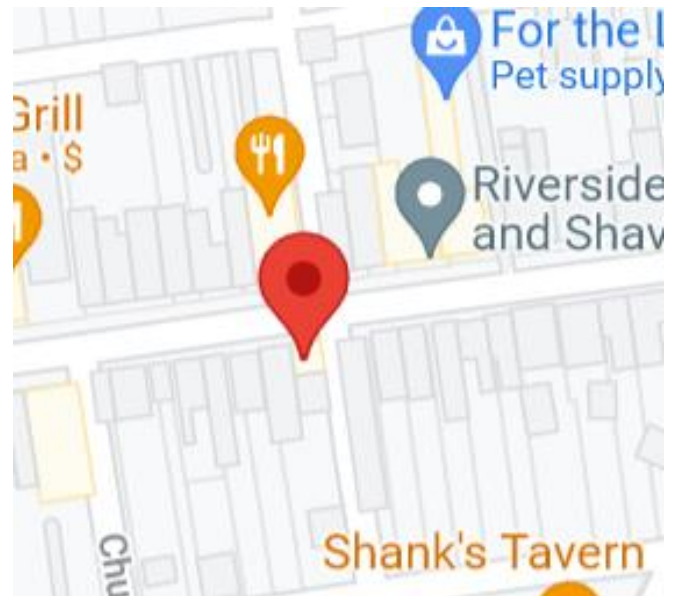


Honors 201 – Public Heritage Studies 201: Elizabethtown History: Campus and Community

## Market Street Marietta, Pennsylvania: 300 Years of Economics Along the Susquehanna River

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### **Roath-Frey Building** **101, 103-105 West Market Street Marietta, Pennsylvania** Corner of West Market & Mulberry Streets



#### **Abstract:**

Constructed in 1842, by John Roath, the original building was razed in 1887, by Samuel F. Frey, who constructed the current building in the Romanesque Revival style. A cabinet maker and mortician Frey established a funeral parlor at this location while having business interests in Marietta Silk Mills, First National Bank of Marietta, real estate ventures, and farming. Samuel Frey's daughter Anna Frey Hunt, wife of Dr. Levi Clarence Hunt, owned the building whilst her brother Samuel L. Frey ran the family funeral business. Samuel Frey was married to Marguerite Schock, daughter of Percy P. Schock, newspaper editor to the Marietta Register. Frey was a member of the Independent Order of Odd Fellows, Improved Order of Red Men, Patriotic Order Sons of America, and the Oshara Masonic Lodge.

## 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, “Market Street Marietta, Pennsylvania: 300 Years of Economics Along the Susquehanna River.”

The major corridor for transportation in every British community is historically called High Street. When William Penn laid out the city of Philadelphia he planned for a High Street in the English tradition. William Penn introduced a new concept to British towns, the establishment of a public market in the town center square.

Philadelphia set the standard for every town planned in Colonial America, a public market situated at the cross roads of High Street and the cross street leading to the nearest river, thus creating a Center Square. In time all High Streets in the United States were re-named Market Street.

As in the case with Philadelphia, every Market Street in America became the most important thoroughfare where business, finance, economics, political power, and culture were established and evolved.

The Center Market Square in Marietta is situated at the intersection of Market and Gay Streets. Market Street runs east and west, parallel to the Susquehanna River, while Gay Street runs north and south leading from the Market Square to the Susquehanna River.

Marietta was created through the incorporation of several neighboring villages: Irishtown, New Haven, Waterford, Moravian Town (Bungletown), and technically Chickies where the iron industry was concentrated. Market Street had many names as it crossed through these hamlets, including United States Street in Irishtown, which was re-named Market Street when it was incorporated into Marietta in 1967.

Market Street in Marietta takes a circuitous route as it is a continuous winding thread linking the “main street” in each village which joined together to make Marietta.

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

transportation systems of the river, canal, and the rail road.

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 2017 Elizabethtown 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.

