor supports being turned and carved as well as the balustrade, while the second-floor supports are plain columns with carved Ionic capitals."³² Current co-owner of the property, Freddy States, shared with us that the current hollow columns and their Ionic capitals were crafted and modeled from one of the originals that was salvaged despite significant water damage. The balustrade that appears on the second story was also not original to the porch designed to complement those supports that were restored on the first floor. "The lower level of the porch has turned posts with pierced brackets. The first-floor porch details appear newer than upper-level details."³³ "The southern and once had a one and half story gable roofed wing which has since been replaced by a one and half story shed, two bays in width and depth. The main section of the structure is three bays deep with a doorway in the rearmost bay on the first floor, the other bays on the first, second, and third floors all contain six over six double hung sash windows. This side door has a paneled recess and a four-light transom. The gable contains a semi-circular attic window. A two-bay wide wing extends east from the main section, the wing is six bays deep. The second and sixth bays contain paneled recessed doorways with four light transoms. Both entrances provide access from a side street."³⁴ "The main structure is topped with double parapeted end chimneys and a tin covered roof while the wing extension has two single chimneys located between the third and fourth and the fifth and sixth bays. This wing has a sloped shed roof and has two four light windows on the third-floor attic level. Each doorway and window in the structure topped by a carved wooden lintel having rosette carvings on the ends."³⁵ "There is a brick patio on the east side of the building,

²⁶ Architectural Styles of America and Europe <https://architecturestyles.org/georgian-1700-1850/> (accessed June 2, 2021)

²⁷ Ibid.

²⁸ Pennsylvania Historical & Museum Commission. "Federal Style 1780 - 1820" phmc.state.pa.us.

<http://www.phmc.state.pa.us/portal/communities/architecture/styles/federal.html> (accessed May 6, 2021).

²⁹ PHMC Cultural Resources Database. "Railroad House Inn" phmc.state.pa.us (accessed May 6, 2021).

³⁰ PHMC Cultural Resources Database. "Railroad House Inn" phmc.state.pa.us (accessed May 6, 2021).

³¹ Ibid.

³² Ibid.

³³ Ibid.

³⁴ Ibid.

³⁵ Ibid.

a gazebo in the yard and some one-story frame buildings in the rear.”³⁶ “However, the only difference between earlier and present appearance is the existence of shutters on all windows and a porch of similar but larger proportions with the plain pillars resting on the sidewalk. A frame structure (mentioned as a missing addition under present appearance) extends from the right side of the building.”³⁷ As for other elements, there are 8 panel exterior doors which renters have access to exit the building while the restaurant is closed. A roof scar remains from “a frame structure (mentioned as a missing addition under present appearance) extends from the right side of the building.”³⁸ Meanwhile, the interior of the structure contains over a dozen fireplaces, many of them being original, with restored mantels.

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.³⁹

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.⁴⁰

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.⁴¹

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).⁴²

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.”⁴³

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.⁴⁴

³⁶ Ibid.

³⁷ Ibid.

³⁸ Ibid.

³⁹ Jean-Paul Benowitz, *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).

⁴⁰ Ibid.

⁴¹ Ibid.

⁴² Ibid.

⁴³ Ibid.

⁴⁴ Ibid.

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.⁴⁵

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.⁴⁶

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.⁴⁷

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.⁴⁸

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.⁴⁹

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).⁵⁰

Between 1775-1783 Marietta played an important role in the American Revolution manufacturing iron and lumber, producing agricultural goods, distilling whiskey, and ferry transportation between Lancaster and York Counties over the Susquehanna River. The capitol of Continental Congress was in Lancaster City on 22 September 1777. Lancaster City was the capitol of Pennsylvania from 1799-1812. York City was the capitol of the Continental Congress from 1777-1778. The Articles of Confederation were drafted and adopted in York thus the establishing the first constituting and government for the United States of America. In 1789 Quaker leader Samuel Wright renamed Wright's Ferry as Columbia and petitioned the new U. S. Congress to make this the location of the U. S. Capitol.⁵¹

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

⁴⁵ Ibid.

⁴⁶ Ibid.

⁴⁷ Marietta Sesquicentennial Souvenir Booklet (Marietta, PA: August 4, 1962).

⁴⁸ Ibid.

⁴⁹ Ibid.

⁵⁰ Ibid.

⁵¹ 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).

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.⁵²

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.⁵³

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).⁵⁴

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.⁵⁵

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.⁵⁶

The Economic Panic of 1819 was the first major peacetime financial crisis in the U. S. following the collapse of the economy in the transition from a colonial commercial status with Europe toward an independent economy. The downturn was driven by global market adjustments in the aftermath of the Napoleonic Wars, its severity was compounded by excessive speculation in public lands. The Pennsylvania legislature did not build a bridge between Marietta and York. James Anderson lost most of his money building the Columbia Pike.⁵⁷

Between 1826-1840 construction of the Pennsylvania Canal system to connect Philadelphia (1682) to Pittsburgh (1669) commenced. The Pennsylvania Railroad (1846) eventually purchased the Pennsylvania Canal from the Commonwealth of Pennsylvania.⁵⁸

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.

⁵² Marietta Sesquicentennial Souvenir Booklet (Marietta, PA: August 4, 1962).

⁵³ Ibid.

⁵⁴ Ibid.

⁵⁵ Ibid.

⁵⁶ Ibid.

⁵⁷ Revolv. "Panic of 1819" revolv.com <https://www.revolv.com/page/Panic-of-1819> (accessed May 21, 2019).

⁵⁸ Pennsylvania Historical & Museum Commission. "Pennsylvania Canals- 1846" phmc.state.pa.us www.phmc.state.pa.us/portal/communities/documents/1776-1865/pennsylvania-canals.html (accessed May 21, 2019).

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 1934.⁵⁹

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 Railroad 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.⁶⁰

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.⁶¹

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.⁶²

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

In 1889 Donegal Mutual Insurance Company, formerly Donegal and Conoy Mutual Fire Insurance Company, established on West Market Street in Marietta. During 1960-1961 Donegal built their national headquarters in Colonial Revival style campus on River Road Pennsylvania Route 441 (PA 441).⁶³

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.⁶⁴

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

⁵⁹ Rivertownes. "The Furnaces of Rivertownes" [rivertownes.org http://www.rivertownes.org/Features/Furnaces/Marietta.htm](http://www.rivertownes.org/Features/Furnaces/Marietta.htm) (accessed May 21, 2019).

⁶⁰ Marietta Sesquicentennial Souvenir Booklet (Marietta, PA: August 4, 1962).

⁶¹ Ibid.

⁶² Ibid.

⁶³ John C Landis, Candlelight Tours of Marietta 1966 to 2015 (Landisville, PA: Yurchak Printing, Inc, 2015).

⁶⁴ Marietta Sesquicentennial Souvenir Booklet, (Marietta, PA: August 4, 1962).

along the Susquehanna River. The primary mission was to receive and store Quartermaster, Ordnance, Medical, Engineer, and Signal Corps supplies until east coast ports were in a position to receive and ship materials overseas.⁶⁵

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.⁶⁶

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.⁶⁷

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.⁶⁸

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.⁶⁹

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.⁷⁰

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.⁷¹

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 today⁷²

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:

⁶⁵ Ibid.

⁶⁶ Ibid.

⁶⁷ Ibid.

⁶⁸ Ibid.

⁶⁹ American Oil & Gas Historical Society. Big Inch Pipelines of WWII” aoghs.org <https://aoghs.org/petroleum-in-war/oil-pipelines/> (accessed May 23, 2019).

⁷⁰ Wardlow, Chester, Center of Military History. “The Transportation Corps: Responsibilities, Organization, and Operations” historyhttps://history.army.mil/html/books/010/10-19/CMH_Pub_10-19.pdf (accessed May 23, 2019).

⁷¹ USALCO, “About Us” [usalco.com https://www.usalco.com/company/history/](https://www.usalco.com/company/history/) (accessed May 23, 2019).

⁷² New Jersey Shell Casting Corporation. “Our History” [njshell.com http://njshell.com/history.htm](http://njshell.com/history.htm) (accessed May 29, 2019).

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).⁷³

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.⁷⁴ 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.⁷⁵

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.⁷⁶

In 1981, Rich Kushner opened Swedish Motors at 7 North Decatur Street, advertising that his employees had a unique knowledge of Swedish cars and foreign parts. His niche was more than enough to preoccupy his technicians, some of whom have been with Rich since their service doors opened. Today, Swedish Motors offers the same reliable auto service while also selling and restoring preowned and vintage vehicles.⁷⁷

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.⁷⁸

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, homeowners, and agricultural operations.⁷⁹

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

⁷³ 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).

⁷⁴ Wikipedia. “Superfund” [Wikipedia.org https://en.wikipedia.org/wiki/Superfund](https://en.wikipedia.org/wiki/Superfund) (accessed May 23, 2019).

⁷⁵ 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).

⁷⁶ LEPCO. “About Us” [lepcos.com http://lepcos.com/about-us/](http://lepcos.com/about-us/) (accessed June 13, 2019)

⁷⁷ Swedish Motors. “About Us” [swedishmotors.com http://www.swedishmotors.com/about-swedish-motors](http://www.swedishmotors.com/about-swedish-motors) (accessed May 29, 2019).

⁷⁸ Jagtrux. “Our Story” [jagtrux.com http://jagtrux.com/dotnetnuke/AboutUs/OurStory.aspx](http://jagtrux.com/dotnetnuke/AboutUs/OurStory.aspx) (accessed May 23, 2019).

⁷⁹ 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).