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 11 January 2022

### Property Details:

The home is located on the corner of Mulberry Street and beside 111 West Market Street. The home is a commercial and residential property, and is currently connected to electricity as well as public gas, water, and sewage systems. The property is a total of ten thousand four hundred fifty-four square feet, with seven thousand six hundred thirty-five square feet being the primary home and business site. An enclosed porch on the left side of the house measures one hundred twenty square feet. A rooftop porch measures one hundred twenty square feet. Section one of the building measures twenty-five by twenty-five square feet and twenty-four by eighty square feet. Section two of the building measures sixteen by six square feet and thirty-six by nineteen square feet.<sup>1</sup> While the tax inquiry indicates that the building was constructed in 1920, there has been a brick structure on the property since at least 1891. Prior to this brick structure the building on the property was laid out in a similar fashion, but constructed with wood, according to the 1886 Marietta Sanborn Fire Maps.<sup>2</sup>

### Deed Search:

The property leads back to John Goodman, who sold the land to John Roath via a sheriff sale (25 Apr. 1842)<sup>3</sup>. John Roath, who owned the property for over thirty years, rented out the building as dwellings and storefronts. He sold the property to Samuel F. Frey for the price of two thousand three hundred dollars (1 Apr. 1887)<sup>4</sup>. Samuel F. Frey and his wife, who used the property as a funeral home. The deed was then transferred to Reverend Clarence L. Hunt and his wife Anna Frey Hunt (2 Feb. 1921)<sup>5</sup>. The deed was next transferred to Samuel L. Frey at the price of one dollar (11 Sept. 1941)<sup>6</sup>. Next, the deed was transferred from Samuel L. Frey's estate to his wife and children at the price of one dollar (20 Mar. 1953)<sup>7</sup>. The deed was then transferred to Clare J. Shimko and Bernard J. Shimko at the price of eight-thousand dollars (13 July 1959)<sup>8</sup>. After the death of Bernard J. Shimko, the deed was transferred from Clare J. Shimko to Clare J. Shimko and Bernard J. Shimko, Jr., at the price of one dollar (7 Dec. 1999)<sup>9</sup>. The property was then transferred from Clare J. Shimko and Bernard J. Shimko, Jr., to Bernard J. Shimko, Jr., at the price of one dollar (18 Oct. 2016)<sup>10</sup>. Finally, the deed was transferred from Bernard J. Shimko, Jr., to Riverbend LLC at the price of forty-one thousand dollars (28 Dec. 2016)<sup>11</sup>.

### Architectural Style:

The building located at 101, 103-105 West Market Street currently stands today in the Romanesque Revival style (1840-1900) of architecture. The Romanesque Revival style is an offshoot of the Victorian style (1850-1910) which was named after Queen Victoria of England.<sup>12</sup> Buildings in the Victorian style borrow elements from many other styles, and many have elements resembling several subsets of the Victorian style, in this case most closely resembling the Romanesque Revival style.

Buildings in the Romanesque Revival style have masonry construction, with brick being the most common. This made the style less popular than wooden frame Victorians but grew with the expanding of the railroad system in America which allowed for materials to be transported nationally at a lower cost.<sup>13</sup> Typical

<sup>1</sup> Lancaster County Property Tax Inquiry," Lancaster, PA. Devnet Wedge, accessed Jan. 2022  
<http://lancasterpa.devnetwedge.com/parcel/view/4200395000000/2021>

<sup>2</sup> Sanborn Map Company. Marietta, Lancaster, Pennsylvania, September 1886. New York: Sanborn Map Company, 1886. "Sanborn Fire Insurance Maps". <[https:// libraries.psu.edu/about/collections/sanborn-fire-insurance-maps](https://libraries.psu.edu/about/collections/sanborn-fire-insurance-maps)> (Accessed April 5, 2022).

<sup>3</sup> Sheriff Deed Book 1, Page 291.

<sup>4</sup> Book Y, Volume 13, Page 235.

<sup>5</sup> Book H, Volume 25, Page 364.

<sup>6</sup> Book H, Volume 38, Page 275.

<sup>7</sup> Book G, Volume 43, Page 519.

<sup>8</sup> Book A, Volume 48, Page 48.

<sup>9</sup> Book 6473, Page 368.

<sup>10</sup> Instrument Number 6295015.

<sup>11</sup> Instrument Number 6308655.

<sup>12</sup> Pennsylvania Historical and Museum Commission, "Late Victorian Period (1850 – 1910) | PHMC > Pennsylvania Architectural Field Guide," [www.phmc.state.pa.us](http://www.phmc.state.pa.us), accessed March 18, 2022,

<http://www.phmc.state.pa.us/portal/communities/architecture/styles/late-victorian.html>

<sup>13</sup> Ibid.

architectural features of the Romanesque Revival style are stone or brick construction, round arches above entrance windows, and a massive appearance.<sup>14</sup>

101, 103-105 West Market Street shows many qualities which fall into the Victorian style, particularly that of a Victorian storefront. The building is composed of brick in the Flemish bond, is three stories high, and six bays across. The windows are arched and on all three floors except for the small, square fourth window on the second floor which was most likely changed during renovations. All of the windows are accented with brick arches except for the third floor which is framed by intricate arched wooden lintels. The storefront is represented by two large floor-length windows with elliptical arches and a floor-length, wooden door complete with dual glass panels and a glass elliptical transom above. Another wooden door separate from the storefront is present and also represents the Victorian arched style.<sup>15</sup> The original wooden cornice separating the second and third floor has been removed, leaving only the cornice above the storefront.

The main proponent of the Romanesque Revival style in America was Henry Hobson Richardson (1838-1886). Richardson was a graduate of the French school Ecole des Beaux Arts and had a major impact on both public and private buildings, especially in churches, schools, and courthouses. One of the most famous of his designs is the Allegheny Courthouse and Jail, located in Pittsburgh, Pennsylvania, and constructed in 1884. Richardson impacted the Victorian style with the addition of dramatic detailing and an abundance of arches.<sup>16</sup> His influence on the Victorian style lasted long after his death, and he is held in high regard with architects such as Frank Lloyd Wright and Louis Sullivan. This period of Romanesque-inspired Victorian architecture has come to be known as the Richardson Century.<sup>17</sup>

## History of Marietta, Pennsylvania

### *Founding Families of Marietta*<sup>18</sup>

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

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

<sup>14</sup> Pennsylvania Historical and Museum Commission, "Romanesque Revival Style (1840 – 1900) | PHMC > Pennsylvania Architectural Field Guide," [www.phmc.state.pa.us](http://www.phmc.state.pa.us), accessed March 18, 2022, <http://www.phmc.state.pa.us/portal/communities/architecture/styles/romanesque-revival.html>

<sup>15</sup> National Register of Historic Places, "Marietta National Historic Register Nomination Form" (United States Department of the Interior, July 8, 1978), National Register of Historic Places.

<sup>16</sup> "Romanesque Revival Style (1840 – 1900) | PHMC > Pennsylvania Architectural Field Guide"

<sup>17</sup> O’Gorman, James Francois, "H.H. Richardson," *Encyclopedia Britannica*, accessed March 19, 2022, <https://www.britannica.com/biography/H-H-Richardson>

<sup>18</sup> 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.

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

<sup>20</sup> Ibid.

<sup>21</sup> Ibid.

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

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

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

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

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

### *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

<sup>22</sup> Ibid.

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

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

<sup>25</sup> Ibid.

<sup>26</sup> Ibid.

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

<sup>28</sup> Ibid.

<sup>29</sup> Ibid.

<sup>30</sup> Wikipedia, "Donegal Presbyterian Church Complex" [https://en.wikipedia.org/wiki/Donegal\\_Presbyterian\\_Church\\_Complex#:~:text=NRHP%20reference%20No.&text=Donegal%20Presbyterian%20Church%20Complex%20is,building%20with%20a%20gambrel%20roof](https://en.wikipedia.org/wiki/Donegal_Presbyterian_Church_Complex#:~:text=NRHP%20reference%20No.&text=Donegal%20Presbyterian%20Church%20Complex%20is,building%20with%20a%20gambrel%20roof), accessed May 20, 2021

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

<sup>32</sup> Ibid.