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.⁸⁰

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.⁸¹

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.⁸²

Lancaster Recumbent opened in December 2014, and today, the shop has over 75 different types of recumbent cycles – and continues to grow. The shop moved to a new location at 103 West Market Street in March 2018 – a larger space (for more cycles) located a block and a half off the Northwest Lancaster County River Trail in Marietta, PA. Lancaster Recumbent offers rides for all of life's cycles, new and used semi-recumbent and recumbent cycles, offers personal customizations and adaptations to meet your specific needs. Lastly, they offer repairs and maintenance for practically anything with wheels – from recumbent to traditional upright cycles, from strollers to wheelchairs and walkers.⁸³

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.⁸⁴ 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

⁸⁰ Hiltz Propane Systems. "About Us" [hiltzpropanesystems.com https://www.hiltzpropanesystems.com/about-us/](https://www.hiltzpropanesystems.com/about-us/) (accessed June 13, 2019)

⁸¹ Vanguard Modular Building Systems. "Vanguard History" [vanguardmodular.com https://vanguardmodular.com/vanguard-history/](https://vanguardmodular.com/vanguard-history/) (accessed June 13, 2019).

⁸² Hess Auctioneers. "About Us" [hessauctioneers.com https://www.hessauctioneers.com/about-us/](https://www.hessauctioneers.com/about-us/) (accessed May 29, 2019).

⁸³ Lancaster Recumbent. "About Us" [lancasterrecumbent.com https://lancasterrecumbent.com/about-us/](https://lancasterrecumbent.com/about-us/) (accessed May 29, 2019).

⁸⁴ 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).

a game changer for farmers in Pennsylvania, opening new lanes of supply, new markets, and new opportunities in the commonwealth's agricultural economy."⁸⁵

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.⁸⁶ 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.⁸⁷ 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.⁸⁸

When you walk around Marietta and you come across the Duffy-Rottmund House (1863) on Market Street, formerly Irishtown, think about Colonel James Duffy (1818-1888) as a boy, growing up along the Susquehanna River, working on the log rafts as a draftsman until earning the rank of pilot and making a successful career in river transportation.⁸⁹ 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.⁹⁰

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.⁹¹ From the beginning, Americans accepted waterways as the best method of traveling, or for moving goods from one place to another.⁹² Construction on the Pennsylvania Canal started in 1824, it was a system of canals, dams, locks, tow paths, aqueducts, viaducts, tunnels, and bridges facilitating shipment of heavy bulk goods between Philadelphia (1682) and Pittsburgh (1758). The Pennsylvania Canal System developed in response to the growing markets in the Northwest Territory reached by the Ohio River through connecting the Susquehanna, Juniata, Conemaugh, Kiskiminetas, and Allegheny Rivers.⁹³ 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

⁸⁵ 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).

⁸⁶ 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).

⁸⁷ A. T. Olmstead, *History of the Persian Empire* (Chicago: University of Chicago Press, 1948), 50.

⁸⁸ Joseph Needham, *Science and Civilization in China v. 4, p 3* (Taipei: Caves Books, 1986), 307.

⁸⁹ H. M. J. Klein, *Lancaster County Pennsylvania: A History v. iv* (New York: Lewis Historical Publishing Company, Inc., 1924), 406.

⁹⁰ *Biographical Annals of Lancaster County Pennsylvania* (Lancaster, PA: J. H. Beers & Company, 1903), 299.

⁹¹ Electa Kane Tritsch, *Building Dedham* (Dedham, MA: Dedham Historical Society, 1986), 14.

⁹² Eric Sloane, *Our Vanishing Landscape* (New York: Funk & Wagnalls, 1955), 50.

⁹³ 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).

1830, more than 4,000 miles of canals in New York, Pennsylvania, Maryland, Virginia, Ohio, and Indiana were started or planned between 1825 and 1845.⁹⁴

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.⁹⁵ 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.⁹⁶

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.⁹⁷ 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).⁹⁸ This is the reason why the economy in Marietta was built on lumber, coal, whiskey, and transportation.⁹⁹

The origins of the Pennsylvania Canal date back to 1690 when William Penn proposed building a canal connecting Philadelphia with the Susquehanna River. It took 102 years until in 1792, as an initiative of the Washington administration (1789-1797), the Union Canal, was completed in 1828. Running eighty-two miles, the Union Canal connected Middletown (1755) on the Susquehanna River to Reading (1748) on the Schuylkill River.¹⁰⁰ 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 1900.¹⁰¹

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.¹⁰² In Marietta, along the Pennsylvania Canal boats were drawn by mules guided along the tow path parallel to Front Street.¹⁰³ A double canal boat could handle up to 250 tons of freight with a single mule team on the tow path.¹⁰⁴ 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.¹⁰⁵ The last log raft to float down the Susquehanna

⁹⁴ Ibid., 43.

⁹⁵ Sloane, 52.

⁹⁶ Ibid., 53.

⁹⁷ 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).

⁹⁸ 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).

⁹⁹ Marietta Sesquicentennial: 1812-1962 Souvenir Booklet (Marietta, PA: n.p.), 15.

¹⁰⁰ 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).

¹⁰¹ William H. Shank, The Amazing Pennsylvania Canals (York, PA: American Canal & Transportation Center, 1986), 49-51; Matthew Carey, Pennsylvania Canals (Philadelphia: n.p., 1828).

¹⁰² Marietta Sesquicentennial: 1812-1962 Souvenir Booklet (Marietta, PA: n.p.), 14.

¹⁰³ Frederic H. Abendschein, Colombia, Marietta, and Wrightsville: Images of America (Charleston, S. C.: 2009), 100.