<sup>33</sup> Ibid.

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>34</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>35</sup>

When you walk around Marietta and you come across the Duffy-Rottmund House (1863) on Market Street, formerly Irishtown, think about Colonel James Duffy (1818-1888) as a boy, growing up along the Susquehanna River, working on the log rafts as a draftsman until earning the rank of pilot and making a successful career in river transportation.<sup>36</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>37</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>38</sup> From the beginning, Americans accepted waterways as the best method of traveling, or for moving goods from one place to another.<sup>39</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>40</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>41</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>42</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>43</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>44</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,

<sup>34</sup> A. T. Olmstead, History of the Persian Empire (Chicago: University of Chicago Press, 1948), 50.

<sup>35</sup> Joseph Needham, Science and Civilization in China v. 4, p 3 (Taipei: Caves Books, 1986), 307.

<sup>36</sup> H. M. J. Klein, Lancaster County Pennsylvania: A History v. iv (New York: Lewis Historical Publishing Company, Inc., 1924), 406.

<sup>37</sup> Biographical Annals of Lancaster County Pennsylvania (Lancaster, PA: J. H. Beers & Company, 1903), 299.

<sup>38</sup> Electa Kane Tritsch, Building Dedham(Dedham, MA: Dedham Historical Society, 1986), 14.

<sup>39</sup> Eric Sloane, Our Vanishing Landscape (New York: Funk & Wagnalls, 1955), 50.

<sup>40</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>41</sup> *Ibid.*, 43.

<sup>42</sup> Sloane, 52.

<sup>43</sup> *Ibid.*, 53.

<sup>44</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).

coal, and raw materials from Marietta (1719) and Columbia (1724) to the Port of Baltimore (1729).<sup>45</sup> This is the reason why the economy in Marietta was built on lumber, coal, whiskey, and transportation.<sup>46</sup>

The origins of the Pennsylvania Canal date back to 1690 when William Penn proposed building a canal connecting Philadelphia with the Susquehanna River. It took 102 years until in 1792, as an initiative of the Washington administration (1789-1797), the Union Canal, was completed in 1828. Running eighty-two miles, the Union Canal connected Middletown (1755) on the Susquehanna River to Reading (1748) on the Schuylkill River.<sup>47</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>48</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>49</sup> In Marietta, along the Pennsylvania Canal boats were drawn by mules guided along the tow path parallel to Front Street.<sup>50</sup> A double canal boat could handle up to 250 tons of freight with a single mule team on the tow path.<sup>51</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>52</sup> The last log raft to float down the Susquehanna River to Marietta landed on 12 April 1911.<sup>53</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.

### *History of Marietta, Pennsylvania*<sup>54</sup>

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>55</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

<sup>45</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>46</sup> Marietta Sesquicentennial: 1812-1962 Souvenir Booklet (Marietta, PA: n.p.), 15.

<sup>47</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>48</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>49</sup> Marietta Sesquicentennial: 1812-1962 Souvenir Booklet (Marietta, PA: n.p.), 14.

<sup>50</sup> Frederic H. Abendschein, Colombia, Marietta, and Wrightsville: Images of America (Charleston, S. C.: 2009), 100.

<sup>51</sup> Shank, 44.

<sup>52</sup> Abendschein, 100.

<sup>53</sup> *Ibid.* 16.

<sup>54</sup>This section of the property report was authored by Kyle C. Cappucci, Elizabethtown College Class of 2022 as a research paper entitled, "Marietta Pennsylvania Historic District & The Susquehanna National Heritage Area Designation ArcGIS Story Map" presented at the Landmark Conference Thursday 11 July 2019 as part of the college's Summer Scholarship, Creative Arts, and Research Projects (SCARP) program. It has been inserted here to give the reader context for the remainder of the report.

<sup>55</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).



the way, Brule explored the tributaries of the Susquehanna River in Lancaster County and encountered the Susquehannock tribes living along the Susquehanna River.<sup>56</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>57</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>58</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 proprietary monopoly in the Indian trade."<sup>59</sup>

In 1708 James Logan invited the French Expert Indian language interpreter Peter Bezaillion (1661-1742) to establish a fur trading post where the Conoy Creek meets the Susquehanna River in Bainbridge, Pennsylvania north 7.5 miles north of Marietta. By 1719 Bezaillion invited the Piscataway tribe to move from Maryland to Conoy Town. They assumed the name Canoise or corn shellers and were called the Conoy Indians.<sup>60</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>61</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>62</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>63</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>64</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

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<sup>56</sup> Ibid.

<sup>57</sup> Ibid.

<sup>58</sup> Ibid.

<sup>59</sup> Ibid.

<sup>60</sup> Ibid.

<sup>61</sup> Ibid.

<sup>62</sup> Ibid.

<sup>63</sup> Marietta Sesquicentennial Souvenir Booklet (Marietta, PA: August 4, 1962).

<sup>64</sup> Ibid.

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>65</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>66</sup>

Between 1775-1783 Marietta played an important role in the American Revolution manufacturing iron and lumber, producing agricultural goods, distilling whiskey, and ferry transportation between Lancaster and York Counties over the Susquehanna River. The capitol of Continental Congress was in Lancaster City on 22 September 1777. Lancaster City was the capitol of Pennsylvania from 1799-1812. York City was the capitol of the Continental Congress from 1777-1778. The Articles of Confederation were drafted and adopted in York thus the establishing the first constituting and government for the United States of America. In 1789 Quaker leader Samuel Wright renamed Wright's Ferry as Columbia and petitioned the new U. S. Congress to make this the location of the U. S. Capitol.<sup>67</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>68</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>69</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>70</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,

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<sup>65</sup> Ibid.

<sup>66</sup> Ibid.

<sup>67</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>68</sup> Marietta Sesquicentennial Souvenir Booklet (Marietta, PA: August 4, 1962).

<sup>69</sup> Ibid.

<sup>70</sup> Ibid.

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>71</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>72</sup>

The Economic Panic of 1819 was the first major peacetime financial crisis in the U. S. following the collapse of the economy in the transition from a colonial commercial status with Europe toward an independent economy. The downturn was driven by global market adjustments in the aftermath of the Napoleonic Wars, its severity was compounded by excessive speculation in public lands. The Pennsylvania legislature did not build a bridge between Marietta and York. James Anderson lost most of his money building the Columbia Pike.<sup>73</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>74</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>75</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>76</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>77</sup>

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.

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<sup>71</sup> Ibid.

<sup>72</sup> Ibid.

<sup>73</sup> Revolvy. "Panic of 1819" revolvy.com <https://www.revolvy.com/page/Panic-of-1819> (accessed May 21, 2019).

<sup>74</sup> Pennsylvania Historical & Museum Commission. "Pennsylvania Canals- 1846" [phmc.state.pa.us](http://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>75</sup> Rivertownes. "The Furnaces of Rivertownes" [rivertownes.org](http://www.rivertownes.org) <http://www.rivertownes.org/Features/Furnaces/Marietta.htm> (accessed May 21, 2019).

<sup>76</sup> Marietta Sesquicentennial Souvenir Booklet (Marietta, PA: August 4, 1962).

<sup>77</sup> Ibid.

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>78</sup>

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

In 1889 Donegal Mutual Insurance Company, formerly Donegal and Conoy Mutual Fire Insurance Company, established on West Market Street in Marietta. During 1960-1961 Donegal built their national headquarters in Colonial Revival style campus on River Road Pennsylvania Route 441 (PA 441).<sup>79</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>80</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, Ordnance, Medical, Engineer, and Signal Corps supplies until east coast ports were in a position to receive and ship materials overseas.<sup>81</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>82</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>83</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>84</sup>

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<sup>78</sup> Ibid.