¹⁰⁴ Shank, 44.

¹⁰⁵ Abendschein, 100.

River to Marietta landed on 12 April 1911.¹⁰⁶ 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 Context & Property Purpose for 280 W Front Street

“Growth was brisk for a few years but was slowed by the economic crisis or panic of 1817. The economy rebounded when the Pennsylvania Canal was located through the town between the years 1825 and 1832. The canal boats and river rafts loaded with lumber, coal and other commodities kept the town bustling. Local deposits of iron ore and limestone, the raw materials needed for smelting of iron by anthracite coal-fired hot blast furnaces, led to eight furnaces being built in the two miles along the river between Marietta and Columbia.”¹⁰⁸

The Pennsylvania Canal Hotel and Ferry House was built and established by Christian Keesey (1780 – 1842) and his stepson, Dr. Jacob Glatz (1803 – 1845), on Front Street in 1823. Both men were involved in the operation of the Inn and Ferry businesses on the York County side of the Susquehanna River. Originally known as Anderson’s Ferry and what is today referred to as the Accomac Inn. “Ferries conveyed people, wagons, animals, and cargo from the Marietta region in Lancaster County to and from York County”¹⁰⁹ across the river. “The hotel was built to augment their enterprise and take advantage of the new commerce and traffic online the Pennsylvania Mainline Canal through Marietta,”¹¹⁰ which was completed in 1833. The canal trade began to fade with the coming of the railroads about 1850 as the demand for pig iron for rails grew.¹¹¹ Although, “the ferry service saw renewed patronage from 1863-1867 following the burning of the Columbia Bridge by Union militia during the Gettysburg Campaign.”¹¹² “When the Pennsylvania Standard Railroad replaced the canal, the waiting room and ticket office were located in the building until the Marietta Train Station was constructed across the

¹⁰⁶ Ibid.16.

¹⁰⁷ Photo, courtesy of Stephen Bailey, Marietta, Pennsylvania.

¹⁰⁸ Borough of Marietta. “Heritage Plan” <https://boroughofmarietta.com/> <https://boroughofmarietta.com/heritage-plan/> (accessed May 24th, 2021).

¹⁰⁹ York Blog. “The Historic Old Accomac Inn was Glatz Ferry during the Civil War” <https://yorkblog.com/> <https://yorkblog.com/cannonball/the-historic-old-accomac-inn-was-glatzs-ferry-during-the-civil-war/> (accessed May 24, 2021).

¹¹⁰ Landis, John C., *Candlelight Tours of Marietta 1966 to 2015* (Landisville, PA: Yurchak Printing, Inc, 2015)

¹¹¹ Borough of Marietta. “Heritage Plan” https://boroughofmarietta.com <https://boroughofmarietta.com/category/natural-and-historical-resources/> (accessed May 24, 2021).

¹¹² York Blog. “The Historic Old Accomac Inn was Glatz Ferry during the Civil War” <https://yorkblog.com/> <https://yorkblog.com/cannonball/the-historic-old-accomac-inn-was-glatzs-ferry-during-the-civil-war/> (accessed May 24th, 2021).

street from the Railroad House in 1869. The old train station is now part of the Railroad House property and awaits restoration.”¹¹³

Christian Keesey was born in 1780 to Philip Keesey (1736 – 1811) and Ann Keesey. Christian’s father, Philip, “built one of the oldest houses in Marietta in 1806 at 232 East Market Street.”¹¹⁴ Christian Keesey married Amelia Cossart (1777 – Ukwn.), who had previously been married to George Glatz (1774 – 1806). Prior to his extensive days along the Canal and the Hotel with his stepson, Keesey served as a Colonel in the Pennsylvania State Militia. As a community leader, Keesey was named as one of several commissioners by the Pennsylvania General Assembly on an act “to incorporate a company for erecting a bridge over the river Susquehanna, near the borough of Marietta, Lancaster County”¹¹⁵ in February 1814. “Christian Keesey became a well-known tavern keeper during the early years of the borough.”¹¹⁶ Keesey was a prominent and well-respected figure in the local community. In addition to running the Hotel and Ferry businesses, he was a Mason and apart of the Masonic Lodge No. 116 in Marietta. He also served as a Lay Deputy of Zion Episcopal Church. Christian Keesey died in 1842.