<sup>79</sup> Landis, John C., Candlelight Tours of Marietta 1966 to 2015 (Landisville, PA: Yurchak Printing, Inc, 2015).

<sup>80</sup> Marietta Sesquicentennial Souvenir Booklet, (Marietta, PA: August 4, 1962).

<sup>81</sup> Ibid.

<sup>82</sup> Ibid.

<sup>83</sup> Ibid.

<sup>84</sup> Ibid.

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>85</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>86</sup>

In 1955 the United States Aluminum Corporation of Pennsylvania USALCO is established. Rectangular twenty-five pound “ingots” smelted from scrap aluminum were produced to make castings for automotive automatic transmissions, pistons, aluminum fry pans, and products for national defense purposes.<sup>87</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>88</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>89</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>90</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>91</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

<sup>85</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>86</sup> 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](https://history.army.mil/html/books/010/10-19/CMH_Pub_10-19.pdf) (accessed May 23, 2019).

<sup>87</sup> USALCO, “About Us” [usalco.com https://www.usalco.com/company/history/](https://www.usalco.com/company/history/) (accessed May 23, 2019).

<sup>88</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>89</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>90</sup> Wikipedia. “Superfund” [Wikipedia.org https://en.wikipedia.org/wiki/Superfund](https://en.wikipedia.org/wiki/Superfund) (accessed May 23, 2019).

<sup>91</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).

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>92</sup>

In 1981, Rich Kushner opened Swedish Motors at 7 North Decatur Street, advertising that his employees had a unique knowledge of Swedish cars and foreign parts. His niche was more than enough to preoccupy his technicians, some of whom have been with Rich since their service doors opened. Today, Swedish Motors offers the same reliable auto service while also selling and restoring preowned and vintage vehicles.<sup>93</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>94</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>95</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>96</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>97</sup>

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<sup>92</sup> LEPCO. "About Us" lepcocom <http://lepcocom/about-us/> (accessed June 13, 2019)

<sup>93</sup> Swedish Motors. "About Us" swedishmotors.com <http://www.swedishmotors.com/about-swedish-motors> (accessed May 29, 2019).

<sup>94</sup> Jagtrux. "Our Story" jagtrux.com <http://jagtrux.com/dotnetnuke/AboutUs/OurStory.aspx> (accessed May 23, 2019).

<sup>95</sup> B.N. Excavating. "About Us" bnexcavating.com <https://www.bnexcavating.com/about-us.php> (accessed May 29, 2019).

<sup>96</sup> Hiltz Propane Systems. "About Us" hiltzpropanesystems.com <https://www.hiltzpropanesystems.com/about-us/> (accessed June 13, 2019)

<sup>97</sup> Vanguard Modular Building Systems. "Vanguard History" vanguardmodular.com <https://vanguardmodular.com/vanguard-history/> (accessed June 13, 2019).

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>98</sup>

Lancaster Recumbent opened in December 2014, and today, the shop has over 75 different types of recumbent cycles – and continues to grow. The shop moved to a new location at 103 West Market Street in March 2018 – a larger space (for more cycles) located a block and a half off the Northwest Lancaster County River Trail in Marietta, PA. Lancaster Recumbent offers rides for all of life’s cycles, new and used semi-recumbent and recumbent cycles, offers personal customizations and adaptations to meet your specific needs. Lastly, they offer repairs and maintenance for practically anything with wheels – from recumbent to traditional upright cycles, from strollers to wheelchairs and walkers.<sup>99</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>100</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>101</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>102</sup> Marietta has its own Compressor Station off River Road and has a direct connection to this major national phenomenon.

<sup>98</sup> Hess Auctioneers. “About Us” hessauctioneers.com <https://www.hessauctioneers.com/about-us/> (accessed May 29, 2019).

<sup>99</sup> Lancaster Recumbent. “About Us” lancasterrecumbent.com <https://lancasterrecumbent.com/about-us/> (accessed May 29, 2019).

<sup>100</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>101</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>102</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)

### Biographical Significance & Historic Purpose of Property

**Samuel F. Frey** (1852-1934) was born the son of Abram Frey (1823-1859) and Mary Fauby (1823-1898). The family traces their ancestry back to French Huguenots who immigrated to Pennsylvania in the mid-1600s. He was the son of a minister and was deeply involved in church during his life. He grew up in the Evangelical tradition, and supported churches around Marietta, even in helping with the building of the Zion Reformed Church.<sup>103</sup> He married **Anna H. Longenecker** (1858-1934) in 1876 and together they had five children, Samuel L. Frey, Anna Frey Hunt, Myra L. Frey, Cora L. Heisey, and Wilbur L. Frey.<sup>104</sup>

Samuel began studying cabinetry and undertaking in 1868 at the age of 16. In 1872 he opened his own funeral parlor in Marietta and in 1887 he demolished the former structure and constructed a new building at 101, 103, and 105 West Market Street. Frey was involved in many businesses in Marietta, including the Marietta Silk Mills, the First National Bank of Marietta, real estate ventures, and local farming. After much success in Marietta, he established another funeral parlor in Lancaster City.<sup>105</sup> He ran this parlor until his death in 1934 at the age of 81.

**Dr. Levi Clarence Hunt** (1873-1948) and **Anna Frey Hunt** (1880-1941) were both born in central Pennsylvania. Dr. Hunt, who went by Clarence, and Anna Frey Hunt owned the property from 1921 to 1941.<sup>106</sup> Anna was the daughter of Samuel F. Frey and Anna Longenecker and was in possession of the property while her brother, Samuel L. Frey, ran the family funeral home operating on the premises. During the time of their ownership, the couple lived in Lititz, Pennsylvania, a short drive from Marietta.<sup>107</sup> The property was then sold to her brother after her death in 1941.

**Samuel L. Frey** (1878-1949) was the son of Samuel F. Frey and Anna Longenecker. He married **Marguerite Schock** (1879-1937) in 1900, who was the daughter of **Percy P. Schock** (1852-1903), the editor of the “Marietta Register.” They had four children, Samuel Percy Frey, Elizabeth Stuhlmann, John Lewis Frey, and Anna Frey.<sup>108</sup>

Samuel took over the operations of his father’s funeral home in Marietta in 1912 but did not gain ownership of the property until 1941.<sup>109</sup> He was recognized by the county, state, and national boards of funeral directors. He was an accomplished member of the community and belonged to fraternal organizations such as the Independent Order of Odd Fellows, Chiques Council, Improved Order of Red Men, Patriotic Order Sons of America, and served as master of the Oshara Lodge of Free and Accepted Masons. He was also on the local school board, organized the Liberty Band of Marietta, and a deacon at the First Presbyterian Church.<sup>110</sup> He ran the funeral home successfully until his unfortunate death in 1949, the result of an automobile accident in Colombia, Pennsylvania.<sup>111</sup>

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<sup>103</sup> Klein, H. M. J., Lancaster County, Pennsylvania: A History (Lancaster, PA: Lewis Historical Publishing Company, Inc., 1924) 455-456, <https://play.google.com/store/books/details?id=ISgMAAAAYAAJ&rdid=book-ISgMAAAAYAAJ&rdot=1> (accessed March 4, 2022).

<sup>104</sup> Ancestry.com “U.S., Find a Grave Index, 1600s-Current” ancestry.com <http://www.findagrave.com/cgi-bin/fg.cgi> (accessed March 6, 2022).

<sup>105</sup> Klein, Lancaster County, Pennsylvania: A History, 456.

<sup>106</sup> Book H, Volume 38, page 275.

<sup>107</sup> Ancestry.com “Pennsylvania Historic and Museum Commission; Harrisburg, PA; Pennsylvania (State). Death Certificates, 1906-1968; Certificate Number Range: 069801-072650” Ancestry.com [https://www.ancestry.com/interactive/5164/42342\\_645856\\_0620-02765/3866344](https://www.ancestry.com/interactive/5164/42342_645856_0620-02765/3866344) (accessed March 4, 2022.)