Jacob Glatz was born in 1803 to George Glatz and Amelia Cossart. Glatz “was a student of Dr, Richard E. Cochran and graduate of the University of Pennsylvania in 1826.”¹¹⁷ “Dr. Glatz moved to Marietta in 1827 and engaged in the drug business as well as his medical practice.”¹¹⁸ It is believed that Glatz’s Drug Store was across from 53 Market Street according to various advertisements. He married Susan Hiestand (1802 – 1883). The couple had four children, Keesey Glatz, “who died in California,”¹¹⁹ Thomas Burd Glatz (1828 – Ukwn.), “who died young,”¹²⁰ Abraham Hiestand Glatz (1835 – 1894), “who was a member of the State Senate and Adjutant-General of our Pennsylvania state militia,”¹²¹ Margaret Haldeman Glatz (1835 - 1921), “wife of D. Wagner Barnitz, and later the wife of Colonel Matthews of Baltimore.”¹²² While residing in Marietta, Glatz was a very prominent businessman in the Borough during the early 1830s and the 1840s. On top of his commitments with the Ferry, the Hotel, and his drug store, Glatz “served twice as Marietta Postmaster,”¹²³ under Jackson and then Van Buren. Glatz was also an inaugural member of the Lancaster City and County Medical Society. Due to their medical expertise, in 1833, Dr. Glatz and Dr. William S. Maxwell were at different periods appointed Surgeons of the Union Battalion of Donegal, but [there is] no recollection that either of them ever served or appeared on the parade. In the 1840s, “Dr. Jacob Glatz purchased the ferry company and surrounding property.”¹²⁴ Dr. Jacob Glatz died at the age of 42 in 1845. “Mr. John Jay Libhart (1806 – 1833) upon the death of Dr. Glatz, of Marietta, was appointed postmaster, and held this position for two years. He also succeeded Dr. Glatz in the drug business by purchasing his store and continued in this business until his death.”¹²⁵ “In the late 1850s, entrepreneur John Noel leased the operation of Glatz’s Ferry. He expanded the attractions by turning the sawmill

¹¹³ Flickr. “Railroad House: A Marietta Front Street House in the Historical District” https://flickr.com/photos/road_less_trvled/1300730918 (accessed May 24, 2021).

¹¹⁴ Marietta Restoration Associates. “2013 Pictorial Review: Philip Kiesy Homestead” <http://mariettarestoration.org/http://www.mariettarestoration.org/2013-pictorial-review.html> (accessed May 24, 2021).

¹¹⁵ USGW Archives. “History: 1814: Genealogical Data contained in the Statutes at Large, Commonwealth of PA” <http://www.usgwarchives.net/pa/http://files.usgwarchives.net/pa/1pa/xmisc/1814laws.txt> (accessed May 24, 2021).

¹¹⁶ Marietta Restoration Associates. “2013 Pictorial Review: Philip Kiesy Homestead” <http://mariettarestoration.org/http://www.mariettarestoration.org/2013-pictorial-review.html> (accessed May 24, 2021).

¹¹⁷ Lancaster Medical Heritage Museum. “Medicine and Medical Men: Chapter XXII – History of Medicine Men in Lancaster County” <https://lancastermedicalheritagemuseum.org> <https://lancastermedicalheritagemuseum.org/wp-content/uploads/2018/10/Ellis-and-Evans-Updated-Scan-1.pdf> (accessed May 24, 2021).

¹¹⁸ Marietta Restoration Associates. “2012 Pictorial Review: Kendig-Glatz House” <http://mariettarestoration.org/http://www.mariettarestoration.org/2012-pictorial-review.html> (accessed May 24, 2021).

¹¹⁹ George Reeser Prowell. History of York County, Pennsylvania: Biographical – Volume II (Chicago: JB Beers & Co, 2007), 63.

¹²⁰ Ibid.

¹²¹ Ibid.

¹²² Ibid.

¹²³ Marietta Restoration Associates. “2012 Pictorial Review: Kendig-Glatz House” <http://mariettarestoration.org/http://www.mariettarestoration.org/2012-pictorial-review.html> (accessed May 24, 2021).

¹²⁴ York Blog. “The Historic Old Accomac Inn was Glatz Ferry during the Civil War” <https://yorkblog.com/https://yorkblog.com/cannonball/the-historic-old-accomac-inn-was-glatzs-ferry-during-the-civil-war/> (accessed May 24, 2021).

¹²⁵ Lancaster County Historical Society. Historical Papers and Addresses of the Lancaster County Historical Society: Volume XVI. (Lancaster, PA: 1912), 245.

into a pavilion which he rented for picnics, weddings, and other social gatherings.”¹²⁶ “The Weekly Mariettian of February 9, 1861, was among the many issues of that newspaper to run Noel’s ads, which had not changed substantially since he took over the old Keesey’s Ferry service two years previously.”