<sup>108</sup> Ancestry.com “U.S., Find a Grave Index, 1600s-Current” Ancestry.com <https://www.findagrave.com/memorial/39293063/marguerite-frey> (accessed March 6, 2022).

<sup>109</sup> Book H, Volume 38, page 275.

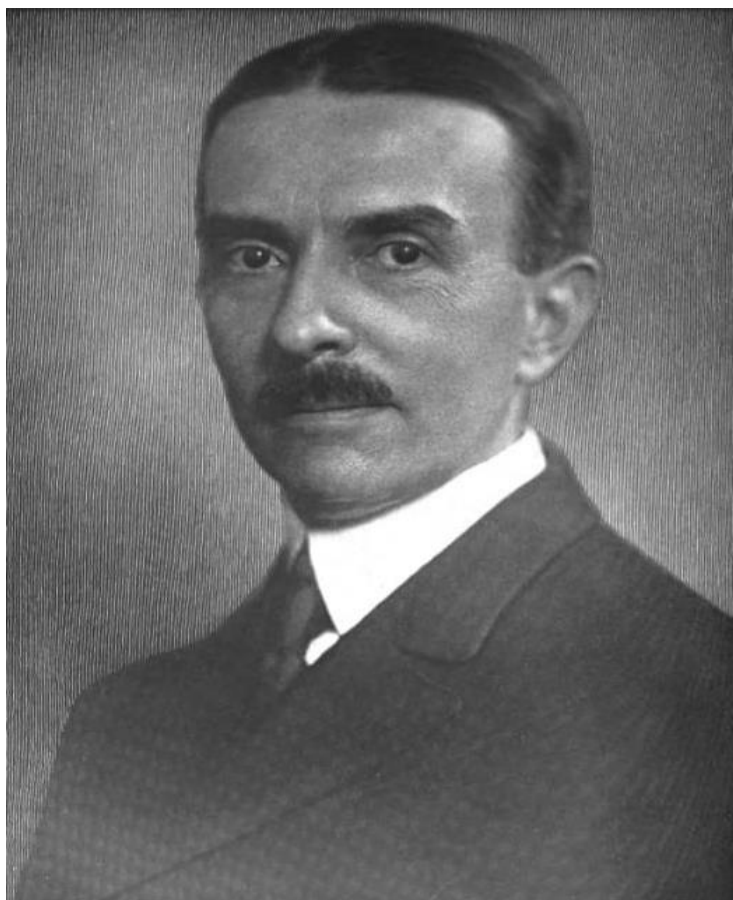
<sup>110</sup> Klein, Lancaster County, Pennsylvania: A History, 456.

<sup>111</sup> Ancestry.com “Fatal Accident of Samuel L. Frey” Ancestry.com [https://www.ancestry.com/family-tree/tree/18828831/person/150168747867/Photo/e2a294c1-4210-4766-8b1b-0bd16efa5766?otid=181178119&opid=172362635583&\\_phsrc=yzm875&\\_phstart=default&usePUBJs=true&currentPageIsStart=](https://www.ancestry.com/family-tree/tree/18828831/person/150168747867/Photo/e2a294c1-4210-4766-8b1b-0bd16efa5766?otid=181178119&opid=172362635583&_phsrc=yzm875&_phstart=default&usePUBJs=true&currentPageIsStart=) (accessed March 3, 2022.)



**Historic & Contemporary Photos of Property**





Portrait of Samuel L. Frey

**For the Second Year!**

WE have again been accepted for fellowship in one of our profession's best known groups. For the second time we have been appointed as members of the Order of the Golden Rule in this community.

The Order accepts but one funeral directing organization in each community. That organization must subscribe to a Creed which outlines the high ethical standards of the Order and its members.

It is not difficult to understand, therefore, why we are gratified that our symbol shows two service stars, in token of our second year of affiliation with the Order.

**SAMUEL FREY**  
MEMORIAL  
FUNERAL HOMES  
MEMBER, THE ORDER OF THE GOLDEN RULE  
Marked and Licensed