Colonel James Duffy was born in Marietta in 1818 to James Duffy (? – 1836) and Catherine Sheriden (? – 1820). The younger James was one of twelve children. “After attending the local schools, young Duffy became a boatman on the canal.”¹²⁷ It was said, “as soon as he was old enough, he engaged in rafting on the Susquehanna River. He was promoted to steersmen and later to pilot,”¹²⁸ continuing his work along the Canal until 1846. In 1848, Duffy became head of a boating firm [Schuylkill Navigation Company] that transported coal from Pottsville to New York.¹²⁹ In 1850, Duffy built his large, elegant Mansion and made it the center of his numerous commercial and agricultural interests. His mansion is a fine example of a large Victorian Mansion with Italianate features. Also, in 1850, he purchased the Canal Hotel and Ferry House from Glatz and Keesey. The same year, he joined a land development and “lumber business in Marietta in partnership with James Mehaffey,”¹³⁰ remaining involved until 1865. After the Civil War, “in 1861, he became engaged in the transportation for Government supplies to the forts in New Mexico and the West, including Salt Lake, an enterprise involving many millions of dollars a year and the labor of thirty thousand oxen.”¹³¹ “Col. James Duffy was married Sept. 8, 1863, to Martha Park, daughter of John Park, of Marietta, and to them were born the following named children: Josephine, who is now deceased; Catherine, deceased; James; Donald Cameron; Thomas Bayard, deceased; John Park, deceased; Martha Park; John Park (2), also deceased; and one who died in infancy.”¹³² “After his marriage, he entered two other businesses: the Marietta Hollowware and Enamelling Company (1877) and growing tobacco. He was the largest tobacco grower in the entire state of Pennsylvania. Duffy owned one of the most fertile pieces of land for growing, a long island in the Susquehanna, south of Middletown, which came to be called Duff’s Island, today known as Three Mile Island. Duffy served “as one of the directors of the Bald Eagle Valley Railway Company and was active in the support of many other enterprises.”¹³³ “Colonel Duffy was involved with numerous other railroads and worked closely with such railroad greats as George Deb. Keim, Pres. Philadelphia & Reading R. R. Co.; George Roberts, Pres. Pennsylvania Railroad and E.P. Wilbur, Pres. Lehigh Valley Railroad.”¹³⁴ “In 1875, Duffy was appointed one of the Commissioners of Fisheries for the State of Pennsylvania and was a chief promoter of fish culture throughout the State.”¹³⁵ “He largely identified with the growth and development of the township and borough of his residence.”¹³⁶ “The Colonel’s public life gained for him a wide acquaintance among the most noted men of his day.”¹³⁷ Duffy’s Mansion became famous as the once “constant gathering place of the nineteenth century’s great Americans, including President U.S. Grant, General W.T. Sherman, Simon and Don Cameron, members of the Supreme Court, senators, generals, ambassadors, governors, railroad and newspaper officials and industrialists, as well as, international figures like Jennie Jerome (mother of Winston Churchill).”¹³⁸ “Although a man of strong convictions, Colonel Duffy was able to embrace the friendship of a widely diversified group of leaders from all sections of the country, thus his influence was felt throughout the nation.”¹³⁹ Duffy died on November 1st, 1888.

¹²⁶ York Blog. “The Historic Old Accomac Inn was Glatz Ferry during the Civil War” <https://yorkblog.com/>

<https://yorkblog.com/cannonball/the-historic-old-accomac-inn-was-glatzs-ferry-during-the-civil-war/> (accessed May 24, 2021).

¹²⁷ PA-Roots.com “Duffy, James., Col.” <http://www.pa-roots.org/data/read.php?31,104386> (accessed May 24, 2021).

¹²⁸ Ibid.

¹²⁹ Ibid.

¹³⁰ Ibid.

¹³¹ Franklin Ellis and Samuel Evans. History of Lancaster County, Pennsylvania with Biographical Sketches of many of its Pioneers and Prominent Men (Lancaster: Everts & Peck, 1883), 643.

¹³² Ibid

¹³³ Ibid.

¹³⁴ Ibid.

¹³⁵ Ibid.

¹³⁶ Ibid.

¹³⁷ Biographical Annals of Lancaster County Pennsylvania Volume 1

¹³⁸ Ibid.

¹³⁹ Ibid.

Colonel Thomas A. Scott was born in 1823 to Thomas Scott (1778-1834) and Rebecca (Douglas) Scott (1789-1877) in Franklin County. Scott was the seventh of eleven children. “Scott's father ran a tavern, Tom Scott's Tavern, which was located in Franklin County on a turnpike between Philadelphia and Pittsburgh. It served as a stop for stagecoaches. Scott's father also ran a stage line.”¹⁴⁰ “Work was an important component of Scott's life from an early age. While receiving some education in country schools during the winter, he worked on the farm during the rest of the year. His father died when Scott was rather young. His first jobs were working in general stores, in locales such as Waynesboro and Bridgeport, when he lived with different siblings. Among Scott's positions was handyman. Though his education was limited, Scott became well-read because he continually educated himself through books.”¹⁴¹ “In about 1840, Scott took a position as a clerk in a state office in Columbia, Pennsylvania. It was run by his brother-in-law, Major James Patton, and collected tolls on roads and canals. He spent about six years there through 1847. Scott then spent about three years as chief clerk of the Philadelphia toll collector. Scott also spent a year working for Leech and Company, a transporting firm. During this time in his professional life, Scott gained much experience in business practices that would help him in his career in railroads.”¹⁴² “In 1850, Scott was hired by the Pennsylvania Railroad as a station agent in Duncansville. It was a fortuitous time to enter the railroad business. Railways were expanding throughout the country, and many new lines were being built. Those with solid decision-making ability, like Scott, could move quickly up the company ladder because of the need for numerous managers. Scott himself was promoted regularly throughout the 1850s.”¹⁴³ “Scott was elevated to the position of general superintendent of the mountain district of Altoona, headquartered at Duncansville, in 1852. He was named the general agent at the Pennsylvania Railroad's Pittsburgh office in 1853. By 1855, Scott was promoted to third assistant superintendent and was based in Pittsburgh for the company's western division. Among Scott's employees was Andrew Carnegie, whom Scott came to mentor after hiring him as his personal telegraph operator and later his assistant. Scott taught him much about railroads and business methods, and Carnegie went on to become one of America's leading businessmen in the late nineteenth century.”¹⁴⁴ “By the second half of the 1850s, Scott was given the position of general superintendent of the whole of the Pennsylvania Railroad line. In 1859, Scott was again promoted to first vice president in charge of all operations, advising J. Edgar Thompson, the company's president. The company continued to expand, and Scott played a key role in it. Scott's move up the company ladder was temporarily halted, however, by the beginning of the Civil War.”¹⁴⁵ “When the Civil War broke out in the early 1860s, Scott served his country and his company in numerous capacities. One of the first ways was in an advisory role to the newly elected president, Abraham Lincoln, in 1861. He told the president that to avoid potential assassination attempts, Lincoln should not take the published route into Washington. Instead, Scott believed, Lincoln should enter the city on the sly, using the rail. Lincoln took his advice.”¹⁴⁶ “From 1861 to 1862, Scott served as an assistant secretary of war and was in charge of supervising all government railways and transportation lines. Among his duties related to this position, Scott controlled all railways and telegraphs related to the Union government. Scott also organized railroad resources to allow communications between Annapolis and Washington. In addition, Scott initiated a new railway line that ran between Washington and Philadelphia. This allowed the government to transport men and supplies between Harrisburg and Annapolis. But railways were not Scott's only focus. He also organized the use of rivers in the northwest and west for the army.”¹⁴⁷ “Scott was also an officer in the Union Army and served on the staff of Governor Andrew G. Curtin. He advised the general and others on how to use railway in the war. Scott also accomplished a first in modern warfare. In 1863, he organized and oversaw a large-scale movement by rail of an entire army. Scott supervised the movement of 13,000 men, their supplies, and their horses from Nashville to Chattanooga, Tennessee. Scott planned other such troop movements as well. In 1863, Scott also served as the

¹⁴⁰ BiographyYourDictionary. “Thomas Alexander Scott” <https://biography.yourdictionary.com>
<https://biography.yourdictionary.com/thomas-alexander-scott> (accessed May 24, 2021).

¹⁴¹ Ibid.

¹⁴² Ibid.

¹⁴³ Ibid.

¹⁴⁴ Ibid.

¹⁴⁵ Ibid.

¹⁴⁶ Ibid.

¹⁴⁷ Ibid.

assistant quartermaster general for General Hooker's staff. As an unnamed author wrote in the Journal of Commerce, 'Mr. Scott's logistical efforts are credited with keeping the Union Army well supplied and on the move throughout the struggle.'"¹⁴⁸ "In 1870, he was named president of the Pennsylvania Company. This was a newly created subsidiary of the Pennsylvania Railroad which was to consolidate and operate all the company's lines (owned or leased) west of Pittsburgh."¹⁴⁹ "In 1874, the head of the Pennsylvania Railroad, J. Edgar Thompson, died. Upon his death, Scott was named president in his place. When Scott took over, he was in charge of the world's largest railroad that was under one management. Because the Pennsylvania Railroad was already well run and ordered, Scott had the freedom to pursue his ultimate goal: a transcontinental railroad that stretched from the Atlantic Ocean (in Pennsylvania) to the Pacific Ocean (in California) via St. Louis. This railroad was to be called the Texas and Pacific Railroad. Scott was its founder and also served as president while remaining at the helm of the Pennsylvania."¹⁵⁰ "On June 1, 1880, Scott retired from Pennsylvania Railroad. His retirement was prompted by two circumstances. One was his failure to complete his transcontinental railroad, leaving his tenure at the top of his profession incomplete. Scott also had serious health problems. In 1878, Scott suffered a stroke. While he was able to continue working at first, the effects of the stroke began to make working impossible within months." Scott then took over the Railroad Hotel in Marietta and later died on May 21, 1881."¹⁵¹

After these glory days of the Railroad House Inn, there were several other owners who were very successful. The building sat abandoned for over 20 years during the 1940s and 1950s. Well known architect John J. DeVitry and Frank Westenhoefer bought and began restoring the property in 1967. In 1987, Westenhoefer sold the property to Marlin McConnell, who found great success with the business. McConnell restored the property to its former glory. He sold the property to the Chambers family in 1989. After 8 years, the Chambers sold to Raphael Aguon in 1997. Mr. Aguon sold the property to Thomas Scott Properties, LLC in 2008. In the last year, June of 2020, current owners, Freddie States and Joey Bowden acquired the business and property after running the business for several years.

¹⁴⁸ Ibid.

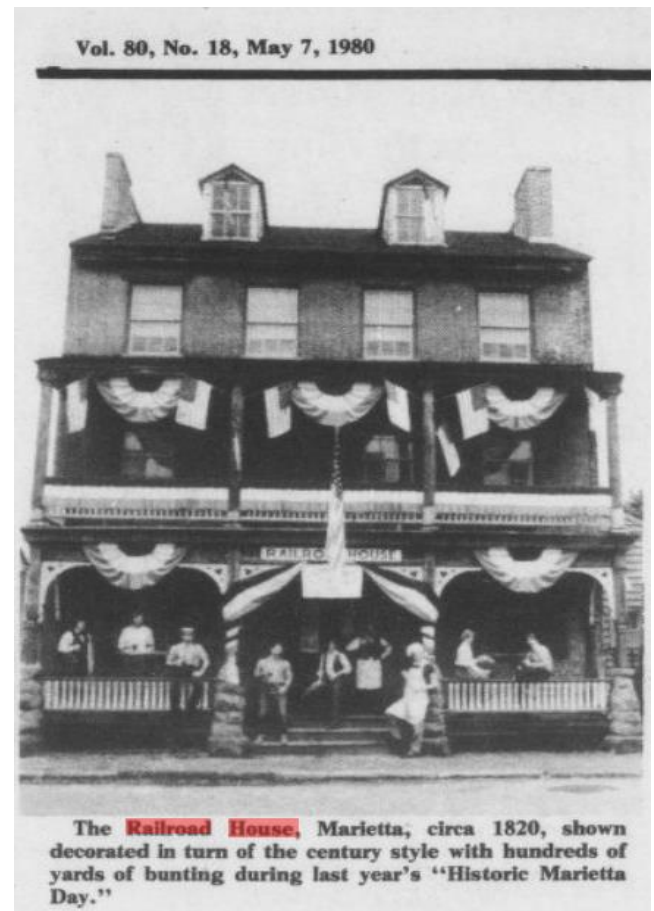
¹⁴⁹ Ibid.

¹⁵⁰ Ibid.

¹⁵¹ Ibid.

Appendix:

Historical Images

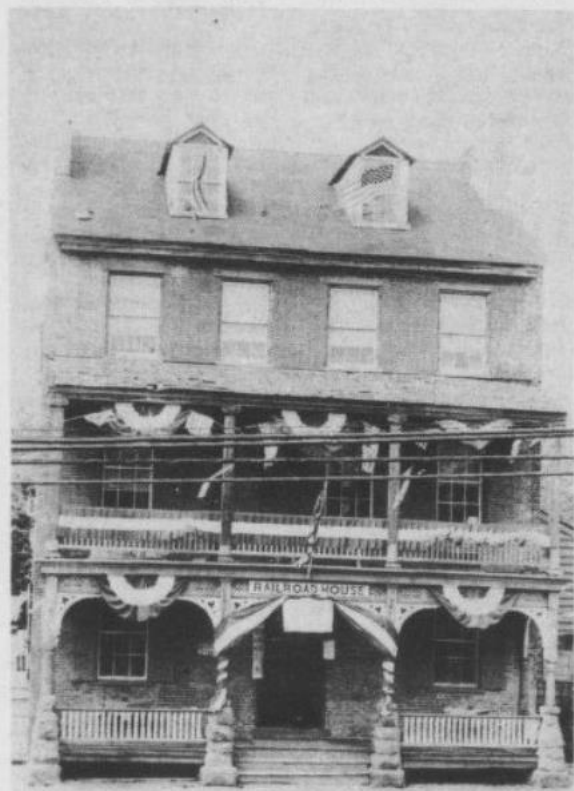


May 23, 1979

Marietta Day

Marietta Day, held last Saturday, was a grand community event that drew many visitors from outside our area. In addition to a walking tour of Marietta's

Historic District and formal dedication ceremonies for a special plaque, with speeches by illustrious people, visitors were able to enjoy Ed Billett's hollow-



The people at the **Railroad House** put a lot of work into decorating their hotel for Marietta Day, as you can see in the photo above.

Farmers First offers prints



The **Railroad House** as done by Davis Gray



the **Railroad House Hotel** Ltd.

DINNER BUFFET
Noon to 3:00 pm

SOUPS & SANDWICHES IN DOWNSTAIRS BAR
Noon to 5:00 pm

West Front & Perry Streets, Marietta
Open Wednesday through Sunday

Open Day of the Tour

Dinner, 6:00 pm to 9:30 pm; Bar, 9:00 to 2:00 am; Sunday lunch, 12:00 to 3:00 pm
A limited changing menu. Reservations—717/426-9811

GOURMET DINING IN A UNIQUE ATMOSPHERE



Marlin McConnell in the old kitchen of the Railroad House

MOTHER'S DAY

A very special holiday dinner for very special Mothers. Make reservations now for a truly delightful Mother's Day.

Serving Noon till 8 P.M.



**RAILROAD HOUSE
HOTEL**

W. Front + Perry Sts.
Maricetta, Pa.

426-9811

Several new businesses opened their doors to the public in 1976



The last regular bluegrass show at the **Railroad House** was held Saturday (photo above). In '77, the regular entertainment will be disco. Bluegrass has not attracted profitable crowds. The **Railroad House**, which has a long history, reopened Oct. 1.

January 31, 1979



Dennis Traub in the kitchen of the Railroad House

January 28, 1976



Ken Fortnay examines stencilling he applied in the Railroad House.



